

WHAT YOU WILL BE DOING FOR THE NEW ADR38/04

The revised ADR38/04 is expected to come into force on January 1st 2014 (**next year!**).

This will require **all new trailers** to have either **load proportioned braking** ('LSV' load sensing valves) or **antilock** ('ABS' or 'TEBS'). This will be followed by ADR38/05 a couple of years later, which will mandate **stability control** ('TEBS') on **all new trailers**.

Following is a summary of the options available from Air Brake Corporation of Australia for meeting these new legal requirements...

LSVs

ABS

TEBS

- ✓ Better brake feel when empty.
- ✓ Better balance and less risk of wheel lock when empty (*if all other parts of combination also have load proportioned braking).
- ✓ Works well with air suspension.

- ✓ No wheel lock at any load in any weather guarantees stability.
- ✓ Eliminates tyre flat-spotting.
- ✓ Does not affect brake balance.
- ✓ Works well with any suspension.
- ✓ Simple blink-code diagnosis.

- ✓ Electronic load sensing **AND** antilock, **PLUS** roll stability.
- ✓ Faster brake apply and release.
- ✓ Better wear balance between front and rear dog trailer axles.
- ✓ Native multivolt works behind any truck with power connector.
- ✓ Integral data logger useful for fleet management functions.
- ✓ Comprehensive PC diagnosis.
- ✓ Foundation for options like lift axle and suspn control, reverse sensing, axle load display, etc.
- ✓ Ready for ADR38/05.

- ✗ Wheel lock still likely under hard braking or on slippery roads.
- ✗ Wheel lock even more likely if not on all parts of combination.*
- ✗ Not suited to spring suspension.
- ✗ Won't meet ADR38/05.

- ✗ Requires compatible power supply from truck.
- ✗ Dual voltage version requires additional external inverter.
- ✗ Won't meet ADR38/05.

NEXT YEAR COULD BE TOO LATETALK TO US NOW AND BE PREPARED

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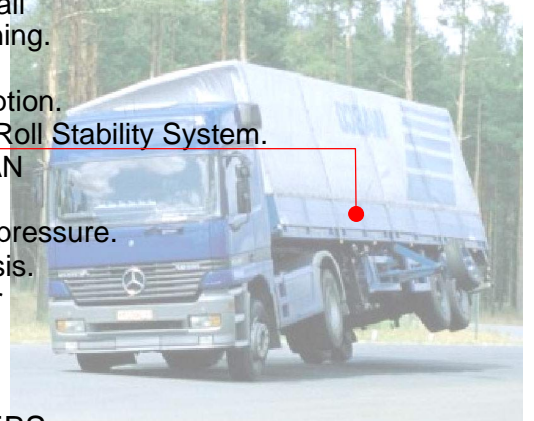


MULTIVOLT E-TEBS

With antilock, load proportioning, & roll stability functions, our latest multivolt E2.5 TEBS will have you prepared and ready ADR of the new ADR38 revisions that are on the way...

All of the proven features of previous generation TEBS...

- 9 More responsive 'car like' brake feel & shorter stopping distance (15% to 20% shorter with)
- 9 Faster brake applications with synchronous truck & trailer braking (no lag or trailer push).
- 9 Even brake wear & consistent pedal feel at all loads with integral electronic load proportioning.
- 9 Guaranteed stability via integral ABS with improved efficiency for reduced air consumption.
- 9 Active rollover protection via integral 'RSS' Roll Stability System.
- 9 In-dash display of trailer axle weight (via CAN bus to compatible EBS towing vehicles).
- 9 Sensing & in-dash warning of low trailer air pressure.
- 9 Comprehensive PC programming & diagnosis.
- 9 Sensing & in-dash warning of disc pad wear limits with optional wiring harness



PLUS advanced new features of the E2 TEBS...

- 9 Native multivolt capability will operate with towing vehicle power supplies from 9 to 30 volts
- 9 Multivolt connector available to enable connection of any ABS/EBS towing vehicle, 12V or
- 9 Downward facing connector arrangement with enhanced seals for improved moisture protection
- 9 Reduced power consumption for more reliable multi-trailer operation with more trailers.
- 9 CANrouter in all lead kits relays electronic brake signal to all trailers in combination for fast
- 9 Load proportioning can now be disabled behind non-EBS towing vehicles for improved control
- 9 Simplified load sensing for mechanical suspensions.
- 9 Expanded data logging functions with increased trip memory records distance, speed, axle loads & RSS events & various other operating parameters for comprehensive fleet management
- 9 Optional 'SmartBoard' displays all trailer axle group loads separately in tonnes. (replaces on board scales).
- 9 Optional 'SmartBoard' (with battery) provides odometer function even when E-TEBS is unpowered. (replaces hubometer).
- 9 Optional 'TailGUARD' reversing sensor kits warn of obstacles & apply brakes automatically
- 9 Optional 'LACV' kits automatically control lift axle/s with manual override via optional 'SmartBoard'
- 9 Optional multivolt 'eTASC' electronic air suspension control uses less air than pneumatic lift valves & provides speed dependant ride height (less drag & improved stability), & raise/low with automatic return to ride ('RTR') & fully manual function for 'no power'override.
- 9 Multiple programmable GIO (general input/output) ports for customised functions like...
 - x Activation of stoplight and/or tag trailer brakes when roll stability intervention is active.
 - x Speed dependant switching functions (EG: self-steer axle lock over certain speed).
 - x Programmable warning functions (EG: rear door/tailgate open, suspension dumped, etc)
 - x 'Tilt-Alert' can be wired to activate warning light and/or buzzer if tipping at dangerous angles

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