

HEAVY VEHICLE MODIFICATIONS

Checklist G2

INSTALLATION OF TRAILER BRAKING CONTROLS - AIR BRAKES

(Y=Yes, N=No or N/A= Not Applicable)

1.0 Trailer air supply1.1 Is an in-cabin tractor protection device fitted? 1.2 Is trailer air supply interrupted by activation of the device? 1.3 Does trailer air supply automatically disconnect when tractor air pressure depletes to 420 kPa in at least one of the prime mover circuits? **2 Trailer service signal**2.1 Is trailer service signal interrupted when the tractor protection device is in the 'off' position?

(Note: If a tractor protected reservoir is fitted, it is permissible for this to be depleted by brake application signals after the tractor protection valve is activated, provided it draws no further air from the truck system). Response time test (refer to Chapter 19 - Certification for details on test requirements) - Positive air pressure systems only.

2.2 Was the response time measured in accordance with the test requirements in ADR 35: 2.3 Response time measured: milliseconds. 2.4 Is this less than 600 milliseconds? **3 Trailer park brake**3.1 Is it possible to apply the trailer park brake from within the cabin of the prime mover? **4 Optional hand control**4.1 Does the brake light operate when the hand control is activated? 4.2 Do the truck service brakes remain unapplied with the operation of the trailer hand control? **5 Trailer air connections**5.1 Are trailer air connections in accordance with AS 4945-2000 Commercial road vehicles - Interchangeable quick connect/release couplings for use with air-pressure braking systems?

HEAVY VEHICLE MODIFICATIONS

5.2 Are trailer air connections colour-coded Red = supply, Blue = signal, or otherwise identified?

5.3 Are connections polarised i.e. one male and one female?

5.4 Is supply connection on prime mover female type or outboard interference lug palm type?

6 Trailer electrical connections

6.1 Are trailer electrical connections in accordance with ISO 1185 – 1997 or SAE J 560 – 1998

6.2 Is park/clearance circuit protected by fuse or circuit breaker for the trailer supply?

7 Compressor air restoration time - positive air pressure systems only

7.1 After 3 full brake applications within 10 seconds, does the time to restore pressure to 75% of starting test pressure meet the following requirements?

a) For prime mover and trailer: Less than 60 sec?

b) For prime mover only: Less than 60 sec x (Prime mover GVM/Prime mover GCM)

8 General

8.1 Are all the components used in the installation in accordance with Chapter 2 of this Section?

8.2 Is the quality of workmanship to a satisfactory standard?

NOTE: If the answer to any relevant question is "NO", the modification is not acceptable.

Vehicle Chassis No/VIN:

Vehicle Modifier:

Examined by:

Company (if applicable):

Certifying Officer No:

Modification Cert No:

Signed when printed:

Date: