Guide lines for installing the Transport Equipment Australia (TEA) ADR3804 Brake kit: If you are unclear of the requirements please contact your TEA representative. All components need to be installed as originally tested. The drawings supplied, layout the requirements of how to fit the kit correctly, please follow the guide lines supplied accurately as any deviation may void the ADR certification.

Couplings: Snap on couplings are polarised and need to be clear bore couplings, never use self sealing couplings. Female coupling is for service air, Male coupling is for supply air to the Springbrake valve. Glad hands can be used in place of the Snap on coupling if required.

Air lines: Please refer to the drawing for correct air line identification, length and color. Do not fit air line lengths longer than those specified in the drawing. If shorter air line lengths can be used than specified please do so.

- Nylon should be cut using the correct tool to ensure a clean square cut. Insert Nylon into fitting and firmly push to ensure it is fully inserted, pull back gently to ensure it will not blow out when pressurised. Always pressure test prior to the trailer going into service.
- Rubber hose lengths must never been increased over that which is specified, try to keep all service delivery lines the same length. Shorter line lengths were practical should be employed. Ensure that hose is fully inserted over the hose barb, ensure the hose clip is tightened to at least 6 – 12 nm or higher if the manufacture allows this. Always pressure test prior to the trailer going into service.

Air Tanks: Locate air tanks as close as possible to the centre of the axle group.

Air Valves: Place valves as close as possible to the drawing layout supplied. Kits are supplied with most line connections in place. Should they need to be moved or other fittings placed into valves ensure a correct thread sealant is used to create an air tight connection. Ensure that fittings are not over tightened as this can cause damage to the air valve. The following is an guideline for Aluminium valves. For engineering grade plastic valve you will need to refer to the manufacture for guidance.

- ¼" NPT up to 20Nm - 3/8" NPT up to 25Nm ½" NPT up to 30Nm - ¾" NPT up to 40Nm

Note: Always pressurise the circuit and check for leaks prior to the trailer going into service.

Load Sensing Valves: If a Load Sensing Valve (LSV) is to be fitted, ensure you follow the installation directions supplied by the manufacturer. It is critical for LSV's for mechanical suspension trailers that the valve be located as directed. Failure to do this will compromise the brake system performance.

Brake Actuators: Brake Actuator size is specified by the certifying engineer. If the brake actuator has been supplied with an uncut pushrod you will need to contact the axle supplier for the correct length to be used and the procedure to cut the push rod. Once the actuator pushrod has been sized correctly (NB: incorrect pushrod length will effect brake performance) mount the actuator in the correct set of holes on the axle brake bracket opposite the slack adjuster as prescribed by the certifying engineer. You must ensure correct adjustment is possible with the brake shoe contacting the brake drum, the pushrod to slack adjuster relationship must form a perfect 90 degree junction as per fig 1 when the brake is applied to 450kpa. Please consult with the Brake Actuator supplier for the correct mounting bolt torques and park brake spring release method.

Shut off Cocks: Special care must be taken when Shut off cocks/Taps are fitted to the rear of a trailer. They are to be open only when a 2nd trailer or dolly is attached to the lead trailer. At all other times they are to be turned off. If you are uncertain of there fitment or function please contact your TEA representative.

Testing: Please ensure the trailer is safely secured and can not move when the brakes are released.
Leak test – Connect air to both front couplings so both circuits are pressurised. Apply soapy water to all connections and look for bubbles. Should bubbles (leak) appear the connection needs to be retightened and checked again for leaks. Continue testing all connections until all leaks are eradicated. Release air from all circuits.
Function test – Connect air line to the male coupling which should release the Park brake (Springbrakes). Uncoupling will apply the parking brakes (Springbrake). Failure to release will require trouble shooting to be performed, contact your TEA representative. Once the Springbrakes are released allowing the wheels to turn take the opportunity to check brake adjustment. Follow the manufacturers adjustment procedure to ensure it is done correctly.
Once satisfied the Park circuit is operational, release the park brakes again and apply air to the female coupling. This will apply the brakes release air from the coupling, the brakes should release. Failure to function will require trouble shooting to be performed, contact your TEA representative.

Failure to install and correctly check the brake kit function may void ADR certification and any warranty claims.

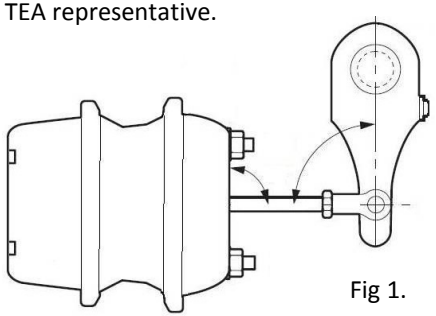

Fig 1.

Drawing: M0002instal		
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Installation Guidelines for ADR3804 Brake Kits		