

# WHAT YOU WILL BE DOING FOR THE NEW ADR38/04

The revised ADR38/04 comes into force on **July 1st 2014**.  
(January 1st 2015 for existing make/model ADR approvals)

This will require **most 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...

GOOD	BETTER	BEST
LSVs	ABS	TEBS
<ul style="list-style-type: none"> <li>✓ Better brake feel when empty.</li> <li>✓ Better balance and less risk of wheel lock when empty (*if all other parts of combination also have load proportioned braking).</li> <li>✓ Works well with air suspension.</li> </ul>	<ul style="list-style-type: none"> <li>✓ No wheel lock at any load in any weather guarantees stability.</li> <li>✓ Eliminates tyre flat-spotting.</li> <li>✓ Does not affect brake balance.</li> <li>✓ Works well with any suspension.</li> <li>✓ Simple blink-code diagnosis.</li> </ul>	<ul style="list-style-type: none"> <li>✓ Electronic load sensing <b>AND</b> antilock, <b>PLUS</b> roll stability.</li> <li>✓ Faster brake apply and release.</li> <li>✓ Better wear balance between front and rear dog trailer axles.</li> <li>✓ Native multivolt works behind any truck with power connector.</li> <li>✓ Integral data logger useful for fleet management functions.</li> <li>✓ Comprehensive PC diagnosis.</li> <li>✓ Foundation for options like lift axle and suspn control, reverse sensing, axle load display, etc.</li> <li>✓ Ready for ADR38/05.</li> </ul>
<ul style="list-style-type: none"> <li>✗ Wheel lock still likely under hard braking or on slippery roads.</li> <li>✗ Wheel lock even more likely if not on all parts of combination.*</li> <li>✗ Not suited to spring suspension.</li> <li>✗ Won't meet ADR38/05.</li> </ul>	<ul style="list-style-type: none"> <li>✗ Requires compatible power supply from truck.</li> <li>✗ Dual voltage version requires additional external inverter.</li> <li>✗ Won't meet ADR38/05.</li> </ul>	

**NEXT YEAR COULD BE TOO LATE .....TALK TO US NOW AND BE PREPARED**



# AIR BRAKE CORPORATION OF AUSTRALIA P/L

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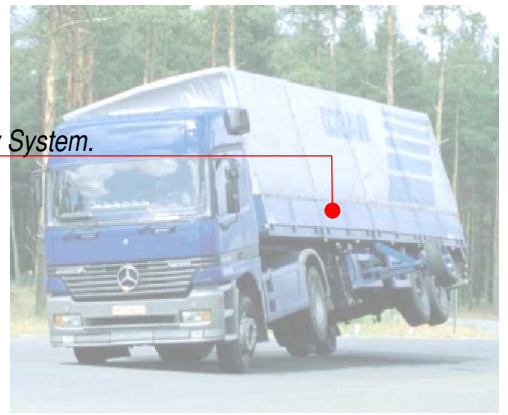


## MULTIVOLT E-TEBS

With antilock, load proportioning, & roll stability functions, our latest multivolt E4-TEBS will have you prepared and ready for ALL of the new ADR38 revisions that are on the way...

### All of the proven features of the previous D-TEBS generation...

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



### PLUS advanced new features of E4-series TEBS...

- ✓ Native multivolt capability will operate with towing vehicle power supplies from 9 to 30 volts.
- ✓ Multivolt connector available to enable connection of any ABS/EBS towing vehicle, 12V or 24V.
- ✓ Downward facing connector arrangement with enhanced seals for improved moisture protection.
- ✓ Reduced power consumption for more reliable multi-trailer operation with more trailers.
- ✓ CANrouter in all lead trailer kits relays electronic brake signal to all other trailers in combination for faster braking behind any ABS or EBS truck.
- ✓ All trailers braked when any trailer is in RSS mode for improved roll stability on roadtrains.
- ✓ Load proportioning can now be disabled behind non-EBS towing vehicles for improved compatibility.
- ✓ Simplified load sensing for mechanical suspensions.
- ✓ Expanded data logging functions with increased trip memory records distance, speed, axle load, ABS & RSS events & various other operating parameters for comprehensive fleet management analysis.
- ✓ Optional 'SmartBoard' displays all trailer axle group loads separately in tonnes. (replaces on board scales).
- ✓ Optional 'SmartBoard' (with battery) provides odometer function even when E-TEBS is unplugged. (replaces hubometer).
- ✓ Optional 'TailGUARD' reversing sensor kits warn of obstacles & apply brakes automatically.
- ✓ Optional 'LACV' kits automatically control lift axle/s with manual override via optional 'SmartBoard'.
- ✓ Optional multivolt 'eTASC' electronic suspension control provides advanced suspension control, including speed dependant ride height (less drag & improved stability), raise/lower control (via manual lever or optional 'SmartBoard') with automatic return to ride, etc.
- ✓ Multiple programmable GIO (general input/output) ports for customised functions like...
  - Activation of stoplight and/or tag trailer brakes when roll stability intervention is active.
  - Speed dependant switching functions (EG: self-steer axle lock over certain speed).
  - Programmable warning functions (EG: rear door/tailgate open, suspension dumped, etc)...
  - 'Tilt-Alert' can be wired to activate warning light and/or buzzer if tipping at dangerous angle.