



AIR BRAKE CORPORATION OF AUSTRALIA P/L

www.airbrakecorp.com.au

Phone (02) 9477 7000



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.

SEE OVER FOR KIT PART NUMBERS....

NSW (02) 9477 7000

WA (08) 9258 4229

QLD (0419) 016 271

QLD (0448) 066 610

VIC (0408) 448 084

VIC (0418) 510 086

NT (0419) 016 271

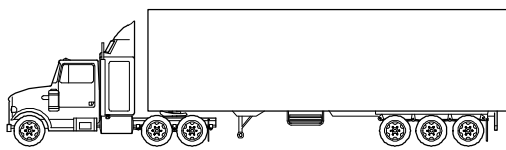
SA (0418) 510 086

KIT P/N	SARN	DESCRIPTION	KIT P/N	SARN	DESCRIPTION
EBSE02A	30800	multivolt 2 axle semi, lead b/dbl-r/train	EBSE11B	33748	multivolt 2 axle dog, tag
EBSE02B	30801	multivolt 2 axle semi, tag	EBSE12B	31280	multivolt 3 axle dog, tag
EBSE02BE	44377	multivolt 2 axle semi, tag extendible	EBSE22A	31281	multivolt 4 axle dog, lead r/train
EBSE02D	46893	multivolt 2 axle dolly	EBSE22B	31282	multivolt 4 axle dog, tag
EBSE03A	30730	multivolt 3 axle semi, lead b/dbl-r/train	EBSE23A	33821	multivolt 5 axle dog, lead r/train
EBSE03B	30731	multivolt 3 axle semi, tag	EBSE23B	33822	multivolt 5 axle dog, tag
EBSE03BE	38241	multivolt 3 axle semi, tag extendible	EBSE33A	38016	multivolt 6 axle dog, lead r/train
EBSE03D	46894	multivolt 3 axle dolly	EBSE33B	38017	multivolt 6 axle dog, tag
EBSE04A	39471	multivolt 4 axle semi, lead b/dbl-r/train			
EBSE04B	39472	multivolt 4 axle semi, tag			

(Contact Air Brake Corporation for systems not listed above and details on options like 'SmartBoard', 'TailGUARD', 'eTASC', etc.)

Virtually all new European prime movers sold in Australia today are equipped with EBS, and the biggest selling North American make now also offers 'EBSS' with trailer CAN bus as an option. The specification of trailing equipment used with these vehicles is critical, and as a general rule of thumb, we recommend matching technologies wherever possible. The table below outlines the consequences of mixing the various brake system technologies that are now available in articulated vehicle combinations.

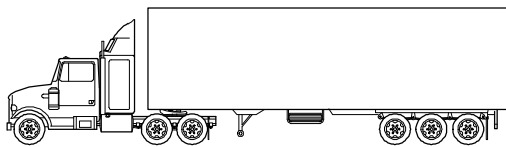
Electronic Stability Control (including trailer roll stability) is expected to be mandated by our ADRs around 2016-17. As Australia's leading trailer brake system specialist, with support staff in every major capital, Air Brake Corporation is the perfect partner to guide you through this brave new world of intelligent electronic control systems. We don't just sell – we help you select, specify, install, commission, and maintain the most cost effective ADR approved solution for you. Contact us for directions to the future.



TOWING VEHICLE with EBS TRAILER/S with conventional AIR BRAKES

XXX NOT RECOMMENDED

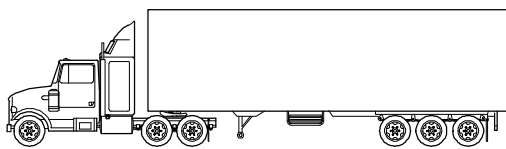
Load proportioning only on towing vehicle can result in over-aggressive trailer braking & **accelerated brake wear**. No ABS on trailer/s with over aggressive braking can result in **chronic wheel lock & dangerous instability** accentuated by push from slow trailer system/s.



TOWING VEHICLE with EBS TRAILER/S with LSV

✓XX LESS THAN OPTIMAL (SAFETY)

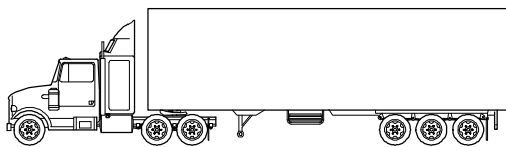
Load proportioning on all for improved brake balance & more even brake wear, but no ABS on trailer/s means wheel lock & instability still possible, & pneumatically triggered trailer system/s behind 'fast' EBS towing vehicle accentuates trailer lag/push.



TOWING VEHICLE with EBS TRAILER/S with ABS

✓✓X LESS THAN OPTIMAL (WEAR)

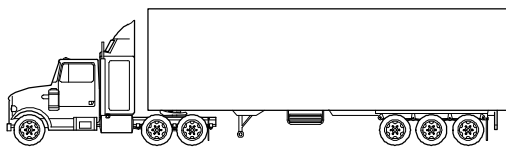
Electronic load proportioning only on towing vehicle can result in over-aggressive trailer braking & **accelerated brake wear**. ABS on all ensures stability but pneumatically triggered trailer system/s behind 'fast' EBS towing vehicle accentuates trailer lag/push.



TOWING VEHICLE with EBS TRAILER/S with EBS

✓✓✓ HIGHLY RECOMMENDED

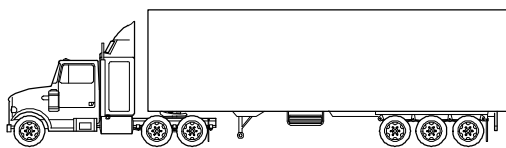
Electronic load proportioning on all for optimum brake balance & **even brake wear** at all loads. ABS on all for **optimum stability & minimum stopping distance**. Electronically triggered trailer system/s (also on every trailer in multiple trailer combos) for synchronous braking (**no trailer lag or push**).



TOWING VEHICLE with ABS TRAILER/S with EBS

✓✓✓✓ READY FOR THE FUTURE

ABS on all ensures optimum stability & reduced stopping distance. Electronic load proportioning only on trailer/s may result in more aggressive towing vehicle braking, but ABS prevents possible instability, & trailer EBS load proportioning can be automatically disabled behind non-EBS towing vehicles if desired.



conventional AIR BRAKES TRAILER/S with EBS

✓✓✓✓ READY FOR THE FUTURE

No power connection to trailer EBS so load proportioning & ABS functions are inactive – trailer/s operate pneumatically at full pressure, so are no worse than most trailers on the road today, but are ready to provide enhanced brake performance & safety behind any ABS/EBS equipped truck!