Service Policy

Introduction

To assist owners with appropriate maintenance, please find outlined below the Lusty EMS Service Policy for its trailers.

Please note that satisfactory operation of the trailer is highly dependent on the roadworthiness and suitability of the prime mover used with the trailer. The satisfactory performance of the trailer can be affected by such prime mover items as the fifth wheel, electrical connections, air connections, air quality, hydraulics (pressure and flow) and other factors related to prime mover maintenance.

It is the responsibility of the owner and or the operator of the trailer to ensure that it is roadworthy at all times and is maintained in the manner outlined below and in the other relevant service pages on this web site. It is also the responsibility of the owner and or the operator of the trailer to ensure that the First Service and all subsequent service work is carried out.

Trailer - Truck Brake Balance

It is the responsibility of the owner or operator to ensure that the braking systems of the trailer and prime mover are compatible. Where incompatibilities exist, Lusty EMS recommends that both the trailer and the prime mover be checked and adjusted if necessary. Limited adjustments may be made to the brakes of the trailer or truck as necessary, provided that the adjustments do not cause the braking performance to fall outside ADR requirements. Where the truck is fitted with EBS brakes and the trailer is not (or vice versa), brake imbalance can potentially occur when the combination is unladen or lightly laden.

Free First Service and Inspection

As the purchaser of a new Lusty EMS trailer, you are entitled to a Complimentary Service and Inspection which will be carried out by an authorised Lusty EMS Dealer or Service Agent (refer to the list under the “Dealers" tab above).

Your Complimentary Service must be undertaken at 20,000km or 60 days, whichever is sooner. The Service is free except for consumable items.

This Service is designed to check the performance and safety of all key trailer components following the initial period of operation. Failure to have this service undertaken may void the trailer Warranty.

At this Service, it is important that the trailer owner advise the servicing dealer of any irregularities in the operation of the trailer.

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The Complimentary First Service and Inspection includes the following:

- Axles: Checked for bearing adjustment, brake adjustment and condition of grease.
- Brake System: Checked for correct operation of valves, possible air leaks and correctly secured and pinned brake power chambers.
- Axle and Suspension Assembly: Checked for alignment and adjusted if necessary. All nuts and bolts, including U bolts, checked for tension (where fitted). Trailer ride height checked.
- Landing Gear: Checked for correct winding up and down and operation of high and low gear selection.
- Tarps: Checked for correct and secure operation.
- Tailgate Hardware: Checked for correct tightness and securing of fasteners.
- Lighting System: Checked for correct operation.
- Tyre Pressures: Checked and noted. The driver will be advised if any are low.

Regular Servicing

Please note that if working on or around the trailer with the body raised a suitable body prop must be used.

Your trailer has been manufactured with high quality components. Many of these components, such as suspensions, brakes, landing legs, etc are proprietary brand name items and must be serviced according to the recommendations of their manufacturers.

Generic information on servicing follows. This should be used as a guide in conjunction with the various Manufacturers' Recommendations for proprietary components.

Weekly or Pre-Trip

Please check or inspect for satisfactory and safe operation:

- tyre pressures
- wheel or rim nuts
- brake system (listen for leaks, inspect linkages, inspect slack adjusters, drain air reservoirs if fitted)
- suspension components (tightness of nuts, visible cracks, etc)
- load retention equipment
- straps, buckles, lock mechanisms (as applicable)
- lights (including brake lights)

Monthly
Please check or inspect for satisfactory and safe operation:

- all items listed in "weekly", plus
- brake relay valves
- brake drums or discs
- king pin bolts and skid plate
- grease king pin and skid plate as required
- lightly grease brake camshafts and slack adjusters
- landing legs and support brackets and bolts

Six Monthly (or 100,000km)
Please check or inspect for satisfactory and safe operation:

- all items listed in "monthly", plus
- in accordance with their manufacturer's instructions (from their web sites), disassemble and inspect all brake mechanism components
- service wheel bearings as and if required by the manufacturer
- check wheel alignment
- inspect the chassis and body for damage or wear and rectify
- inspect the chassis and body

Recommended Tightening Torques :

Item	Nm	Ft. Lb.
Landing Gear securing bolts and nuts	230	170
Removeable King Pin bolts and nuts	190	137
Camtainer nuts on door hinges, locking gear and body rail	17	13
Tool Box and Tyre Carrier fasteners	115	85
Rim Bolts and Nuts	270	200
Flange Nuts for 10 stud wheels - Aluminium	609	450
Flange Nuts for 10 stud wheels - Steel	704	520
Hendrickson U-Bolts	644	475
Quik-Align Bolt	678	500
Hendrickson Shock Absorber bolt	204	150
Axle U Bolts (VE-50 Suspension)	407	300
Radius Rod Pins (VE-50 Suspension)	270	200
Equaliser Shafts (VE-50 Suspension)	542	400
Adjustable Radius Rod Clamp Bolts and Nuts	230	170

Wheel Bearing Adjustment Procedure (Maxus & Maxus II Axles):

- Torque inner nut (while rotating wheel) to 203 Nm (150 Ft. Lb).
- "Back-off" inner nut by a maximum of one third of a turn.
- Fit lock washer and ensure that the locating spigot on the inner nut is engaged in a hole in the lock washer.
- Fit outer nut and torque to 475 Nm (350 Ft.Lb).

Recommended Lubricants:

Axle and Hub Grease	Castrol AXP-T or equivalent
Landing Gear Grease	Castrol AXP-T or equivalent
Camshaft Grease	Castrol AXP-T or equivalent

Tyre Maintenance

The following Tyre Maintenance Program was developed by the Tyre Wear Study Group, an industry group comprising representatives from tyre manufacturers, trailer manufacturers and trailer operators. (Lusty EMS acknowledges the assistance of the Group members: Dunlop, Good Year, Australia Post and Hendrickson).

Disclaimer: *Lusty EMS provides this information in good faith, but does not warrant the applicability of this information to any particular transport application. Trailer operators should consult with their tyre suppliers to establish the correct pressures and procedures for their particular application.*

This program was developed for tri-axle trailers running on interstate highways. Maximising tyre performance requires attention to the following items:

Vehicle Maintenance
It is essential that the trailer is kept in good alignment, set with the axles parallel and at right angles to the centre line of the trailer. Alignment settings should be within the manufacturer's tolerances. It is preferred that alignment is checked with the vehicle in the loaded condition, and to achieve the required settings, all suspension components and bearings must be in good condition. Regular alignment checks should be part of your maintenance program.

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Tyre Selection
For trailer tyres, a tread pattern with continuous ribs is the preference. The wider the tread surface and the smaller the tyre diameter, the more important it is to run a tight maintenance program.

Tyre Pressure
Use the minimum cold inflation pressure required to carry the load [this can be found in the Tyre and Rim Association Manual] plus 20% to compensate for any uneven loading that may occur in the dual configuration. Eg. if, from the Tyre and Rim Manual, 75 psi is required, use 75 +20% which equals 90psi. However, best results for some applications may vary from this. Consult your tyre supplier for specific recommendations for your application.

Tyre Fitting

1. Ensure all tyres have been mounted correctly on the rims, and the dual tyre are matched in overall diameter [within 5mm O.D.] It is recommended that tyres be dual inflated at fitting, to ensure bead centrality.

2. The valve stem should be fitted with a metal valve cap. The valve cap is the primary seal and must be fitted straight and tight. Inner duals should be fitted with valve extensions to ensure inflation pressure can be checked and corrected on the vehicle.

3. If spider wheels are being used, ensure the rims and tyres are fitted centrally and true. Lateral runout at the tyre tread shoulder should be no more than 5mm.

4. Be sure to re-tension the wheel nuts after 50km of use following removal and re-fitment of a wheel.

Tyre Maintenance

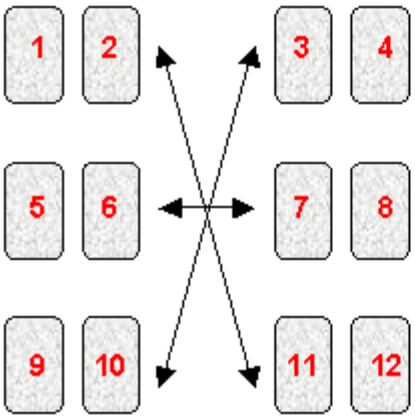
1. Pressure checks are the single most important item in any tyre maintenance program. Inflation pressure should be checked/reset for all tyres every 10,000 km or at least monthly. If the tyre varies in pressure by 15% or more, remove the tyre for inspection. There will be a problem such as a slow leak. The pressure difference between dual tyres should be maintained at less than 4psi.

2. After the first 10,000 km check the tread surface for any signs of uneven wear. Uneven wear at this stage would mean there is a fundamental problem. Eg. tyre fitted incorrectly, axle misalignment. Subsequent checks should be made every 20,000 km.

3. Rotate the tyres according to either of the rotation patterns shown below, every 20,000 to 25,000 km. At the same time check the pressure of each tyre. The key point is to reverse the direction of rotation of all tyres. This is achieved with these rotation patterns by ensuring outer tyres are re-fitted as outers in the new position, and inner tyres are re-fitted as inners. Rotation Plan A has been proven in trials to provide a significant reduction in irregular wear. Rotation Plan B should, in theory, provide better results, but has not as yet been proven in trials.

Plan A

Front



Plan B

Front