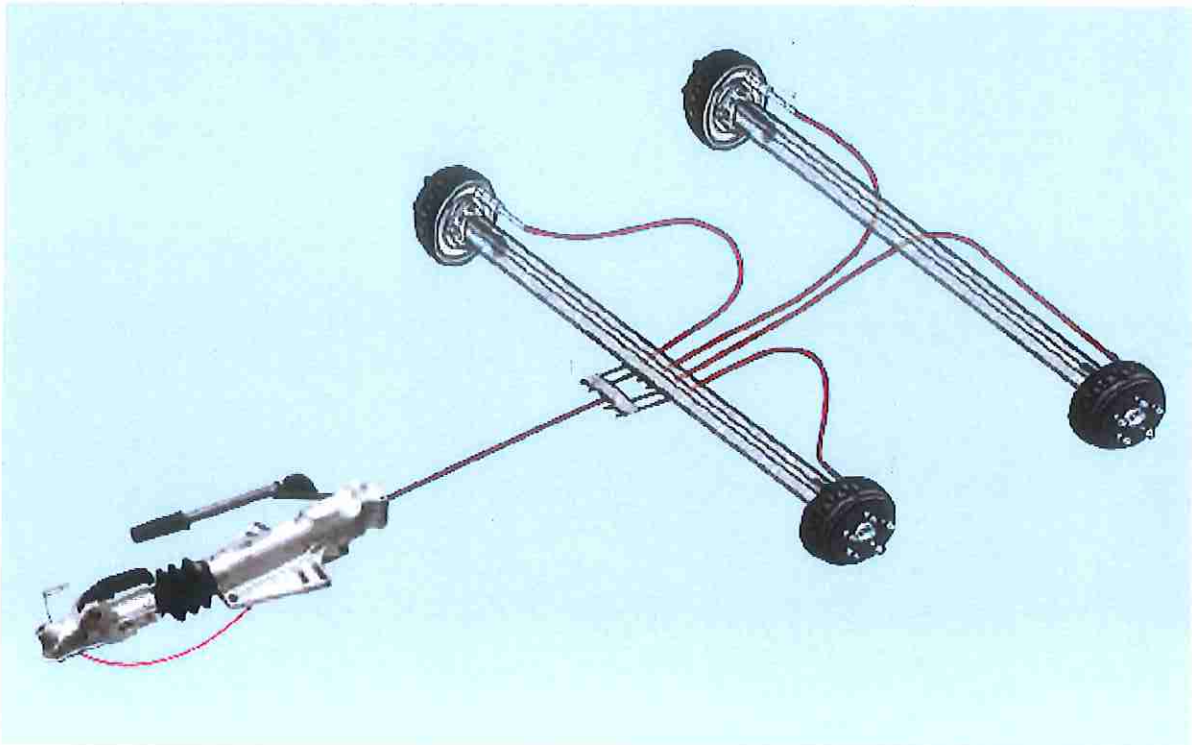


CM / ALKO EURO 3500kg TRAILER KIT

FITTING INSTRUCTIONS

ECE REGULATION 13 & REGULATION 55 COMPLIANT



UN/ECE REGULATION 13 and REGULATION 55 REQUIREMENTS FOR WOF

Trailers fitted with a UN/ECE Regulation 13 braking system that are built in New Zealand must have the following information. The braking system must be identified by the features and markings detailed below. If these features and markings are not present the owner must be able to present documentation that reasonably proves the braking system is compliant with UN/ECE Reg.13 and Reg.55.

A compliant coupling must show the Reg 55 information.

CM / AL-KO Euro35 coupling is correctly marked as indicated by the red frame below.



A compliant brake system will require 4 brakes acting across 2 axles (one per wheel). The back of each brake drum will have a test number marking, required for regulation 13.

CM / AL-KO Euro35 drum brakes are marked correctly for Reg 13, as indicated by the red frame below.



AXLE BEAM SPECIFICATIONS

CM / AL-KO Euro35 drum braking system is designed to be fitted into 65x65x6 square hollow section (SHS)

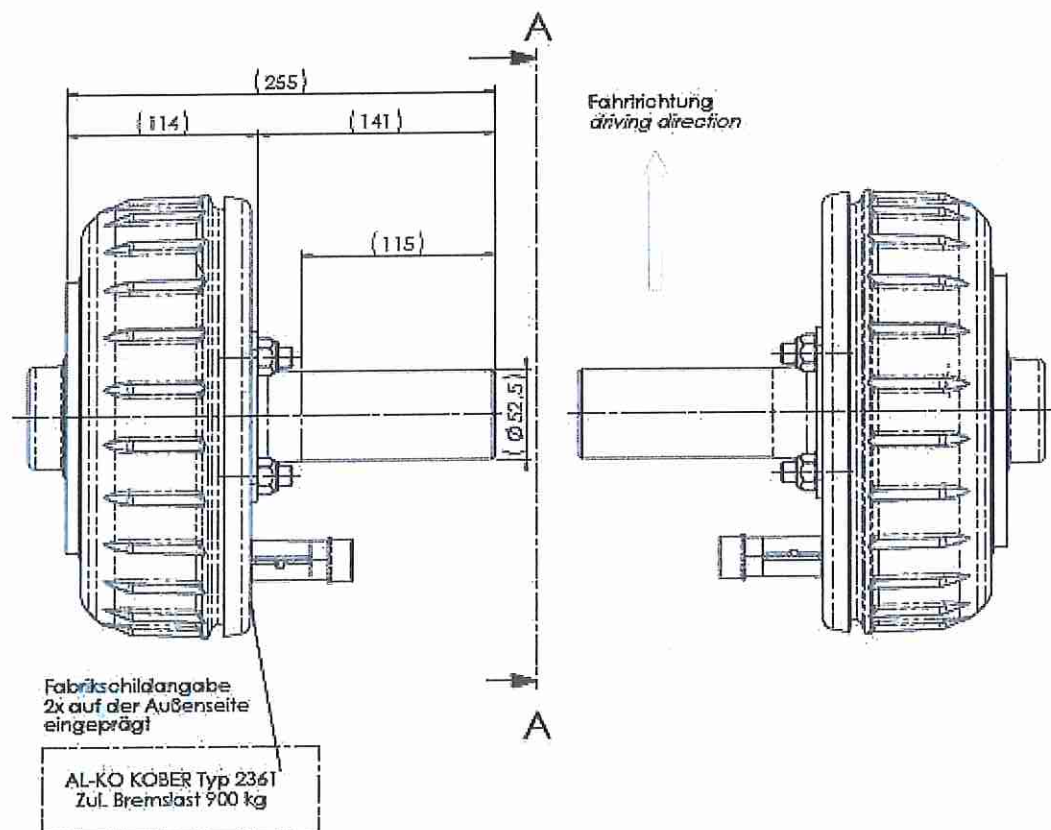
Disassembly of the drum set is not required for welding into axle beam.

In the event of disassembly, it is a requirement to replace the M24 axle nut. These are referred as a one-shot safety lock nut and should not be reused, as this will void any warranty.

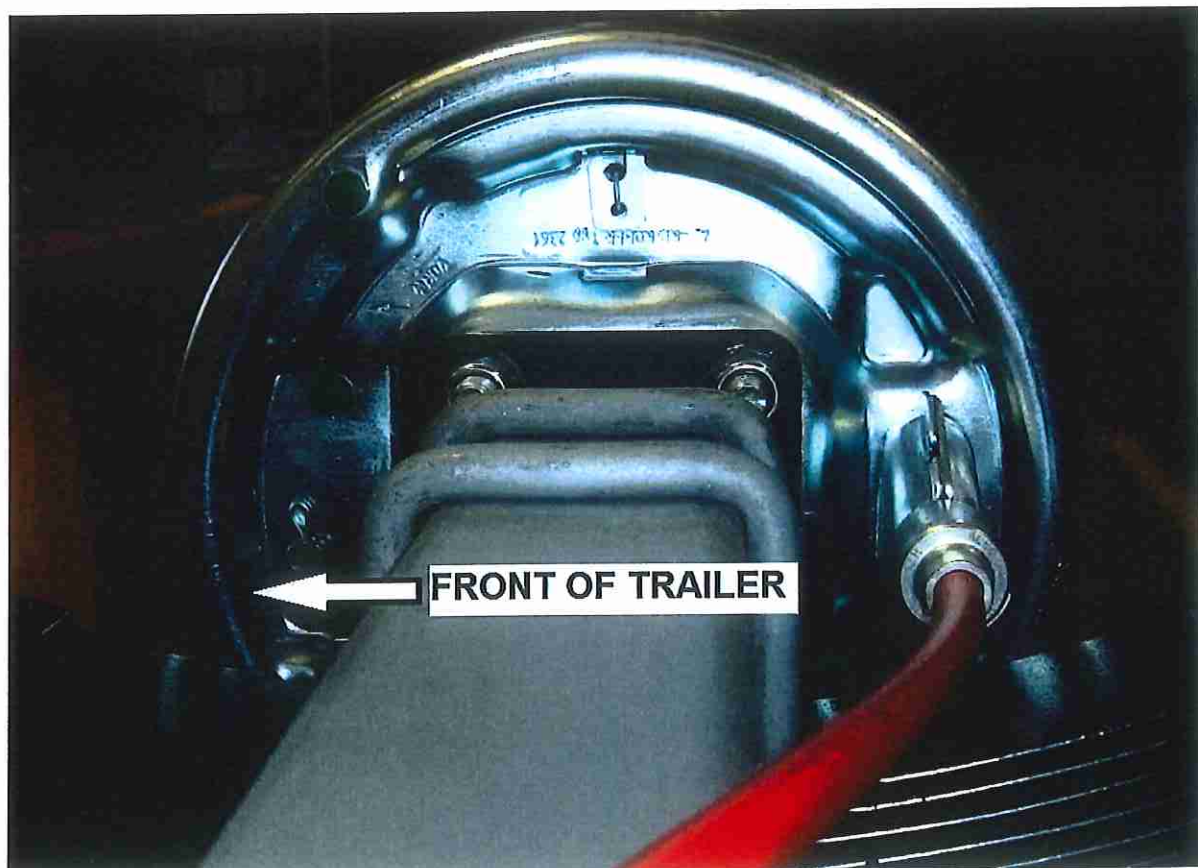
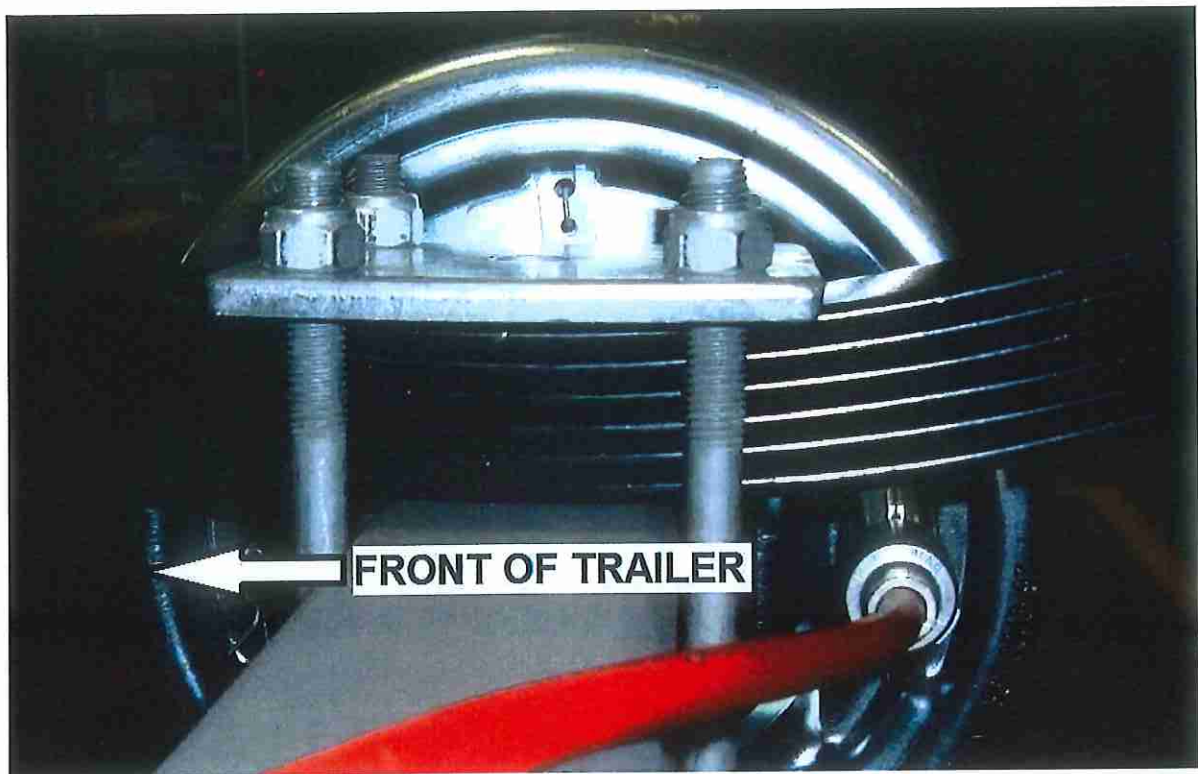
Replacement nuts can be sourced from CM Trailer Parts and should be torqued to 280Nm.

Note: Drums are marked Left (Links) & Right (Rechts). Also identified by a White cap (Left) & Red cap (Right) on cable connection.

Basic dimensions in below drawing.

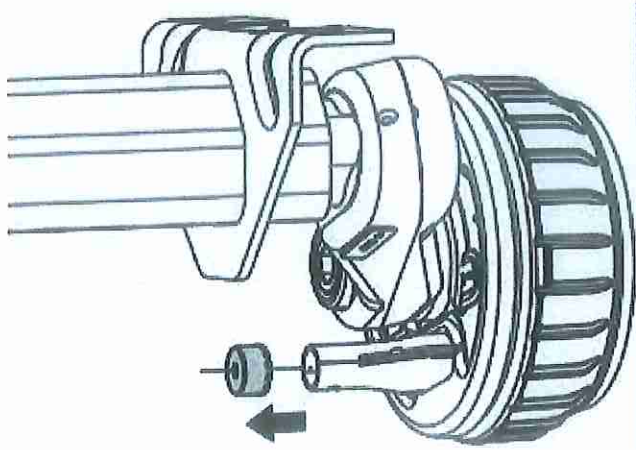


**CABLE ORIENTATION TO BRAKE DRUM / AXLE BEAM
SPRING OVER AXLE OR UNDER**

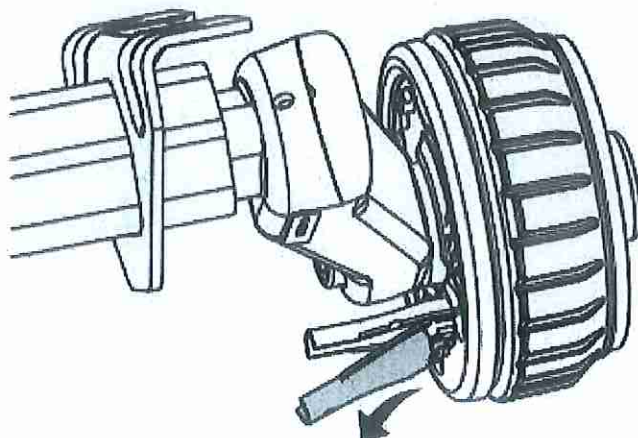


CABLE FITMENT TO BRAKE DRUM

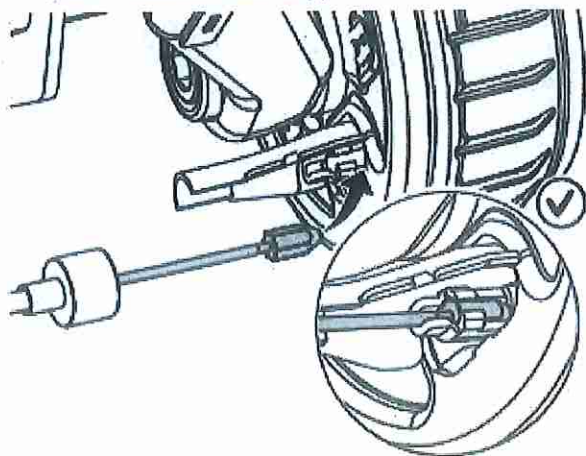
1. Remove cover cap



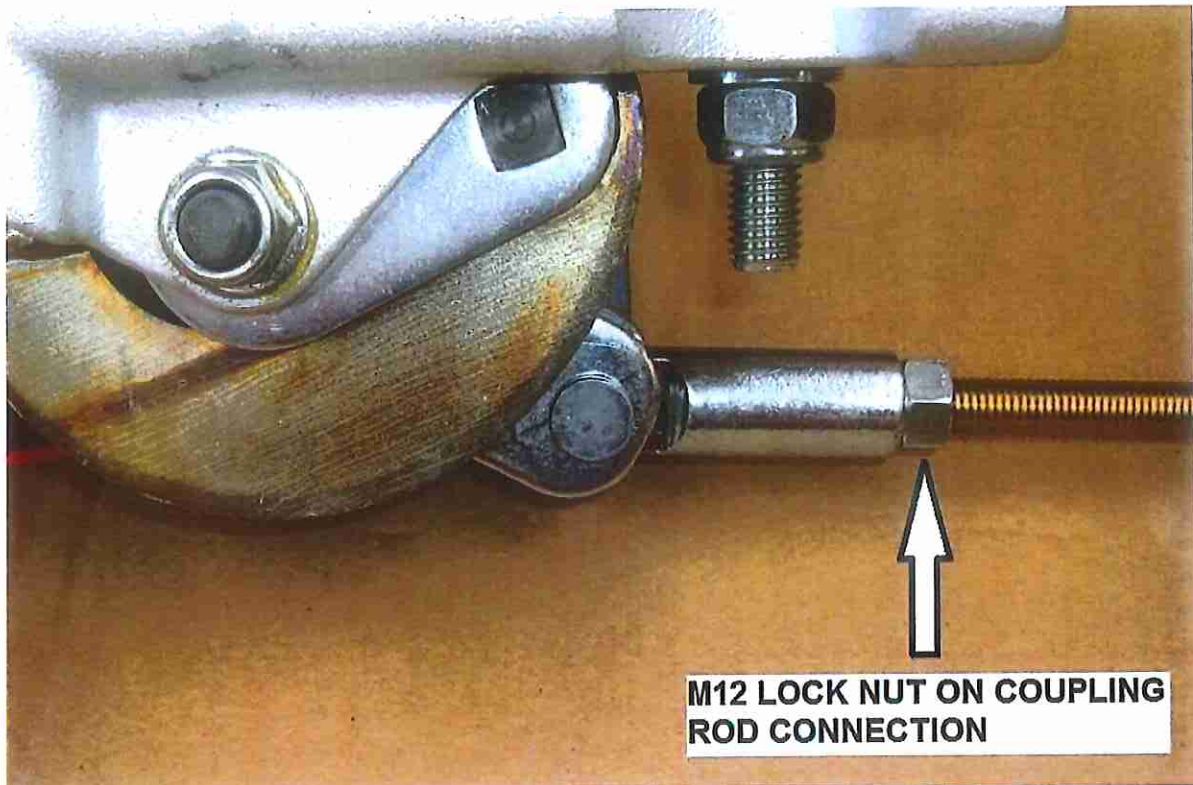
2. Remove top part



3. Hook in Bowden cable nipple



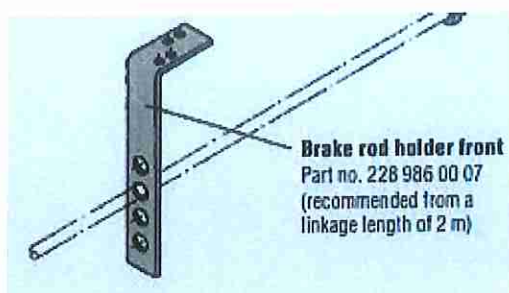
COUPLING CONNECTION TO CABLE EQUALISER



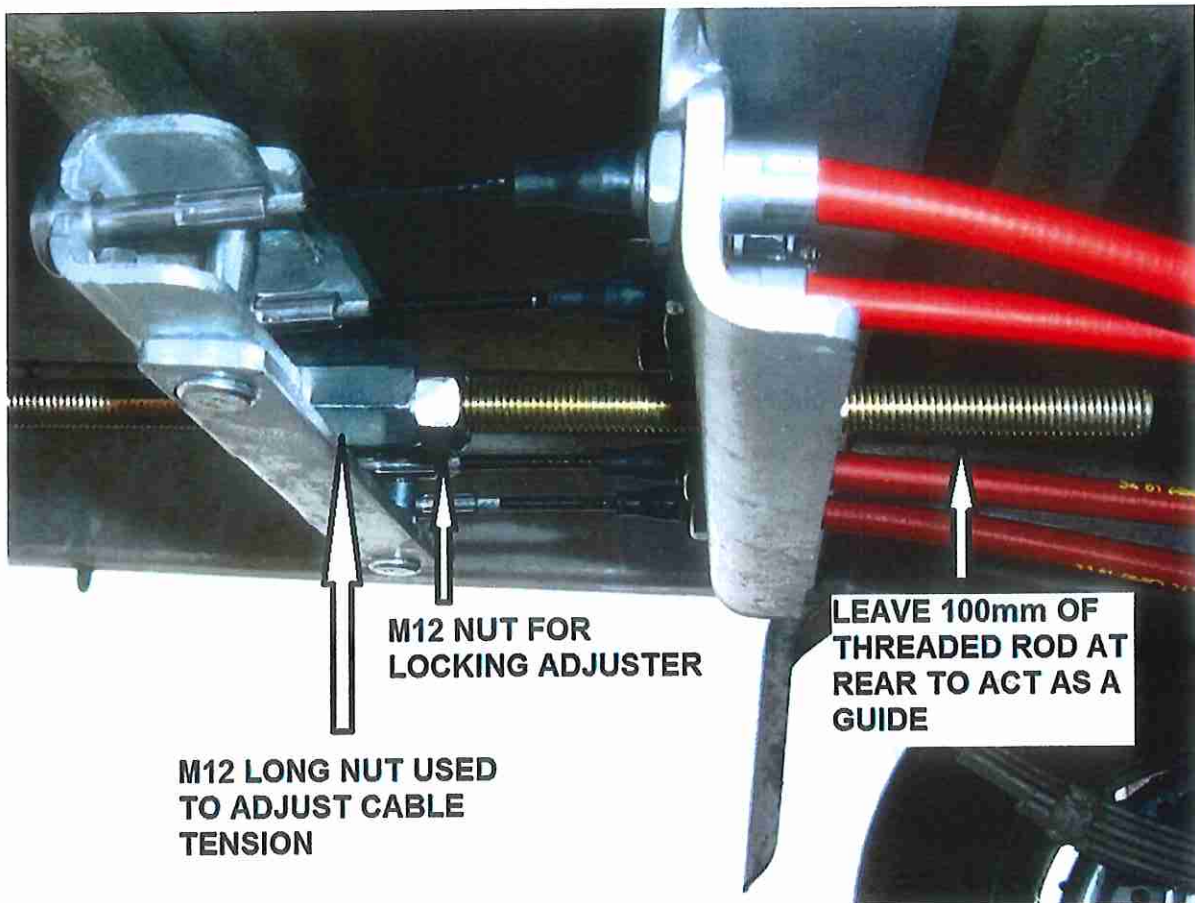
The brake actuation pull rod connection on the Euro 35 coupling is internally threaded M12x1.75. It is recommended that Grade 8.8 M12 threaded rod be used at each end of the brake pull rod, with the centre section of plain M12 pull rod being of equal grade and quality.

If the brake pull rod is greater than 2 metres in overall length, it is recommended that a rod support is fitted to reduce the possible whip on the rod while operating over rough road conditions. This should be positioned about mid length under the trailer.

Picture below for reference only, this part is not stocked or sold.



CABLE EQUALISER SET UP

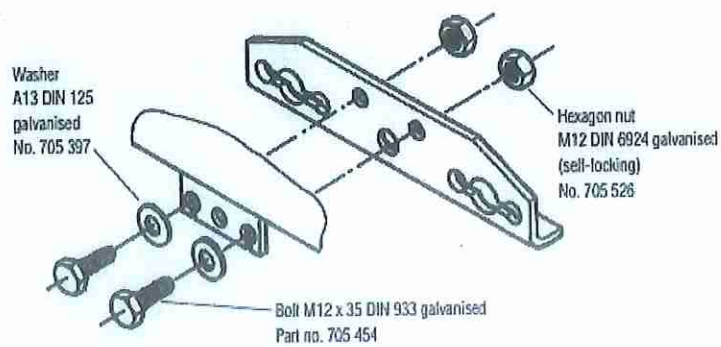


Once the coupling pull rod has been installed to the equaliser, as pictured above, pull the hand brake lever on 3 to 4 times to settle it all into its working position.

Jack up one wheel on trailer and spin, then adjust the long M12 nut until a small amount of brake resistance is felt while spinning the wheel. Now lock the adjuster nut with the standard M12 nut. Check that all the wheels can still freely turn after this procedure.

This adjustment may need to be checked again after the brakes have been bedded in. We recommend periodic checks of this adjustment during the life of the trailer to guarantee the safe operation of this braking equipment.

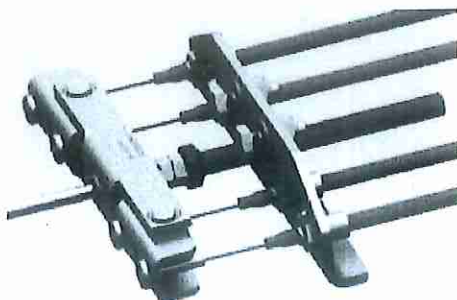
Cable equaliser installation



Cable equaliser chassis bracket is to be installed no more than 500mm in front of the centreline of front axle.



Install cables and tighten lock nuts as pictured



Install equaliser bar as pictured.

M12 threaded rod must protrude 100mm behind equaliser chassis bracket as pictured.