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Low-Friction Pad (LFP)

Declaration of Continued Compliance – Method of Validation; Physical Testing

REPORT 11232

Declaration Issued By: David Pisasale, Managing Director Ezi-Products Pty Ltd

CONTINUED COMPLIANCE IS DEPENDANT ON EZI-PRODUCTS INSTALLATION INSTRUCTIONS BEING STRICTLY FOLLOWED

LFP to suit:

Holland FW351 – EZIH351

This product complies with *ADR 62/.. Mechanical connections between Vehicles and AS/NZS 4968 Heavy Road Vehicles – Mechanical Coupling between articulated vehicle combinations* as per the guide **VSG18** 11 NOV 2019 issued by the National Heavy Vehicle Regulator.

Ezi-Turn LFP's are model specific. It is **very important** you use the correct LFP for the hitch you are fitting it to, and you are only using the bolts supplied in the sealed bag with the LFP. Not checking this could result in critical components failing.

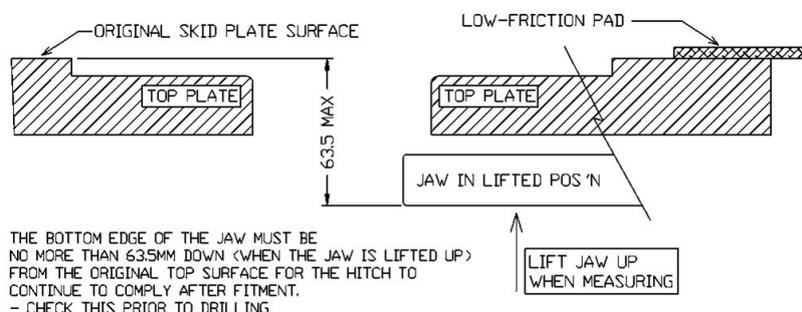
Make sure you have the correct LFP for the hitch.

Before you start;

Clean the top surface of the hitch and ensure it is free from any cracks and other damage. If the top plate of the hitch is cracked or damaged, it is no longer serviceable and must be replaced prior to fitting the new Ezi-Turn Low-Friction Pad. If the Top Plate needs replacing, changing over to a Top Plate with built-in insert pads may be worth considering.

CHECKING COMPATIBILITY;

Before starting, check the following drawing **D1** to ensure the dimension from the **bottom edge of the jaw to the original top surface** (without the LFP fitted) is **no more than 63.5mm** when the jaws are in the **lifted position**. If this dimension exceeds 63.5mm, do not proceed with the installation. Return the product to the place of purchase for a full refund.



D1



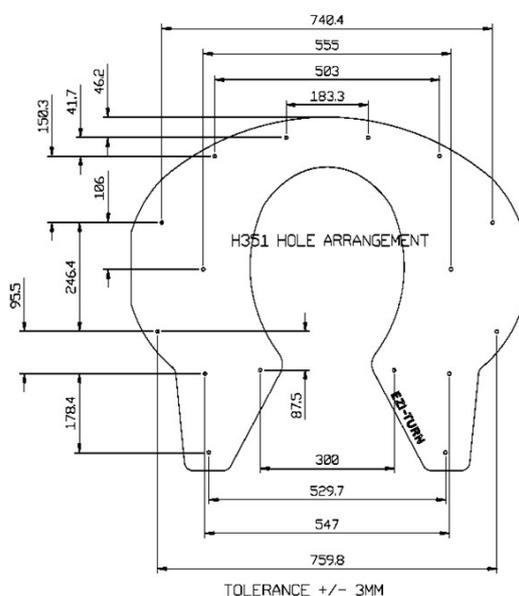
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King-Pin to Hitch mis-match is known to occur. When changing trailers, *compatibility must be checked carefully for each trailer-to-hitch combination.* Check that the fifth wheel jaws have engaged correctly and the release handle is in the **correct locked position**, as per individual fifth wheel manufacturer's instructions for each trailer/hitch combination.

Coupling problems are known to result from;

1. Installation of an LFP that is not compatible with the fifth-wheel
2. Installation of a kingpin that is not in Compliance with AS/NZS 4968.3
3. Maintenance issue related to the fifth-wheel and/or kingpin



INSTALLATION INSTRUCTIONS

- Use the new LFP as a drilling template. Centre it on the hitch top plate (left to right) and level with the top edge of the hitch at the 12 o'clock position (closest to the cab). The top 2 holes should be directly above the existing grease-groove in the hitch.
- Use blocks of wood (underneath) and some F-clamps to clamp it in place; re-check it is still in the correct position
- Use the drill provided to spot the holes; do not drill through at this stage. Start with the top 2 holes so they are in the groove; adjust blocks/clamps if necessary. Continue to spot the other holes
- Remove the clamps/blocks, remove the Low Friction Pad
- Drill the holes all the way through the top plate of the hitch
- There is no special hole treatment required after drilling, just make sure there is no burr on the hole's edges
- Use the bolts provided in the kit and bolt down the LFP; torque required is about 6 Nm (4.4 lbs-ft).
- Bolt specification is M8, Drilled hole size is Dia 9. Correct bolt length is 34 - 44mm long overall
- Affix safety label in a position readily seen from the driving position. Replacement labels are available on request at info@eziturn.com or through the website

Finally, hook the trailer up and check the fifth wheel jaws can engage correctly and the release handle can be moved to the **correct locked position**.