



FITTING INSTRUCTIONS

LOVELLS HAUL ACE 5.5T ALL-TERRAIN COUPLING

Fitting the tow-pillar

Mounting on a tow-bar tongue (Lovells Stage 1 BTC Upgrade)

1. The tow-pillar anchors to the tow-bar tongue.
NB To ensure unimpeded articulation for cornering, the stainless steel specification plate must be able to sit flat on the tow-bar tongue with the turned down tags embracing the sides of the tow-bar.
2. The ball-mount hole in the tow-bar tongue must be matched to the diameter of the tow-pillar's shank diameter.
3. The pillar should be fitted to the tongue as per the pillar installation diagram.
4. Use the new hardened flat washer and nut supplied. The enclosed "C-Spanner" can engage in the hole in the neck of the tow-pillar to control rotation while tightening the nut.
5. Tighten the 1 7/8" nut to 200Nm (147ft-lbs).

Mounting on a weight distribution hitch (WDH) (Lovells Stage 2 BTC Upgrade)

1. The tow-pillar anchors to the WDH Head.
2. The ball-mount hole in the tow-bar tongue must be matched to the diameter of the tow-pillar's shank diameter.
3. The pillar should be fitted to the tongue as per the pillar installation diagram.
4. Use the new hardened flat washer and nut supplied. The enclosed "C-Spanner" can engage in the hole in the neck of the tow-pillar to control rotation while tightening the nut.
4. Tighten the 1 7/8" nut to 200Nm (147ft-lbs).

Mounting the coupling's body to the trailer's draw-bar (Lovells Stage 1 & 2 BTC Upgrade)

1. Use new high tensile zinc-electroplated 14mm Class 8.8 bolts with nyloc nuts or new spring-washers and nuts.
2. Bolt length must ensure 100% thread engagement with the nut.
3. Tension nuts to bolt manufacturer's specification. Typical tension is around 150Nm.
4. Six (6) bolts are essential for mounting the Lovells 4,000kg BTC Upgrade hitch to draw bar.
5. If draw bar requires drilling to accept new bolts, use a 15mm drill bit.



PLEASE ENSURE THAT THESE INSTRUCTIONS ARE UNDERSTOOD PRIOR TO FITMENT

Coupling and Uncoupling the towed apparatus to the vehicle

Coupling:

1. Avoid sudden unintended vehicle or trailer movements. The jockey wheel should be properly secured and on stable ground.
2. The tow-pillar and the inside of the coupling receiver should both be clean and lightly greased.
3. Position the receiver over the tow-pillar with it approximately aligned to slide onto the pillar.
4. Ensure the locking ring below the tow pillar is clear of the latch arm as the coupling is lowered.
5. Lower the receiver onto the tow-pillar until the receiver and tow-pillar are exactly aligned. The coupling has self-centering properties onto the tow-pillar in response to draw-bar weight.
6. Turn the coupling lid clockwise through until it clicks into its unlocked position. Resistance to turning the lid to the unlock position will be encountered if the sleeve has been lowered too far onto the pillar: if necessary raise the sleeve a little and retry.
NB KEEP HANDS CLEAR during initial engagement of the sleeve with the tow-pillar. There is no need to open the rotating lid until after the receiver has engaged and aligned itself to the tow-pillar. The included arthritis aid fits over the rotating lid to provide (if required) a lever that makes it easy to rotate the lid to the unlocked position with one finger.
7. The receiver is now free to descend to fully engage with the tow-pillar. The mechanism will automatically lock once the sleeve and tow-pillar are fully engaged, the lid will rotate in an anticlockwise direction indicating the unit is coupled and locked.
8. Visually confirm that the sleeve engages the pillar and the latch arms have located correctly on the underside of the tow pillar, the Lovells logo on top of the lid should now be aligned east to west indicating that the coupling is now locked.
9. The locking ring can now be rotated to align with the locking hole on the front arm of the coupling, however the coupling is safe to use without the security ring rotated to the lock position as the coupling has an internal locking mechanism.

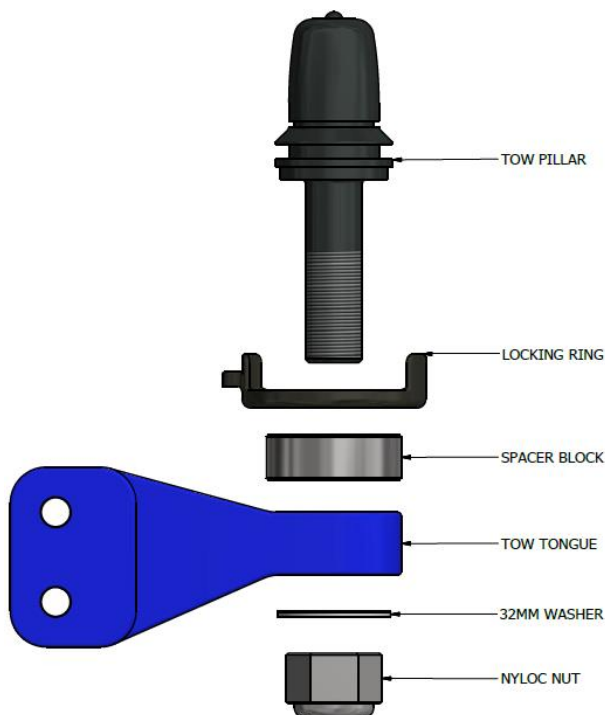
A security padlock could then be fitted if desired.



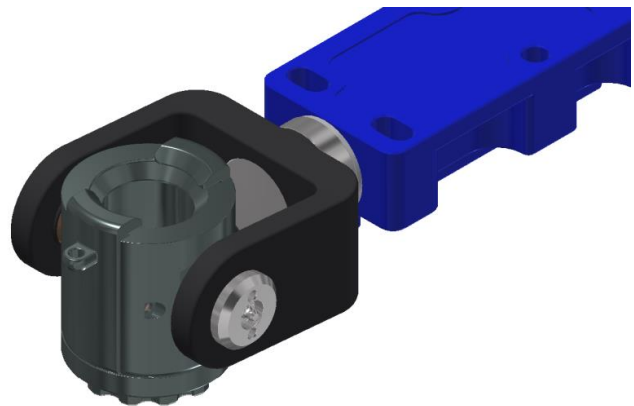
Uncoupling:

1. Avoid sudden unintended vehicle or trailer movements. The trailer's jockey wheel should be properly secured and on stable ground. The trailer's hand brake should be applied and/or its wheels securely chocked. Ensure the jockey wheel has sufficient range of travel to lift the coupling's sleeve free of the tow-pillar.
2. Rotate the locking ring so it is clear of the latching arms, then turn the lid clockwise to the unlock position. A click will be heard and the lid will remain in the unlocked position
3. The coupling's sleeve is now free to fully disengage. **KEEP YOUR HANDS WELL AWAY** while the jockey wheel lifts the coupling totally free of the tow-pillar. Full decoupling can result in unexpected trailer movement and your hand cannot be crushed if it is not in the vicinity.
4. The "Arthritis aid" can be used to hold the rotating lid open during the entire coupling procedure as described above. The "Arthritis aid" must be removed as soon as full engagement is achieved as described above.

Tow Pillar installation



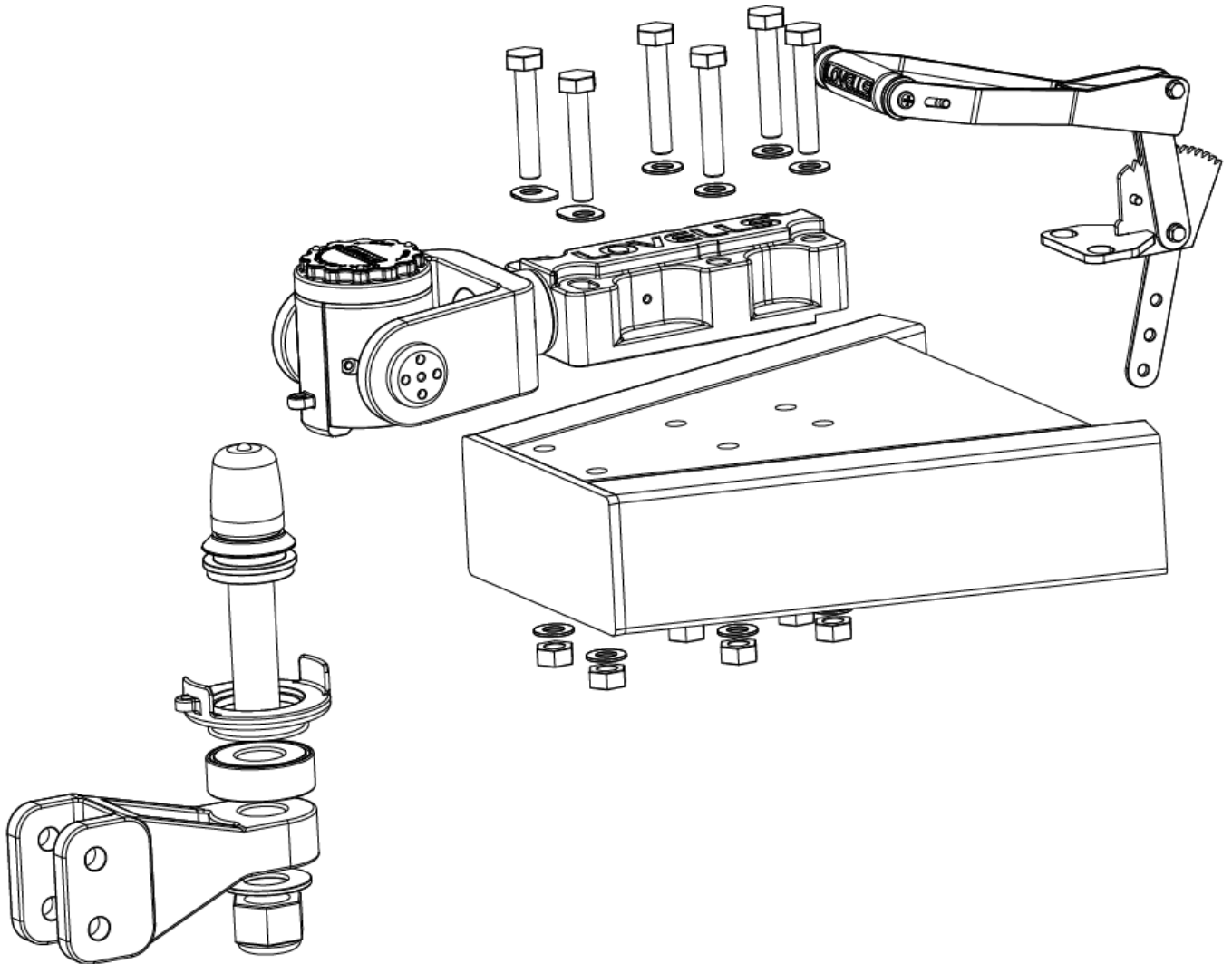
Coupling Receiver





Coupling mounting diagram.

Ensure the use of the offset washers on the front two bolts.





WEIGHT DISTRIBUTION SYSTEM (WDH)- (Lovells Stage 2 BTC Upgrade)

1. Use the jockey wheel whilst the coupling is still engaged with towball to lift the vehicle and trailer to avoid unnecessary strain on the person raising or lowering the snap up brackets.

2. Use both hands on the snap up handle to control the pressure and always ensure your legs and feet are not in a position where the bracket handle or the end of the spring bar can come in contact with them.

ALWAYS MAINTAIN CONTROL OF THE SNAPUP BRACKET UNTIL THE SAFETY CLIP IS IN POSITION – AS THE SPRING BAR IS UNDER HIGH TENSION, INJURY MAY OCCUR IF THE SNAPUP BRACKET IS NOT CONTROLLED BEFORE THE SAFETY CLIP IS FITTED.

3. If the need arises to disassemble the trunnion/spring bar assembly, ensure they are re assembled in exactly the same configuration (don't turn over as breakage may occur). The capacity sticker should be on the upper spring bar surface.

4. Disengage the Spring Bars of the Weight Distribution system when driving or reversing into and out of driveways.

5. Whilst driving, it should always be observed that the Weight Distribution system be disengaged (i.e. release Spring Bars) when: negotiating rough, uneven terrain; entering or exiting driveways, short steep gutters, access ramps, speed humps and dips; negotiating tight, acute turning at low speeds; or when travelling up/down steep abrupt inclines (i.e. severe, undulating road surfaces).

6. Drive with caution over corrugated roads and approach inclines slowly whilst the Weight Distribution system is in use. Disengage Spring Bars as deemed necessary.

7. The spring bars will develop a camber in them following use (which is completely normal) and will have no adverse effects on performance.

8. Wear will appear in the ball mount head where the trunnion locates both top and bottom (which is normal) having no adverse effects on performance. This is working as a friction control and is reducing sway, replace when needed.

9. Some noise may be heard from the Weight Distributing Hitch (usually when travelling slowly or around tight corners). This is normal having no adverse effects on performance. Lubrication (preferably dry lube) may be applied to the trunnion mounting points to reduce noise

NOTE: Weight distributing hitches restrict the operation of the override brakes. We recommend the use of independent braking systems in conjunction with weight distributing hitches.



Installation Instructions WDH System

1. Ensure that the Vehicle and the Caravan are both on flat even level ground and aligned in a straight line with at least 3 metres of clear area in front of the vehicle.
2. Ensure that the vehicle and the caravan are loaded the way it would normally be whilst being towed.
3. With the jockey wheel attached to the caravan, drive the vehicle forward to provide sufficient working area between the vehicle and the caravan.
4. Using the jockey wheel level out the caravan using a point at the front and rear of caravan on a common plane e.g. chassis of van. Record this measurement.
5. Measure height from ground to the underside of the coupling. Record this measurement.
6. Measure the front and rear vehicle height from the ground up to the wheel arches. Record these measurements.
7. Insert the adjustable drop shank into the hitch receiver on the vehicle and secure with the pull pin and clip. The shank can be used in either direction to ensure the correct ball height adjustment is achieved. Optional drop shanks are available if additional adjustment is required.
8. Slide the ball mount head over the shank so that the top plate is at the same measurement as the height of the coupling as recorded on the set up sheet. Insert the 115mm long (4½") bottom bolt in the nearest hole. If the exact height can't be achieved use the next nearest lower hole, fit the spring washer and nut.
9. Insert the 127mm long (5") top bolt with one of the cams against the head of the bolt and slide through the ball mount head and the shank so that the top plate is horizontal, attach the second cam, spring washer and nut and tighten both nuts semi tight.
10. Fit the tow pillar to the top plate of the weight distribution head.

Springbar and Snap up bracket assembly and installation

11. Use the jockey wheel to raise the coupling enough to provide clearance over the towball, approx 80-100mm.
12. Attach chain to each springbar using the "U" bolts and locking nuts. Tighten locking nuts evenly until there is a minimum of 5mm (2-3 threads) exposed past the bottom of the nut and the chain can still rotate in all directions without binding on the U bolt.



13. Fit set screw to snap up bracket and position the bracket over the A frame of

the caravan so that the chain will hang vertical when the connected. Finger tighten set screw against the inside of the A frame and then tighten a further full turn. Do not over tighten.

14. Reverse the vehicle until the tow pillar is directly under the coupling.

15. Using the jockey wheel lower the coupling onto the tow pillar and secure with the locking mechanism as noted in first section of these fitting instructions.

16. Using the jockey wheel raise the coupling until the caravan is roughly level or slightly above

17. From the underside, insert the formed end of the springbar into lower hole of the ball mount head at 90 degrees to coupling, push springbar upwards and align with the top hole, rotate the springbar towards the vehicle until the keyway in springbar aligns with locating key on ball mount head, then rotate springbar away from vehicle to align with the A frame of the caravan.

18. Lift the pivoting arm of the snap up bracket so it is parallel to the ground, hold the chain from the springbar vertically and connect the nearest chain link onto the hook of the pivot arm. Slide the lifting handle over the end of the pivoting arm, Raise the handle fully to allow the pivoting arm to go over center, install the safety pin through the snap up bracket base and the pivoting arm. Do not release the tension on the lifting handle until the safety pin is fully in place.

19. Repeat process for other side. Make sure the same number of links (refer to diagram), are being used on both sides. Springbars can be used on either side, they are not left or right handed.

Note: Ensure that there is a minimum of 4 working* chain links between the pivot arm hook and the springbar. If this can't be achieved with the current set up remove the caravan and adjust the cams on the top bolt to angle the towball away from the vehicle.

Chains need to hang straight up and down when fully attached

* Working links are those that are not attached to either the springbar U-bolt or the bracket. Refer to diagram.



Adjustment and fine tuning

20. Raise the jockey wheel and remove.
21. Measure the caravan and the vehicle, ideally the complete combination should have settled by an equal amount of approx. 15mm.
22. If the front of the vehicle has settled more than the rear you will need to increase the amount of working links. If more links are not available, remove the springbars, remove the caravan from the vehicle and adjust the cams to change the angle of the towball towards the vehicle.
23. If the rear of the vehicle has settled more than the front you will need to reduce the amount of working links. If the minimum of 4 links is already being used, remove the springbars, remove the caravan from the vehicle and adjust the cams to change the angle of the towball away from the vehicle.
24. Follow the springbar installation process to refit the springbars and measure the vehicle and caravan again, if they have still not settled evenly then readjustment of the ball mount head on the shank will be required to achieve the correct heights.
25. Once the correct set up has been achieved tighten the two M19 bolts on the head to 190Nm.
26. Insert the 127mm long (5") top bolt with one of the cams against the head of the bolt and slide through the ball mount head and the shank so that the top plate is horizontal, attach the second cam, spring washer and nut on other side and tighten both nuts to 190Nm.

Safety Chains and Shackles

It is the vehicle/towed apparatus owner's responsibility to ensure Safety Chains and Shackles are compliant at all times. These components are not supplied with the Lovells BTC Upgrade kit. Please note the following.

Excerpt from VSB1:

16.2 Drawbar Safety Chains

All pig trailers with rigid drawbars (with or without breakaway brakes – but excluding converter dollies) and, any other trailer without breakaway brakes, must be fitted with safety chains that are marked in accordance with the relevant Australian Standard and (or cables as applicable) complying with the following:

Trailers over 3.5 tonnes ATM must have two safety chains made from steel of a minimum 800 MPa breaking stress that conforms to the mechanical properties of Grade T chain as specified in *Australian Standard AS 2321-1979 'Short Link Chain for Lifting Purposes (non calibrated) or Australian Standard AS 2321-2006 Short Link Chain for Lifting Purposes*. Each chain must be sized such that the minimum breaking load exceeds the ATM.



Shackles

Either "Bow" or "Dee" shackle design is suitable, although it is noted that the "Bow" design provides a greater angular displacement.

A significant detail to understand is that the breaking load of a shackle is generally six times the working load limit.

The Caravan Industry Association of Australia along with the State Associations has recently had an influx of enquiries about the requirements for D-Shackles when connecting a caravan/trailer to a tow vehicle.

Research by the Caravan Industry of Australia Technical Team shows police and state departments have advised that there is no specific requirement for D-Shackles.

The current standard applying to shackles is AS 2741-2002, however this standard does not specifically cover the use of rated shackles in an application such as attaching a trailer to a tow bar. This standard covers the use of shackles for lifting purposes.

The Caravan Industry Association of Australia understands there is currently no regulations requiring shackles used on trailer safety chains to comply with the Australian Standard.

However, some state authorities provide guidelines or advise for selecting suitable shackles. For example, refer the following guidance for selecting a suitable shackle. Minimum required "D" or "Bow" shackle for 4000kg towing.

8mm shackle size – 750 working load- 4505 break load - "S" or "6" quality grade marking.

OR

10mm shackle size – 1000 working load - 6004 break load - "S" or "6" quality grade marking. (If chain diameter permits).

IMPORTANT: Safety chains must not touch the road at normal static towing heights.

The length of the safety chain/s must prevent the trailer's drawbar hitting the ground if the trailer is detached from the towing vehicle. The safety chains must be properly connected to the tow bar with attachments capable of withstanding the specified breaking load of each chain. Do not use padlocks.



Lovells GVM and BTC Upgrade Responsibilities- ALL CLIENTS:

- Client must lodge orders for GVM and/or BTC Upgrade kits on applicable KIT ORDER FORM in a clear legible manner with all details completed for order to be actioned. Client will fax completed KIT ORDER FORM directly to Lovells Minto N.S.W (02 9820 6788). Client is to keep a copy of the completed order on record for future reference. NOTE: VIN, BUILD DATE, SEATING CAPACITY (where applicable) AND END USER/END USER ADDRESS **MUST** BE SUPPLIED ON ORDER. If these details are not completed in their entirety, the order will **NOT** be processed.

-The correct Kit Order Form for the vehicle being modified **MUST** be used. This includes the correct Kit Order Form for State Compliance upgrades (registered vehicles) which is a different document to Federal Compliance (pre-registration) upgrades.

Lovells hold Compliance Plate Approvals as a Second Stage Manufacturer (SSM) for:

- CPA 25742, Toyota Land cruiser LC70 Cab Chassis/Troop Carrier to 3900kg. (Original GVM is 3300kg)
- CPA 25742-8 Toyota Land cruiser LC76 Series 4 door Wagon to 3660kg. (Original GVM is 3000kg)
- CPA 28971 Nissan Patrol Cab Chassis Y61 to 3900kg. (Original GVM is 3400kg)- State Compliance ONLY

- CPA 40257 Toyota Land cruiser 200 Series Wagon to 3800kg (Original GVM is 3300kg)

- CPA 42029 Toyota Hilux 150 Series 4x4 to 3300kg (up from standard GVM of 2710kg- Extra Cab, 2780kg- Dual Cab and 2835kg- Single Cab)- State Compliance ONLY

- CPA 46728 Ford Ranger 4x4 to 3500kg. (Original GVM is 3200kg). Lovells are the only GVM Upgrade SSM Approval holder to offer full certification of ESC/ESP system compliance at full GVM for the Ford Ranger.

- CPA 47037 Mazda BT50 4x4 to 3500kg. (Original GVM is 3200kg). Lovells are the only GVM Upgrade SSM Approval holder to offer full certification of ESC/ESP system compliance at full GVM for the Mazda BT50.

- CPA 47909 Toyota Hilux GUN126 Series 4x4 2015 on to 3500kg (Original GVM of 3000kg) Lovells are the only GVM Upgrade SSM FULL VOLUME Approval holder to offer full certification of ESC/ESP system compliance at full GVM for the Toyota Hilux 4x4.

- CPA 47908 Isuzu D Max 4x4 06/12 on to 3500kg (Original GVM of 2950kg)

- CPA 48305 Toyota Prado 150 Series 10/09 on to 3500kg (Original GVM of 3000kg) Lovells are the only GVM Upgrade SSM FULL VOLUME Approval holder to offer full certification of ESC/ESP system compliance at full GVM for the Toyota Prado.

Lovells offer State Compliance GVM Upgrades for the following vehicles (including the above):

CPA 28971 Nissan Patrol Cab Chassis Y61 to 3900kg. (Original GVM is 3400kg), CPA 42029 Toyota Hilux 150 Series 4x4 to 3300kg (Original GVM is 2710kg- Extra Cab, 2780kg- Dual Cab and 2835kg- Single Cab).

-If the Clients freight company is not specified on Kit Order Form, the GVM and/or BTC Upgrade kit will be sent via Lovells specified carrier and cost invoiced to Client accordingly. Unless contract specifies F.I.S terms.

-Please specify the delivery required date in relevant section on Kit Order Form. Note that lead times are generally 10-20 days from date of order, based on procurement times of Compliance Plates, yet an estimated delivery date will be confirmed via email for all GVM Upgrade kits on the day of processing to the authorised Fitter and Client (if email address specified).

LOVELLS SPECIAL PRODUCTS

5-8/8 Guernsey St Sandgate NSW 2304 Australia
Version 1- Effective 1st January 2020

A.B.N. 70 000 184 716

Tel: (02) 4969 7588 Fax: (02) 49697511



-The GVM and BTC Upgrade modification and Federal Compliance Plate must only be fitted to vehicles **PRIOR** to registration. Fitting a Federal Compliance Plate to a vehicle when registered is illegal and can

carry heavy fines. Also, removing a Compliance Plate (Original Equipment OR Lovells GVM Upgrade Secondary Manufacturer) is illegal and carries heavy penalties from the Department of Transport.

-A tyre/axle capacity loading placard is supplied with Lovells GVM Upgrade Kits. It is the Clients responsibility to ensure that wheels and tyres fitted to vehicles, exceed the load ratings of the wheels and tyres noted on the placard.

-If a Compliance Plate is damaged (or incorrect detail given on the Kit Order Form) whilst in the possession of Client, the plate must be returned to Lovells via Registered Mail so it can be returned to the Government Contractor for destruction. Only at this point, can a new Compliance Plate be applied for and re-supplied. This may include having to furnish detailed Statutory Declarations from Lovells. Including completing a Corrective Action Report.

This can take up to 3-4 weeks to finalise.

If this does occur, the Authorised Fitter/Client (whomever is found to be at fault) will be charged \$700.00 +GST for a new plate and administration costs.

-If a Compliance Plate is lost whilst in the possession of Client (this includes lost in transit when freight is specified by the Client of a Lovells GVM Upgrade Kit or Compliance plate), Lovells are required to apply to the Department of Transport for cancellation and re-issue of a plate.

This includes having to furnish detailed Statutory Declarations from the Fitter and Lovells in some cases, including the Fitter/Client completing a Corrective Action Report.

This can take up to 6-8 weeks to finalise.

If this does occur, the Authorised Fitter/Client (whomever is found to be at fault) will be charged \$700.00 +GST for a new plate and administration costs.

-Cab Chassis vehicles **MUST** be fitted with a tray or body prior to GVM Upgrade kit being fitted, as a minimum weight is required on payload area for static brake line pressure testing. Failure to have tray/body fitted at time of fitting may result in the fitter refusing to complete the modification.

FAILURE TO ABIDE BY ANY OF THE ABOVE CAN CARRY HEAVY FINES FROM DEPARTMENT OF TRANSPORT.

Lovells GVM and BTC Upgrade Responsibilities- AUTHORISED FITTERS ONLY:

-Fitter will employ the qualified mechanic named in the Fourth Schedule ("the Mechanic"), as noted in the Lovells Authorised Fitter Agreement, to supervise the fitting and testing of the GVM and/or BTC Upgrade modification and will notify Lovells in writing the name of any proposed replacement qualified mechanic. Therefore, your mechanics details must be updated should they no longer work for your company and

Lovells must be advised immediately of any changes in writing. All correspondence regarding this is to be emailed to miked@lovells.com.au



-Fitter will have at their premises basic workshop equipment, including a two post hoist, brake inertia test equipment, brake line pressure testing equipment (to 10,000kPa), coil spring compressors and a torque

wrench. Fitter will upon written notice from Lovells, upgrade or replace any plant or equipment utilised in the fitting of the Lovells GVM and/or BTC Upgrade kits. Equipment **MUST** have current calibration certificates and these must be produced upon request to any audit organisation, including Lovells. NOTE: BRAKE TEST EQUIPMENT or ACCESS TO, IS COMPULSARY AS PART OF YOUR RESPONSIBILITY AS A PRODUCTION FACILITY/AUTHORISED FITTER. IF YOU DON'T HAVE BRAKE TEST EQUIPMENT, IT CAN BE PURCHASED FROM LOVELLS. Contact Lovells (Mike Davison) for Pricing and Information.

-Fitter/Client will lodge orders for GVM and/or BTC Upgrade Kits on applicable KIT ORDER FORM in a clear legible manner with all details completed for order to be actioned. Fitter will fax completed KIT ORDER FORM directly to Lovells Minto N.S.W. Fitter is to keep a copy of the completed order on record for future reference. NOTE: VIN, BUILD DATE, SEATING CAPACITY (where applicable) AND END USER/END USER ADDRESS **MUST** BE SUPPLIED ON ORDER. If these details are not completed in their entirety, the order will **NOT** be processed.

-Fitter will provide a workmanship warranty in the form of a returned fax copy of completed and signed CHECK LIST upon installation of Product. Fitter shall fax relevant brake inertia test results with the CHECK LIST to Lovells Minto immediately after fitting of the GVM Upgrade kit. Fitter is to keep the original brake inertia test results on record for future reference. NOTE: COMPLETED CHECK LIST MUST BE FAXED/RETURNED TO LOVELLS (with copy of brake inertia test print out) WITHIN 2 WORKING WEEKS OF KIT FITMENT. FAILURE TO RETURN WITHIN THIS PERIOD, WILL SUSPEND YOUR FITTER AUTHORITY UNTIL RECEIVED.

-Fitter shall maintain all necessary records required by Lovells to record the particulars of any vehicle in which a GVM Upgrade Kit has been installed and on which a compliance plate has been placed. Fitter will fix to each vehicle in which a GVM and/or BTC Upgrade Kit is installed, a compliance plate bearing the Vehicle Identification Number (V.I.N) and Build Date of the

vehicle provided by Lovells. The compliance plate is to be affixed to the vehicle as per procedures detailed in Fitting Instructions.

-A tyre/axle capacity loading placard is supplied with Lovells GVM Upgrade Kits. Fitter will fix to each vehicle in which Product is installed. The placard is to be affixed to the vehicle as per procedures detailed in Fitting Instructions. It is the Fitters responsibility to ensure that wheels and tyres (after-market type- if fitted), exceed the load ratings of the wheels and tyres noted on the placard, before completing the Check List. If wheel and tyre details do not comply, immediate notice is to be given to Lovells so contact can be made with the End User to have rectified, prior to Compliance Plate being fitted.

-If a Compliance Plate is damaged (or incorrect detail given on the Kit Order Form) whilst in the possession of Client, the plate must be returned to Lovells via Registered Mail so it can be returned to the Government Contractor for destruction. Only at this point, can a new Compliance Plate be applied for and re-supplied.



This may include having to furnish detailed Statutory Declarations from Lovells. Including completing a Corrective Action Report. This can take up to 3-4 weeks to finalise. If this does occur, the Authorised Fitter/Client (whomever is found to be at fault) will be charged \$700.00 +GST for a new plate and administration costs.

-If a Compliance Plate is lost whilst in the possession of Fitter (this includes lost in transit when freight is specified by the Fitter of a Lovells GVM Upgrade Kit or Compliance plate), Lovells are required to apply to the Department of Transport for cancellation and re-issue of a plate.

This includes having to furnish detailed Statutory Declarations from the Fitter and Lovells in some cases. Including the Fitter/Client completing a Corrective Action Report.

This can take up to 6-8 weeks to finalise.

If this does occur, the Authorised Fitter/Client (whomever is found to be at fault) will be charged \$700.00 +GST for a new plate and administration costs.

-Cab Chassis vehicles **MUST** be fitted with tray or body prior to GVM Upgrade kit being fitted, as a minimum weight is required on payload area for static brake line pressure testing. Test mass/weights of up to 600kg are required to be supplied by Authorised Fitter for this test procedure. We suggest 20 litre drums of water which can either be hand loaded or palletised and fork lifted onto body.

-Wheels/Tyres must not protrude past front guard or rear guard/mudflaps when aftermarket rims and tyres are used. This is especially important on post registration/State Compliance GVM Upgrades where an engineering signatory must inspect the vehicle prior to GVM Upgrade sign off. If wheels and tyres protrude, it is in contravention to ADR's (Australian Design Rules) and the signatory will not sign off or plate. Lovells GVM Upgrade kits are supplied with mud flaps and fitting procedures and must be utilised.

-After GVM Upgrade kit fitment, when the vehicle is empty/un-laden, the headlights may be pointing down. Please be aware of this. Once vehicle has normal accessories and loads fitted, please adjust headlights accordingly.

FAILURE TO ABIDE BY ANY OF THE ABOVE CAN CARRY HEAVY FINES FROM DEPARTMENT OF TRANSPORT.



WARRANTY– FITMENT OF REPLACEMENT SUSPENSION COMPONENTS

To ensure correct and safe operation of vehicle and to ensure ongoing legal compliance of vehicle fitted with a Lovells GVM Upgrade, please ensure the following is adhered to:

Vehicles requiring replacement suspension components within warranty period:

- Return vehicle to original Lovells Authorised Fitter for inspection and claim of replacement parts.
- Upon inspection and approved claim, the Authorised Fitter will source components direct from Lovells, after advising Lovells of VIN, Build date, km travelled since GVM Upgrade fitment, Part Number claim, description of claim, emailed image of failed part with stamping
- or tag number visible and original invoice number of kit, if available. Along with a completed Lovells Warranty Claim Form.
- If deemed to be a genuine warranty claim after receipt of the above detail, Lovells will then supply a replacement component to the Authorised Fitter nominated.
- All warranty work/replacement parts **MUST** be fitted by a listed Lovells GVM Upgrade Authorised Fitter with a current Production Facility ID.
- All replacement parts **MUST** be Lovells manufactured/supplied components as noted in Lovells Compliance Plate Approval documents and GVM Upgrade Kit listings (available

to search www.lovells.com.au). Failure to fit Lovells Parts and not have fitted by a Lovells Authorised Fitter could deem the vehicle illegal for GVM Upgrade compliance, void insurance claims and possibly compromise the vehicles safety (braking, handling and load carrying performance).

WARRANTY TERMS

Coil Springs: 5 year/unlimited km from date of fitment

Leaf Springs: 5 year/unlimited km from date of fitment

Shock Absorbers: 3 year/70.000km whichever occurs first

Suspension Components: 2 year/40,000km whichever occurs first

Towing Components: 2 year/40,000km whichever occurs first



NON WARRANTY – FITMENT OF REPLACEMENT SUSPENSION COMPONENTS

To ensure correct and safe operation of vehicle and to ensure ongoing legal compliance of vehicle fitted with a Lovells GVM Upgrade, please ensure the following is adhered to:

Vehicles requiring replacement suspension components outside of warranty period:

- Return vehicle to original Lovells Authorised Fitter for inspection and order placement of replacement parts.
- The Authorised Fitter will source components direct from Lovells, after advising Lovells component Part Number, VIN and Build date.
- All replacement parts **MUST** be fitted by a listed Lovells GVM Upgrade Authorised Fitter with a current Production Facility ID.
- All replacement parts **MUST** be Lovells manufactured/supplied components as noted in Lovells Compliance Plate Approval documents and GVM Upgrade Kit listings (available to search www.lovells.com.au). Failure to fit Lovells Parts and not have fitted by a Lovells Authorised Fitter could deem the vehicle illegal for GVM Upgrade compliance, void insurance claims and possibly compromise the vehicles safety (braking, handling and load carrying performance).

TROUBLE SHOOTING AND ASSISTANCE

For assistance and enquiries regarding fitment of the Lovells HaulAce 5.5T All-Terrain Tow Coupling and/or BTC Upgrade Kit please refer to Head Office at either.

Lovells Springs Pty. Ltd.
2/25 Badgally Road
Campbelltown NSW 2566

Ph. (02) 9820 6800
Fax. (02) 9820 6788
Email: sales@lovells.com.au



OR

Lovells Special Products
5-8/8 Guernsey St
Sandgate NSW 2304

Ph: (02) 4969 7588
Fax: (02) 4969 7511
Email: sales@lovells.com.au

