And now, the Traffparts™ SE brake control system for traffers from 2501kg to 3500kg

This all-new, patented* brake control system makes it possible for any suitable tow vehicle** to tow a trailer fitted with an SE module, and the key word here is ANY. The Trailparts™ SE brake controllers work for you to;

- Avoid ALL of the costly hard-wiring normally associated with in-cab brake controllers. No direct power feed is required from the tow vehicle's battery.
- Tow SE equipped trailers with electric brakes AND electric/hydraulic actuators***.
- Give the ability to switch the in-cab portion of the controller between tow vehicles. It's fast and easy to legally tow TB class trailers (between 2501kg and 3500kg) with any suitable vehicle.
- Allow towing to occur with ANY 12v or 24v vehicle without costly reducers being required in the electrical system, and also eliminates over-voltage damage commonly inflicted on braking systems of this type. The entire Trailparts™ SE brake control system is multi-voltage capable.
- Eliminate ANY difficulty or interference associated with vehicle wiring systems, such as CANbus and Fibre Optics, that are becoming more and more challenging to work with when equipping tow vehicles to be able to tow TB class trailers over 2500kg.
- Operate through ANY standard trailer electrical plug, whether 7 pin flat, 7 pin round, or 12 pin flat
 – all are capable of operating these controllers.
- · Deliver braking when travelling in reverse.

*Patent Pending NZ, #603235. Innovation Patent Pending AU. **Any tow vehicle with an operational standard power socket. ***Sens-a-brake actuators are not suitable for use with Trailparts™ SE controllers.

Compatibility with different brake types

Trailparts™ SE brake controllers can be used easily with most electric brake systems, including electric drums and electric/hydraulic actuators. This makes them suitable for retro-fitting to existing trailers where an upgrade to a simple, vehicle-switchable braking system is desired.





Electric/Hydraulic Actuators*

Electric Drum Brakes

Ideal for:

- Hire Trailers
- Large Fleets
- Shared Trailers

No vehicle wiring, low cost, no stress!

Available from:

www.trailparts.co.nzManufactured by Trailequip Ltd, Dargaville

108 Jervois Street, Dargaville







^{*} Excludes Hydrastar XL™

Itlookssimple, because it is!

Designed in New Zealand for New Zealand conditions

Although through living here we get used to it, driving in New Zealand is challenging compared to many of our Western counterparts, such as the USA, Canada, and most of Europe. Multilane highways and relatively direct other main routes that are well surfaced make travelling any significant distance between centres a straight forward and stress free journey. And who hasn't driven throughout Germany and Italy without being impressed by the engineering feats in viaducts and tunnels dedicated to creating a smooth-flowing roading network with minimal gradients?

By comparison, the lack of a flowing, substantial roading network means the driving environment often involves steep, winding, narrow – and sometimes – gravel roads, which makes it unique. And so is the Kiwi way of doing things. The dedication to boating, driving holidays and DIY means a lot of us are towing trailers with varying loads on these back roads.

So trailer solutions from overseas don't always meet our needs here. Our Trailparts™ range is known for its high quality and innovative approach to trailer running gear, developing high performance products locally that reduce long term cost and avoid annoying user experiences. Autofit™ couplings are a perfect example, developed to automatically adjust to the commonly used 50mm and 1.7/8" towball sizes that are unique to New Zealand.

It's what sets us apart.

In-vehicle SE Controller

This plugs into a standard vehicle power socket, and is multi-voltage capable, and can therefore be used in any suitable tow vehicle.



It has four key functions:

- o Allows the on-trailer module to be programmed to deliver the pre-set desired level of braking according to the load carried, and is variable in 20 braking levels from 5% through to 100%. The effort generated in each braking cycle is also displayed in a digital readout as a percentage, making setting and adjusting the braking effort delivered to the trailer simple and intuitive on-the-fly.
- o Has five sensitivity adjustment settings, which alters how quickly the pre-set braking level is applied on the trailer. A lower setting, for example, gradually ramps up the braking force, and makes the SE controller ideal for livestock or horse float applications.
- o Features an emergency switch that engages the trailer brakes only independent of the tow vehicle, which can be used to control trailer snaking or sway.
- o Incorporates an audible warning system for when a fault occurs.

Breakaway Kit

As with most braking systems for TB class trailers, the breakaway kit ensures power is applied to the trailer brakes in the event of a tow vehicle separation. However,

in the case of the SE module, power to drive it is drawn directly from the breakaway battery. This in turn is trickle charged by drawing power from the trailer tail lamp circuit, which means that the towing vehicle must have its lights on when towing with an SE controller.



This is mounted on the trailer, parallel with the direction of travel. It houses a microprocessor and accelerometer, which senses the rate that the stop is occurring, and applies more or less braking to the trailer wheels accordingly. It is multi-voltage capable, and can be towed by any suitable tow vehicle; its power source being the battery supplied as part of the breakaway kit, below.

It is housed in an IP67 rated alloy enclosure, with the internal components fully encased in resin for shock and water ingress protection, which makes them suitable for exposed mounting.



