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OPENING WORDS
FROM OUR GENERAL MANAGER

Welcome to financial year 2022-23. We have a new government in place, interest rates are on the rise and the inflation rate is soaring. Just try buying a lettuce right now! But transport and freight are still strong overall and supply chains, dare I say it, are showing small signs of slowly recovering.

Our theme for July/August offers a strong trailer focus and more specifically on tipper & dog trailers. These truck and trailer combinations are the dominant weapon of choice when it comes to moving gravel, grain, sand and soil. They work hard helping us build roads, homes, factories as well as carting various grain yields all over the country.

With all that hard work it is just as important to ensure that these trailers are receiving regular servicing and maintenance just like the truck does. We have a couple of feature articles worth a read. The first article, 'The Fifth Dimension' talks about 5th wheels from a safety and maintenance perspective while the second article, 'Who let the dogs out?', offers a really insightful

look into good tipper and dog trailer maintenance practices. Matt Neilson, Truck Parts Manager for the Barry Maney Group in Mount Gambier, provides an excellent overview of the key areas to focus on.

As always, there are also plenty of hot PACCAR Privileges offers to take advantage of. So jump online or visit one of our 59 dealer locations right across the country. You will be surprised with the huge range of trailer parts they have available, just ask one of the team at the Parts counter.

We are here to help you keep not just your truck but all your trailers in first class working order so you can keep the wheels of this great country turning. Safe travels.



July 2022

Damian Smethurst General Manager PACCAR Parts



DEALERS AUSTRALIA WIDE | Visit paccarparts.com.auFor more details, **Freecall*** **1800 PPARTS (772 787)**

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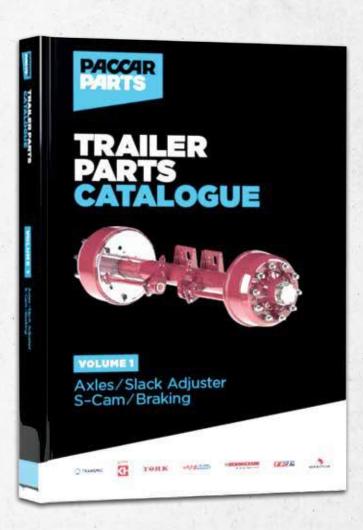
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The Fifth Dimension

Safety, stability, improved turning radius and ease of coupling and uncoupling are among the many benefits of a truck's fifth wheel, but this vital component requires regular maintenance to continue operating safely and effectively.

There aren't many components on a modern truck that can trace their lineage back to horse-drawn carriages of the mid-1850s, but that's the case with the fifth wheel, which was adapted for motor vehicles in the early 1900s.

These days it's near impossible to imagine life without the ease of coupling and uncoupling, not to mention the stability and manoeuvrability afforded by this device. But as handy and ingenious as the fifth wheel is, it is not a set and forget component. Far from it, because the fifth wheel is the key point of contact between your rig and trailer, so bears the brunt of the loads you haul, day in and day out.

For this reason, regular and thorough fifth wheel maintenance is essential, to avoid annoying and costly hitching problems, or worse still the nightmare scenario of a trailer disconnecting and becoming a potentially lethal object. Performing basic regular maintenance will help ensure your truck's fifth wheel remains in good and serviceable condition, and that your fleet continues to run at optimal efficiency.

Fifth Wheel Maintenance Best Practice

To find out best practices when it comes to fifth wheel maintenance, we have approached one of the biggest manufacturers, SAF-Holland, for some tips on how to look after your fifth wheel.

In the case of SAF-Holland fifth wheels, it is recommended that maintenance is performed every three months or 50,000km, whichever comes first. The first step in any maintenance procedure is to thoroughly steam clean all components to remove as much of the old dirt, grease and debris as possible.

Once the fifth wheel has been cleaned up, inspect the mounting and assembly. Check the fastener torque and look for any bent, worn, broken or missing bolts and other parts. Replace any missing or damaged bolts using genuine SAF- Holland parts available from your nearest PACCAR Dealer, or visit paccarparts.com.au.

Check the operation of the locking mechanism by opening and closing the locks with an SAF-Holland Kingpin Lock Tester. Ensure that the nut and washer fit snug against the fifth wheel and that the mechanism locks completely closed around the kingpin.

Importance of Lubrication

Once that's done, use a water-resistant lithium-base grease to grease the trailer contact surface and the bracket supports, as well as the grease nipple for the locks. Remember to also lubricate the cam track and pivot with a light oil or diesel oil. On sliding fifth wheels, spray a light oil or diesel oil on the rack and slide path.

The next step is to check your fifth wheel slide adjustments. To do this, first position the truck and trailer in a straight line on level ground, then lock the trailer brakes. Release the slide locking plungers, either via the air operated switch in the cab, or the manual release lever on the fifth wheel. Visually check that



both plungers are fully extended. If the plungers do not release, raise the trailer to relieve pressure on the plungers. This will allow the fifth wheel to slide more easily. Slowly drive the truck forward or backward to position the fifth wheel. Re-engage the slide locking plungers and verify that both plungers have fully engaged.

Remember to avoid using any fifth wheel that is not operating properly. If there is a problem with any aspect of your fifth wheel, contact your nearest PACCAR Dealer for advice. As chain of responsibility laws bring heightened focus on quality components and maintenance schedules, it is imperative that fifth wheel maintenance is carried out regularly on your truck and trailer fleet.

The PACCAR Part Dealer network are experts in trailer maintenance, and many are accredited through quality suppliers like SAF-Holland. For more information or to discuss your trailer and fifth wheel maintenance requirements, contact your local PACCAR Dealer, or visit paccarparts.com.au



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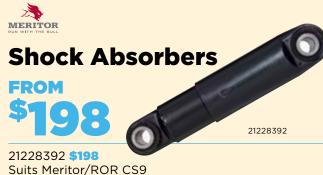


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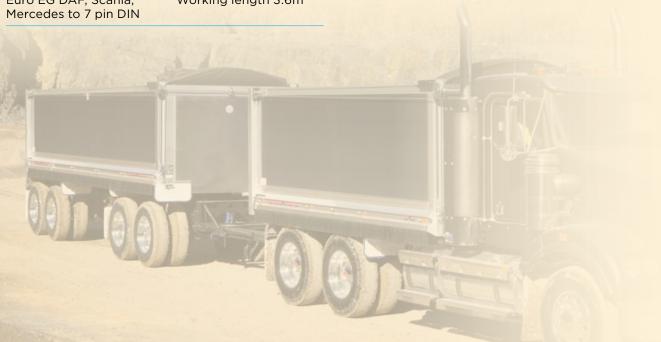
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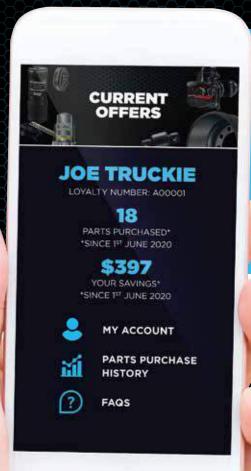








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Who let the dogs out?

Owners and operators of tipper and dog trailers working in the construction industry know how hard their rigs work and that hard-working gear needs proper scheduled maintenance to remain in safe and efficient working order.

One of the key advantages of the PACCAR Parts network is its extensive national dealership footprint and the ability to supply parts from the front bumper all the way down to the trailer tail light. That's the view of Matt Neilson, Truck Parts Manager for the Barry Maney Group in Mount Gambier, which has been keeping owner-operators mobile since 1977.

"PACCAR Parts dealerships and TRP stores are really a one-stop shop for all things tipper and dog trailer related, providing original equipment parts or quality TRP alternatives depending on the user's requirements," said Matt.

"When talking tipper dogs there are obviously a lot of parts to consider, from simple things like the tow-eye bush to more complex parts like hydraulic power take-off. But no matter how large or small, simple or complex, they're all critical parts that need proper maintenance."

Let's Talk Maintenance

Matt suggests chatting to the specialists at any one of the 48 PACCAR Parts Dealerships or 11 dedicated TRP Stores Australia-wide for information and assistance on maintenance tips and techniques. When considering trailer maintenance essentials, he recommends regular inspections for tow-coupling wear and tear, plus suspension and brake component condition checks.

"When you drill down into each of these areas the list quickly becomes much more comprehensive, covering turntables, tow hitches, tow eyes, and draw bar bushes, as well as suspension components, airlines, air bags, shock absorbers,



Matt Neilson Truck Parts Manager BMG Mount Gambier

and pivot bushes. You also need to consider axle components, including oil seals, wheel bearings and hub caps, plus brake parts, brake shoes, brake drums, slack adjusters, and brake boosters, as well as hydraulic couplings, air actuators, roller tarps and more."

Suspension Systems

Matt says there are two types of trailer suspension, the old rocker/spring suspension and more modern airbag suspension. The spring suspension is one of the more popular setups and by design requires a minimal amount of maintenance. However, like any suspension used in 'over the road' operations, it requires periodic checks to ensure trouble-free performance.

"We recommend a **six month** or **200,000km** inspection that includes checking U-Bolt nuts, equaliser nuts, torque arm bolts and torque arm clamp nuts to ensure they're all tightened to the correct torque settings. Remember that to ensure an accurate torque reading, the torque tool itself must be properly calibrated. We also recommend checking the fit of the hangers and equalisers to ensure continued good ride characteristics."

"Suspension alignment and torque settings should also be checked outside of scheduled maintenance periods if you discover any loose suspension fasteners

or elongated holes in the suspension components. Likewise, when bushings are replaced, or if you notice excessive or abnormal tyre wear."

Another popular tipper and dog trailer setup is the air suspension system, says Matt.

"When it comes to air suspension systems, we recommend checking the torque settings for all fasteners and inspecting for visual damage and wear every 25,000km or quarterly, and repairing and replacing any parts as necessary. Over and above that, we recommend a more comprehensive inspection every 100,000km or annually, which includes checking fastener torque settings and inspecting for visual damage and wear, checking all suspension bushings for wear and deterioration, and replacing or repairing as necessary."

The 100,000km service also includes checks of leaf springs and U-bolts for wear and deterioration, visual inspection of the suspension, and repairing or replacing any worn or damaged parts, says Matt.

Importance of Axle Alignment

"We also recommend checking the axle alignment and readjusting as necessary. That's especially important after there's been severe kerb contact or other accidental damage, or if the trailing leaf spring pivot bush is replaced."

Matt notes that the maintenance schedules mentioned are the minimum recommended service requirements for trailer axles, and more frequent service and maintenance schedules could be required depending on operating conditions.

"These suspension systems are generally designed for operating on clean paved roads, so while use on graded or gravel roads is acceptable, for equipment that is regularly used off-road or off-highway we recommend halving the service intervals. In severe

TRAILER, TIPPER & DOG MAINTENANCE TIPS

operating conditions, weekly and even daily inspections may be required to ensure safe and correct operation of the suspension and axle combination."

Remember the Basics

"While there's a lot to consider when talking tipper and dog trailer maintenance, one thing that's pretty much universal is that, like us, trucks and trailers enjoy a good feed. When I'm talking feeding a truck or trailer, I mean grease, and plenty of it."

"Greasing any piece of machinery and especially the stuff we're looking at with tippers and dog trailers, will not only make the components work better it will also enhance longevity and reduce wear and tear."

"Some people baulk at regular maintenance because of the cost, but the fact is that it saves money in the long run by limiting downtime, improving wear and tear on gear including tyres, and improves the overall performance and longevity of your equipment."

PACCAR Parts stock parts for all makes and models of trailer suspension and axle, including popular brands like BPW, SAF-HOLLAND, FUWA K-HITCH, HENDRICKSON, MERITOR, YORK, JOST and a wide range of TRP alternatives.

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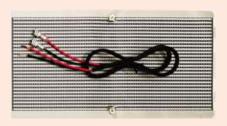


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H 463mm (18") x D 40mm x W 163mm



I Flat glass with marker light

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SMB-M00-0611





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SET413TRP \$36.75 Inner Steer & Trailer Outer

SET414TRP \$54.75 **Trailer Inner**



SET413TRP

SLACK **ADJUSTER**

P MEMBERS

Auto 5.5 - 28 spline SA1140A SAVE \$10

EQUALISER BUSH

FROM

Suits GP suspension 11.5(L) x 2" Diameter - 1" UNF

T03-1101 **\$11.30** Tapered (Rubber)

T03-1101-M \$14.95 Tapered (Mullins USA)

T03-1101-P **\$22.95** Tapered Polly (Yellow)

T03-1101-SP \$37

Tapered Split Poly (Red) T03-1101

SAVE

EQUALISER BOLT

Suits GP suspension ■ 11.5(L) x 2" Diameter - 1" UNF

T03-1201AU



BRAKE CHAMBER

P MEMBERS FROM

NON-MEMBERS FROM

SB2430CCAUS-1 P \$49.95 \$54.95 24/30

SB3030CCAUS **P \$49.95 \$54.95** 30/30

SB2430CCAUS-320-1 **P \$48.95 \$53.95** 24/30 Extended Push Rod 120mm

SB3030CCAUS-320 **P \$49.95 \$54.95** 30/30 Extended Shaft



SB3030CCAUS



BRAKES

WHEN IT COMES TO BRAKES, TRP®HAS YOU COVERED.

TRP® offer a great range of brake parts to suit popular truck & trailer applications, all backed by our 12 month warranty. At TRP® we know how important quality & performance is in all brake products. That's why we independently test to globally recognised standards and only manufacture to OE specifications. Not to mention that our brake parts offer a fantastic value for money alternative.

PRIVILEGES OFFER: PURCHASE 2x TRP*ROTORS & MATCHING TRP*PADS SAVE \$150

The TRP®range of rotors have been matched to the TRP pads, offering you a one stop shop for your disc brakes.

DISC BRAKE ROTORS

DISC BRAKE PADS



PRICE ROTOR APPLICATION & SIZE DISC PAD PRICE CALIPER TYPE 1961736 P \$79 \$129 Knorr SK7 BPW 430mm TRPDR001 P \$112 \$162 10 Stud, 285PCD 1962436 P \$105 \$155 **BPW TSB4309**

SEE IN STORE FOR COMPLETE RANGE

BRAKE DRUM

P MEMBERS FROM

\$120

NON-MEMBERS FROM

^{\$}145

DB190PDC **P \$120 \$145** 10 x 285, 16.5 x 7"

DB014TRP **P \$124 \$149**

Spider Hub GP Drive & Trailer 5/6 Spoke, 16.5 x 7" 9-7/16" Spigot

5/6 Spoke, 16.5 x 7" 9-7/16" Sp

DB018TRP **> \$137 \$162**

6" Brake Drum suits Euro/Iveco

DB017TRP **P \$142 \$167**

DB190PDC

BRAKE DRUMS CROSS REFERENCE TOOL

See online for complete range

Scan the QR code to find out the TRP alternative part number using the online Cross Reference tool





DB005TRP **P \$137 \$162**

Spider Hub GP Drive & Trailer 5/6 Spoke, 16.5 x 7" 11.25" Spigot

DB003TRP **P \$144 \$154**

16.5 x 6" Steer 25mm bolt hole

DB011TRP **P \$159 \$184**

7" Suits Iveco

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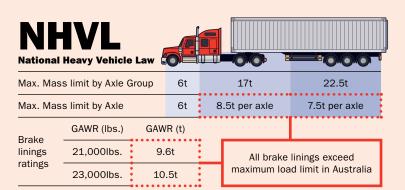
WHAT SHOE IS RIGHT FOR YOU?

There are several different factors that need to be taken into consideration when choosing the right brake lining for your truck or trailer. All brake linings are designed to exceed maximum load limits in Australia so axle ratings, whilst important, don't play a large role in determining the right lining.

Consideration, however, must be given to load, road type, braking frequency, maintenance practices, and driver habits when determining the right lining type. What is right for one application may not be suited to another.

FACTORS	21,000 GAWR LININGS	23,000 GAWR LININGS
Road Type	On-highway truck & trailer	On-off highway, steep grades, worksites, city roads
Load Type	General cargo, produce	Liquids, gases, mining, logging, refuse, construction
Braking Frequency	Low, mostly interstate, moderate, mix of interstate & urban	Moderate to high, any environment
Maintenance Habits	Regular maintenance & services, maintenance as needed	Poor, intermediate service, brakes serviced when problem appears
Driver Habits	Gentle to average	Average to aggressive

For more information about which brake shoe might be suitable for your application, visit https://trpparts.com.au/brake-shoe-guide or speak to your local PACCAR Parts dealer or TRP store.



BRAKE SHOES CROSS REFERENCE TOOL

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BRAKE SHOE KIT

\$69.95

NON-MEMBERS FROM



TRP214515PSS-01

P \$82.95 \$92.95

TRP214720QP

P \$89.95 \$99.95

Suits Meritor Steer

'Q Plus' 16.5 x 5"

Suits Meritor Drive

Severe Service 16.5 x 7"

23K PREMIUM LINING

TRP234515FQ **P \$88.95 \$98.95**

TRP214707QP

Suits Fruehauf/SAF/TMC 'Q' 16.5 x 7"

TRP234515PSS-01 **> \$99 \$109**

Suits Meritor Drive 'P' Severe Service 16.5 x 7" TRP234707QP **P \$87.95 \$97.95**

Suits Meritor Drive 'Q Plus' 16.5 x 7"

TRP234515Q **P \$87.95 \$97.95**Suits Meritor Drive 'Q' 16.5 x 7"

21K STANDARD LINING

TRP214515Q **P \$69.95 \$79.95** Suits Meritor Drive 'Q' 16.5 x 7"

TRP214707QP **P \$69.95 \$79.95**Suits Meritor Drive 'Q Plus' 16.5 x 7"

TRP214715QP **P \$95 \$105**

Suits Meritor Steer 'Q Plus' 16.5 x 6"

SEE IN STORE FOR COMPLETE RANGE



TO ENQUIRE ABOUT A PART, FREECALL* **1800 TRPART (877 278)**

MEGA WASH

FROM

- High foaming, heavy duty truck wash designed for touch free application
- Simply dilute the Mega Wash concentrate in a 100:1 ratio, spray on & spray off to obtain a brilliant clean without streaking aluminium

TRPMW5 **\$31.25** 5L

TRPMW20 **\$95.75** 22L

TRPMW200 \$697 200L



ALL WASH

FROM

- TRP's concentrated green truck wash gel
- More cleaning power than the blue TRP Super Wash
- pH neutral & biodegradable

TRPAW20 \$57.90 20L

TRPAW200 \$475 200L

TRPAW1000 **\$1,855** 1,000L



MULTI-PURPOSE LUBRICANT SPRAY

2.65

- Displaces water, penetrates rust, protects against corrosion Perfect for
- workshop or home use

TRPLUBE 400g Aerosol



LIQUI-

Heavy duty metal deoxidiser & polish used to restore shine on chrome, aluminium, brass & diamond plate

TRPLS500 500ml

FROM

ENGINE CLEAN

60

- Heavy duty water based degreaser
- I 'Quick break' product, biodegradable & triple interceptor safe

TRPEC5 \$20.60 5L

TRPEC20 \$66.50 22L

TRPEC200 \$549 200L

TRPEC1000 **\$2,450** 1,000L







SCAN HERE TO SEE THE TRP® CLEANING **RANGE VIDEO!**



TRUCK WASHES

WHICH TRP®TRUCK WASH TO CHOOSE?

TRP®offers a comprehensive range of truck washes for all types of applications. No matter what your preferred washing style, we have a wash to suit!

All our washes are formulated and manufactured in Australia. They are all non-acidic, biodegradable, triple interceptor safe and inhibit corrosion.

So how do you choose which TRP®truck wash is right for you? It's quite simple – go for the colour of your existing wash. If you are used to using a <u>blue</u> wash, go for the TRP®blue wash, if your prefer a <u>green</u> wash, go for the TRP®green wash. If you prefer a <u>gold</u> wash & wax combination, go for the TRP®gold alternative.



BLUE WASH



TRP®ALL WASH

GREEN WASH



TRP®PREMIUM WASH

GOLD WASH & WAX



TRP®MEGA WASH

TOUCHLESS WASH





For more information about the TRP Cleaning Range visit **trpparts.com.au/cleaning**

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TRIPLE LAMPS

Rear indicator 12 - 24V

FROM

Chrome bezel 12 - 24V

LL011810AU \$89

Amber/Red/Red

Amber/Red/Clear

LL011010AU



LL011110AU Rear Indicator, Dual Stop/Tail

LL011010AU Rear Indicator, Stop/Tail & Reversing

SPARE PARTS TO FIT TRIPLE LAMP

LL100310AU \$48.35 Indicator

LL100410AU \$48.35 Stop/Tail

LL100510AU \$53.70 Reverse



LED REAR COMBINATION LAMP



LOAD **ESTRAINT**

- 8mm x 9m chain kits with grab hooks
- Complies to AS/NZS 4344

TRPLC8MM





CARGO CONTROL

FROM

UV stabilised

TRP-CK001

TRP-CK001 \$12.35 Chain Knuckle

TRP-PA500 \$8.45 Pallet Angle 500mm

TRP-PA1040 **\$15.50** Pallet Angle 1,040mm







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