



BULK TRANSPORT EQUIPMENT



OPERATION AND SERVICE MANUAL



www.bte.net.au



12 – 16 Fowler Road,
Dandenong South, Victoria,
Australia



03 97940330





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INTRODUCTION

This manual has been developed to provide service and maintenance information for Bulk Transport Equipment (BTE) for both owners and operators. It outlines general guidelines and minimum inspection requirements necessary to ensure equipment continues to operate efficiently and safely throughout the life of the trailer.

Designed as a management tool, this manual supports the development of tailored maintenance schedules specific to each vehicle. For optimal servicing, all guidance provided herein should be supplemented with proprietary information and documentation from the manufacturers of sub-components.

Bulk Transport Equipment (BTE) is a recognized industry leader, known for our rapid market growth, outstanding reputation, and commitment to producing high-quality transport equipment.

At BTE, we pride ourselves on our advanced engineering and manufacturing capabilities. By integrating the latest technology into our processes, we continually drive innovation and deliver superior results.

Our unwavering focus on cutting-edge design and exceptional craftsmanship ensures that our customers are not just satisfied—they're proud to be part of the BTE community.

Each region is supported by a dedicated Area Manager who manages your purchase journey from the initial quote right through to delivery. In addition, all three company directors remain hands-on and actively involved in the daily operations of the business, ensuring a personal and responsive customer experience.

Our head office and primary manufacturing facility is located in Dandenong South, Victoria. We've recently completed construction of our new and rapidly expanding manufacturing plant in Toowoomba, Queensland. We have also opened a new dedicated branch in Dandenong South that focuses exclusively on repair and service work.

We invite you to explore our wide range of products and services. Should you have any questions or require assistance, please don't hesitate to get in touch—we're here to help.



DISCLAIMER

These instructions are provided by Bulk Transport Equipment (BTE) to assist with the safe operation, maintenance, and servicing of your newly built equipment. Operation, repair, or servicing should only be undertaken by individuals with the appropriate professional training, experience, and qualifications.

It is the sole responsibility of the equipment owner and its operators to ensure that all work is performed safely, responsibly, and by suitably qualified personnel using the correct tools and equipment. Any unauthorised modifications, improper servicing, or unqualified work may void the warranty—particularly where such actions cause excessive wear, faults, damage, or premature equipment failure.

To the maximum extent permitted by law, BTE and its affiliates, directors, officers, employees, advisers, and agents shall not be liable for any direct, indirect, incidental, or consequential loss or damage (including, but not limited to, loss of profits, data, or business opportunity), injury, death, or any other claim arising from misuse of the equipment or failure to comply with these instructions. You agree to release, defend, and indemnify BTE from all such claims or liabilities.

BTE reserves the right to revise or replace these instructions at any time without prior notice. For the latest version, please visit: www.bte.net.au.



UNIT IDENTIFICATION



Model Vin No.....

Purchaser.....

Address

.....

Post code Telephone

Delivery Date

Note: For after sales and warranty above details must be completed and forwarded

To; Bulk Transport Equipment 12-16 Fowler Road Dandenong South VIC 3175



TRAILER SAFETY INFORMATION

The **health and safety** of operators, maintenance personnel, and the public must **always be the top priority** when operating tipping equipment. Accidents can result in **serious injury or death**.

Due to the wide range of tipping applications, there is a strong reliance on the driver having the following essential knowledge:

Operator Requirements:

- All drivers must be trained in correct tipping procedures.
- It is recommended that owner/operators inspect all delivery sites prior to tipping operations.
- Hazards identified on site must be documented in a site-specific **Safe Work Method Statement (SWMS)**, including the following checks:

Site Safety Checklist (including but not limited to):

1. **Ground conditions** in the tipping area that may affect stability.
2. Presence of **overhead obstructions or hazards** that could be struck by a raised body.
3. Maintain a **safe distance from other vehicles** during loading and unloading.
4. **Bulk Transport Equipment (BTE)** recommends operating quick-release semi tippers only on stabilized quick-release turntables.
5. Wherever possible ensure the **prime mover and trailer are aligned in a straight line** at all times during tipping.
6. **Always apply park brakes** before exiting the prime mover cabin.
7. Establish a **tipper exclusion zone** for pedestrians, plant, light vehicles, and manage traffic—especially on sites without **downgrades or crossfalls**.
8. Perform all tasks in accordance with local, company, and government procedures, including adherence to height restrictions.

Critical Operational Safety Practices (including but not limited to):

- **Never stand or reach under** a raised body without **mechanical fail-safe measures (body props)** in place.
- **Never raise the hoist** of a semi tipper unless the trailer is **securely connected** to the **prime mover's fifth wheel**.
- Continuously **observe the tipping operation** to ensure the trailer lifts **evenly and squarely**.
- **Do not modify hydraulic systems or components** unless work is carried out by a **qualified professional**.
- Ensure that all **replacement parts match the original equipment specifications**.
- Always wear the correct **Personal Protective Equipment (PPE)**.



- **Look up and live** keep clear of all overhead electrical hazards
- Always check for adequate **clearance** before tipping
- Never operate in an area with **obstructions** or uneven ground

Important Note:

These instructions are intended to serve as a **general safety guide**. Operators are responsible for developing **site-specific procedures** to suit their operations and must practice **due diligence** in all activities.

Operators must ensure they are **aware of and comply with** all relevant **local, state, and federal legislation** applicable to their organization.

Bulk Transport Equipment (BTE) accepts **no liability** for accidents, injuries, or damages arising from the use of this general guide.



OPERATING INSTRUCTIONS:

Important Notes:

- This guide is provided for **general reference only**.
- Operators are expected to operate all equipment in a **safe** and **controlled** manner.
- This guide assumes operators are proficient in standard truck **trailer coupling/uncoupling** procedures and **vehicle operation**.
- Operators must **create bespoke procedures** to suit their specific equipment and operational requirements.
- For operational information of any BTE supplied equipment that differs from that described in this manual refer to your BTE representative.
- All users must **exercise due diligence** and comply with all **local and federal legislation**.
- **Bulk Transport Equipment (BTE)** accepts no liability for the use of these instructions.

TIPPING SYSTEM OPERATIONAL CHECKS

1. **Engaging the Hydraulic System**
 - Engage the **Power Take-Off (PTO)** using the hydraulic controls.
 - Test the **hoist functions**:
 - Raise
 - Hold
 - Lower
 - Ensure all functions operate correctly before proceeding.
2. **Operating the Tailgate (Side Swing Mode)**
 - Before unlocking the **top latch**, ensure the **bottom hinge pin** on the **left-hand side** of the trailer is correctly installed.
3. **Releasing the Tailgate**
 - Ensure the **tipping body is fully lowered** before releasing the **top latch**.
 - **Stand clear** of the tailgate before operating any latch.
4. **Check for obstacles or people** in the swing area when using:
 - Top Swing
 - Side Swing
5. **Raising the Trailer Body**
 - Confirm that there are **no overhead hazards**, such as **electrical cables** or other obstructions, in the tipping area.
 - Ensure the **vehicle is on level ground**, whether loaded or unloaded.
 - **Do not climb** on the body or chassis when the body is raised.
 - **Never place any part of your body** between the chassis and trailer body.



TIPPING – GENERAL INSTRUCTIONS

The below procedures are to be used as a guide only. Each tipping operation should consider the requirements of the tipping site and plant, the site operating procedures, and the product being tipped.

Before Tipping:

1. **Ensure all park brakes are applied.**
2. **Retract tarp (where fitted)**
Open the tarp using either the **in-cab electric switches**, **hand remote** or **manual handle** depending on tarping system fitted.
3. **Remain with the vehicle** at all times during the tipping operation.
➤ **Do not leave the vehicle unattended** while tipping.

 **Note:** Maintain a **consistent engine RPM** during tipping.
Changing RPM during the lift can **damage the hydraulic system**.

Tipping Procedure:

Note: This is generic guide and may not cover off your specific requirements.

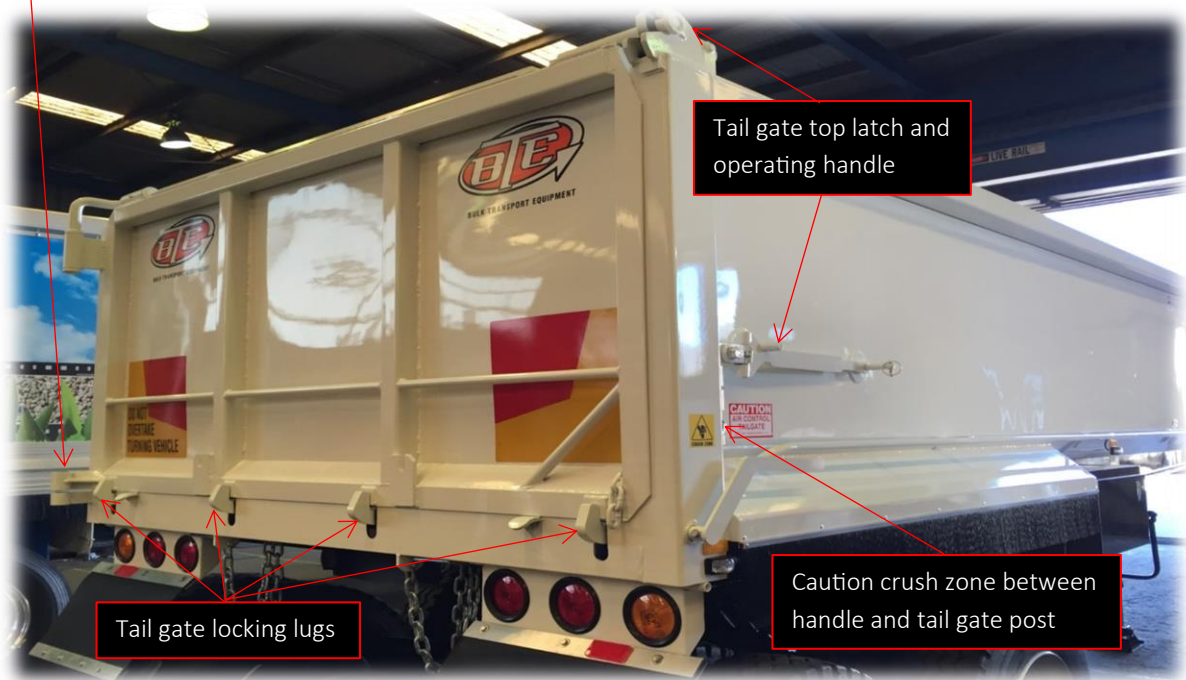
1. **Release the tailgate locking bar teeth.**
 - Use either the **in-cab** control switch, **P1 push/pull button** located on the exterior of the vehicle, or the **manual lever** depending on vehicle setup.
2. If operating a **multi-body combination** ensure hydraulic oil is being supplied, or where fitted **divert** hydraulic oil, to the body that is to be tipped. Refer to the specific trailer operating instructions for diverter operation.
3. **Engage the PTO** (Power Take-Off) to activate the hydraulic system.
4. **Commence tipping:**
 - Continuously monitor that the body is lifting squarely.
 - Ensure the vehicle remains on stable ground and does not lean sideways.
5. As tipping progresses, ensure:
 - The tailgate does not become caught in the discharging load or stockpile.
 - Discharge area remains clear.
6. **Once the load has fully discharged, disengage the PTO.**
7. **Drive forward slowly** until:
 - All remaining material has cleared the tipper.
 - Tailgate is clear of the stockpile or discharged material.
8. **Lower the tipper fully.**
 - Engage the **tailgate locking bar teeth**.
9. **Exit the tipping area.**
 - Clean any **spilled product** from the tailgate, lights, mudguards, and chassis area.

Best Practice Tips:

- Always check that **hydraulic hoses** and connections are intact before operation.
- Conduct a **walkaround inspection** post-tipping to ensure no damage has occurred.
- Keep mirrors and cameras clean for maximum visibility during discharge.

TAIL GATE FEATURES

"Ensure the bottom hinge pin is installed before operating the tailgate in side-swing mode. The pin is located in front of the tailgate on the left-hand side of the trailer."



WARNINGS





TRAILER WITH SLIDING SUSPENSION – AXLE FRAME SLIDING INSTRUCTIONS

These trailers are designed to allow the **B-Double lead trailer** to **tip between the 1st and 2nd axles** or over the **rear of the chassis**, similar to a conventional chassis tipper. This is achieved by moving the **suspension assembly forward** in relation to the trailer body.

✖ Sliding Suspension Step-by-Step Operation

1. **Disconnect the B-Trailer**
 - Ensure adequate space around the lead trailer for safe adjustment.
2. **Check Turntable Alignment**
 - Turntable skid plate must be **flat (horizontal)**
 - Ensure it is **straight along the trailer**
 - If equipped, ensure **ball race is pinned**
3. **Apply All Park Brakes**
 - Prime mover and trailer brakes should be fully engaged
4. **Release Suspension Lock Pins**
 - Retract the lock pins via the **air valve P1 switch** to disengage the locking system
5. **Move Suspension to Rear Tipping Position**
 - In the cabin:
 - **Apply trailer brakes**
 - **Release prime mover park brake**
 - Slowly **reverse** until the lock pins **re-engage** in the tipping position
 - Tip as per tipping procedure detailed on page 8
6. **Road Train Configuration (if applicable):**
 - As per above until the lock pins **re-engage** in the **road train-compliant position**
 - **Insert the secondary road train bar** into the locking mechanism
7. **Return to B-Double Configuration**
 - **Reverse the above procedure** to reposition the suspension:
 - Release lock pins, **drive forward**, and re-engage pins in B-Double position



ROLLBACK A-TRAILER – OPERATING INSTRUCTIONS

These trailers are designed to allow a **B-Double** or **lead trailer** to **tip between the 1st and 2nd axles** or over the **rear of the chassis**, by rolling the trailer **body backwards** in relation to the chassis on a series of rollers.

Safety Note:

- **Trailer brakes must be applied** before **lock pins can be disengaged** or rollers activated.
- **Never transport or tip** with the body **unlocked** – damage or serious incident may occur.

Step-by-Step Operation

THIS SECTION TO BE COMPLETED IN FUTURE DOCUMENT RELEASE

SIDE TIPPER – OPERATING INSTRUCTIONS

These trailers tip in a similar operation to conventional end tippers but use **double acting cylinders**. This means they require **two(2) hydraulic lines** to supply the circuit.

Before Tipping:

1. **Ensure all park brakes are applied.**
2. Ensure **both hydraulic lines** are connected to the front of the trailer.
3. **Remain with the vehicle** at all times during the tipping operation.
 - **Do not leave the vehicle unattended** while tipping.

 **Note:** Maintain a **consistent engine RPM** during tipping.

Changing RPM during the lift can **damage the hydraulic system**.

Tipping Procedure:

1. Set the **Diverter Valve** to the correct position:
 - **Single trailer:**
 - Engage the **diverter valve** (active position) via the **P1 push/pull switch** so that the oil does not **dead head** at the rear of the trailer.
 -  **WARNING:** Creating a **Dead Head** circuit may cause damage to the pump and valves.
 - **Multi trailer combination:**
 - Ensure **both hydraulic lines** are connected **between** trailers.
 - **Disengage** the diverter valve (neutral position) via the **P1 push/pull switch** to allow oil to travel from the **leading** trailer's **Directional Control Valve** to the **succeeding** trailer.
2. **Engage the PTO** (Power Take-Off) to activate the hydraulic system.
3. **Commence tipping:**
 - The circuit is set up to open the door and tip the body in unison.
 - Continuously monitor that the body is lifting squarely.
 - Ensure the vehicle remains on stable ground and does not lean sideways.
4. As tipping progresses, **ensure:**
 - The side door does not become caught in the discharging load or stockpile.
 - Discharge area remains clear.
5. **Lower the body fully.**
 - The body will lower, and door will close in unison.
6. **Repeat steps 3 to 5** for each trailer in the combination.
7. **Exit the tipping area.**
 - Clean any **spilled product** from the lights, mudguards, and chassis area.

TRANSFER TRAILER – OPERATING INSTRUCTIONS

Transfer trailers are used in conjunction with hook lift trucks to allow for the transport of multiple hook bins. They are loaded using the truck's hook lift crane and are fitted with a choice of bin restraint systems. These systems may consist of locking pin/s or jaws that may be controlled in a variety of ways such as hydraulically, pneumatically or manually activated.

 **Note:** Centre Of Gravity (COG) of load to be as **low as practicable**.

 Refer to the NHVR "Load Restraint Guide 2025" for load location and restraint guidance.

Loading Procedure:

1. **Dump suspension** on trailer (where fitted).
2. Ensure truck is **in line with trailer** and reverse truck up to **loading lip** of trailer.
3. Use Hook Lift Crane to **slide** bin onto rails on trailer.
 - Push bin along rails until it hits the **bin stops**.
 - Ensure the trailer **bin locks** are aligned with the **locking area** of the bin.
4. **Activate** the bin locks.
 - Ensure **bin locks/restraints** have **engaged correctly** and have **clamped the bin securely**.
5. Cover bin with tarp (where fitted) and attach/tie restraints.
 - Refer tarp operational manual for tarp operation procedure
6. Bin removal is the **opposite** of the above procedure.



⚙️ POWER TAKE-OFF(PTO) OPERATING PROCEDURES- MANUAL TRANSMISSIONS



OPERATING PROCEDURES

RECOMMENDED OPERATING PROCEDURES FOR POWER TAKE-OFF, DIRECT OR SHAFT DRIVE APPLICATIONS

 When applying the parking brake, follow vehicle manufacturer parking instructions. Failure to follow these instructions could cause unintended vehicle movement resulting in death, serious injury or damage to property.

PTO Operation - Manual Transmission

Engaging the PTO - Stationary Operation

1. With the transmission in neutral.
2. Apply the parking brake.
3. Depress clutch fully.
4. Shift transmission into 1st Gear (this ensures countershaft rotation stops for PTO engagement).
5. Engage the PTO via the dash switch.
6. Shift transmission into Neutral.
7. Release clutch pedal slowly (approximately 3 seconds).
8. Slowly raise engine speed (if required) to operate the PTO.

Engaging the PTO - Mobile Operation

 Gear changes must not be performed whilst the PTO is in operation.

1. With the transmission in neutral.
2. Apply the service brake.
3. Depress clutch fully.
4. Shift transmission into appropriate gear that will allow the vehicle to take off and will provide the appropriate engine and road speed to perform the work.
5. Engage the PTO via the dash switch.
6. Release the service brake.
7. Release clutch pedal slowly.
8. Raise engine speed as required to move vehicle / operate PTO.

Disengaging the PTO:

1. Apply the parking brake.
2. Depress clutch fully.
3. Shift transmission into 1st Gear (this stops countershaft rotation for PTO disengagement).
4. Disengage the PTO via the dash switch.
5. Shift transmission into Neutral.
6. Release clutch pedal.

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ADVANCED HYDRAULIC TECHNOLOGIES

HYDRECO HYDRAULICS Pty Ltd
Unit 12, 167 Prospect Highway
Seven Hills NSW 2147 AUST
Po Box 890, Seven Hills NSW 1730
ABN 90 000 598 354

Acknowledgement: attached procedures courtesy by Hydreco



POWER TAKE-OFF(PTO) OPERATING PROCEDURES – AUTOMATED TRANSMISSIONS



OPERATING PROCEDURES

PTO Operation - Automated Manual Transmissions (AMT's)

These instructions are generic and may differ by transmission model, always check with the transmission/vehicle manufacturers instructions.

Engaging the PTO - Stationary Operation

1. Apply the parking brake.
2. Depress the service brake.
3. Select "D" on the Shift Control (this stops countershaft rotation).
4. Engage the PTO via the dash switch.
5. Select "N" on the Shift Control.
6. Release the service brake to engage the clutch and power the PTO.

Engaging the PTO - Mobile Operation

This application provides limited mobile operation in the start gears.

1. Depress the service brake.
2. Release the parking brake.
3. Select "D" on the Shift Control (this stops countershaft rotation).
4. Engage the PTO via the dash switch.
5. Select "D", "MANUAL" or, "Reverse", as required for vehicle movement.
6. Release the service brake to engage the clutch and power the PTO.
7. Raise the engine speed as required to move vehicle / operate PTO.

Disengaging the PTO:

1. Ensure the vehicle is at a complete stop.
2. Depress and hold the service brake.
3. Select "D" on the Shift Control (this stops countershaft rotation).
4. Disengage the PTO via the dash switch.
5. Continue with normal vehicle operation.

Hot Shift PTO Operation (all transmission types)

Engaging the PTO:

1. With the vehicle moving at constant speed; under no load. PTO output speed at 1000rpm or less.
2. Engage the PTO via the dash switch.
3. Raise engine speed as required to achieve desired speed / operate PTO.

Disengaging the PTO:

1. Slow the vehicle down to a constant speed; under no load. PTO output speed at 1000rpm or less.
2. Disengage the PTO via the dash switch.
3. Continue with normal vehicle operation.

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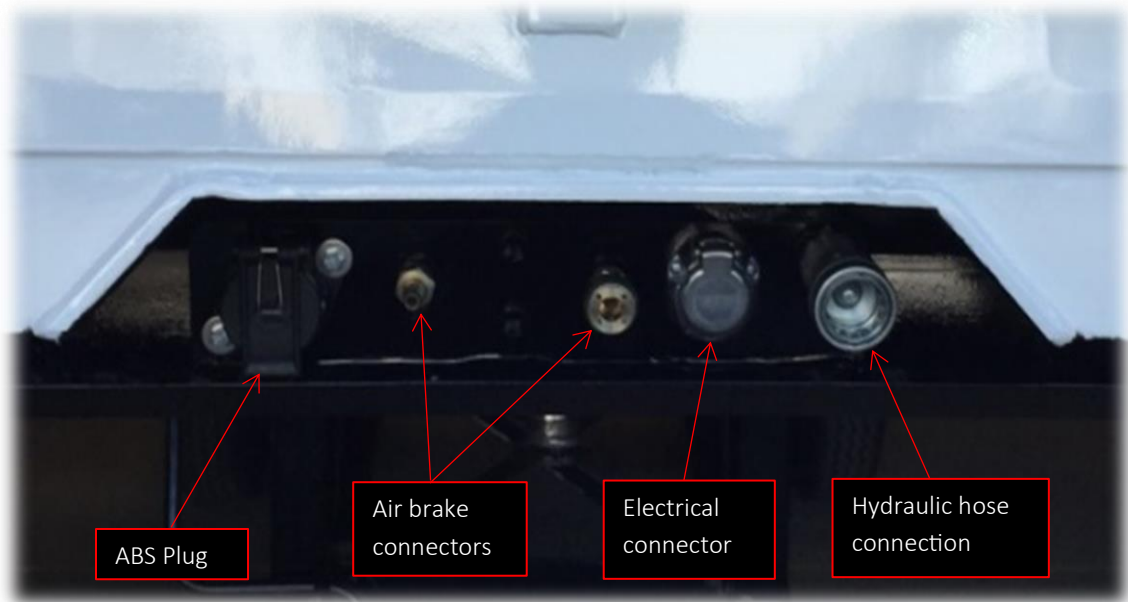
HYDRECO HYDRAULICS Pty Ltd
Unit 12, 167 Prospect Highway
Seven Hills NSW 2147 AUST
Po Box 890, Seven Hills NSW 1730
ABN 90 000 598 354

Acknowledgement: attached procedures courtesy by Hydreco

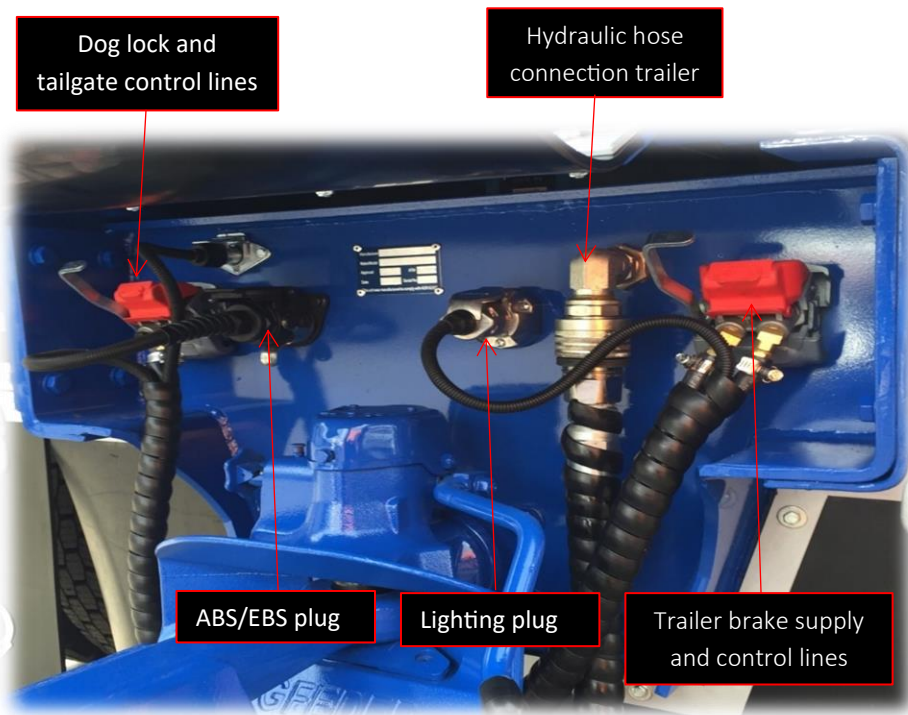


TYPICAL CONNECTIONS

CONNECTIONS AT FRONT OF SEMI-TRAILER



TYPICAL CONNECTIONS AT REAR OF TOWING VEHICLE





TRAILER MAINTENANCE SCHEDULE

Maintenance Overview:

This schedule serves as a general guideline for the inspection, servicing, and maintenance of Bulk Transport Equipment tipping systems. It is designed to support the development of a comprehensive maintenance program that spans the entire lifecycle of the equipment.

Important Notes:

- Operators must consult the specific component manufacturers or suppliers' documentation for detailed maintenance requirements tailored to the parts installed.
- This schedule outlines minimum recommended service intervals and procedures. Depending on operating conditions, more frequent maintenance or additional tasks may be necessary to ensure optimal performance and safety.
- Regular monitoring of component wear and performance is essential. Maintenance intervals should be adjusted based on observed wear rates and usage conditions.

ITEMS	AFTER 1 ST 1,000km	DAILY	WEEKLY	MONTH or 10,000km	6 MONTH or 25,000km	ANNUALLY
Lighting and indicators check		X				
Air tank - drain moisture check		X				
Service brakes check		X				
Test emergency brakes check		X				
Tailgate operation check		X				
Trailer coupling engagement check		X				
Visual inspection for hoist oil leaks & damaged hoses		X				
Tyre pressures & condition check		X				
Hydraulic oil level check		X				
Wheel nut tension check	100km		X			
Damage and Leaks check for air lines & fittings			X			
Check Hoist feet	X		X			
Check Clevis pin, Rod eye	X		X			
Check Bolts & fasteners	X		X			
Hoist hydraulic connections & hose check	X		X			
Brake slack adjustment greasing	X			X	X	X
Drawbar pivot bush condition	X			X		
Drawbar arms, pivot bars, hoist feet and tailgate pins	X			X		
Hydraulic cylinder leak and damage	X		X			
Tow coupling wear, ball race turntable fasteners & wear	X			X		
Pivot bar wear	X			X		
Chassis Rail (Inside & outside) visual inspection for crack, deformation & damage	X			X		
Crossmember visual inspection for crack weld, loose or broken connections	X			X		
Suspension Mounting Points inspect for elongated holes, cracking around brackets	X			X		
Fifth Wheel/Turntable Mount Area inspect for fatigue cracks near mounting bolts & welds	X			X		
Hoist Mounts/Cylinder Base Plates inspect for cracks, bent brackets, worn bolt holes	X			X		
Rear Trailer Section/Tailgate Frame inspect for impact damage, cracking, signs of twisting	X			X		



ITEMS	AFTER 1 ST 1,000km	DAILY	WEEKLY	MONTH or 10,000km	6 MONTH or 25,000km	ANNUALLY
Axle mounts & spring hangers inspect for cracked welds	X			X		
Underbody welding inspect for porosity & crack welds	X			X		
Tipping Pivot points inspect for cracks at stress points, loose or worn pivots	X			X		
Change hydraulic fluids and filters						X
Grease - Trailer and body pivot points				X		
Grease - Hoist feet, lifting brackets, piston eye, cradle			X			
Grease - Ball race turntable					25000km	
Grease - King pin and skid plate				X		
Grease - Axle & suspension components					25000km	
Grease - Brake camshafts and slack adjusters					X	
Grease - Tarp shafts and bearings				X		
Grease - Landing legs				X	X	

Important Safety Notice

Maintenance of Hydraulic and Pneumatic Systems

Repairs or maintenance involving the hydraulic and pneumatic systems must only be performed by Bulk Transport Equipment (BTE) or other qualified and authorized repairers.

WARNING

Unauthorized tampering or unqualified repairs to these systems may:

- Void your warranty
- Cause serious injury or death
- Lead to vehicle malfunction or system failure

Always consult your BTE service manual, manufacturer or contact an authorized service provider before attempting any maintenance. Failure to adhere to these guidelines will void the product warranty, and the manufacturer assumes no responsibility for any resulting damage, malfunction, or repair costs.



SERVICE GUIDELINES

AXLES & SUSPENSIONS

All makes of axle and suspension components fitted by Bulk Transport Equipment must be serviced and maintained according to the **axle & suspension manufacturer's recommendations** and specified **service intervals**.

BRAKES

All slack adjusters, including automatic slack adjusters and disc brakes, must be adjusted and set according to the **axle manufacturer's** recommendations.

WHEELS

All trailers must have their wheel nuts tensioned after the first 50 km following delivery. If wheels are removed and refitted during service, wheel nuts must be tensioned again after 50 km of use.

TYRES

Operators should consult their tyre suppliers to confirm the correct pressures and maintenance procedures for their specific application. All tyres fitted at BTE are inflated to the manufacturer's recommended pressure at the time of fitting. These pressures should be checked shortly after delivery to ensure they have been maintained.

Tyres should be inspected regularly at intervals appropriate to the operating conditions, including environment, usage, and tyre type. After any wheel change, both tyre pressure and wheel bolt torque should be checked after the first 100 km.

GREASING

All greasing points on truck and trailer bodies—including but not limited to the hoist, pivot pins, and tailgate—must be lubricated ([see proposed maintenance schedule](#))

HOISTS

Hoists are to be serviced and maintained according to the **hoist manufacturer's** recommendations.



TOW COUPLING

Tow couplings installed by Bulk Transport Equipment must be serviced and maintained in accordance with the **coupling manufacturer's** recommendations.

BALLRACES

All dog trailers are fitted with a ball race above the front axle group and must be serviced and maintained according to the **ball race manufacturer's** recommendations

TARPS

Refer to the tarping system manual for operation and maintenance details.

MANUFACTURER WEBSITES

- www.bte.net.au (BTE)
- www.airbrake.com.au (Air Brake System)
- www.safholland.com.au (SAF Holland)
- www.camilleritarps.com.au (Camilleri)
- www.hendrickson.com.au (Hendrickson)
- www.tippertarps.com.au (Tipper Tarps)
- www.bpwtranspec.com.au (BPW Transpec)
- www.khitch.com.au (Fuwa K Hitch)
- www.hyva.com (Hyva)
- www.knorr-bremse.com.au (Knorr Bremse)
- www.jostaustralia.com.au (Jost Australia)



COMPANY TERMS AND CONDITIONS

All products and services provided by BTE are subject to the BTE Standard Terms and Conditions of Quotation and Sale. The full Terms and Conditions can be accessed at: www.bte.net.au



WARRANTY POLICY

Bulk Transport Equipment Pty Ltd (ABN 84 122 931 828) of 12-16 Fowler Road, Dandenong South, Victoria, 3175 (BTE) provides the following warranty (Warranty) to original purchasers (Customers) of new aluminium bodies and trailer chassis manufactured by BTE (respectively, Aluminium Bodies and Trailer Chassis).

The benefits of this Warranty are in addition to any rights and remedies imposed by Australian Federal and State legislation that cannot be excluded. Nothing in this warranty is to be interpreted as excluding, modifying or restricting any Federal or State legislation applicable to the supply of goods or services that cannot be excluded, modified or restricted.

If the Customer is a “consumer” under the Australian Consumer Law, BTE confirms:

Our goods come with guarantees that cannot be excluded under the Australian Consumer Law. You are entitled to a replacement or refund for a major failure and compensation for any other reasonably foreseeable loss or damage. You are also entitled to have the goods repaired or replaced if the goods fail to be of acceptable quality and the failure does not amount to a major failure.

For the avoidance of doubt, this Warranty does not relate to any goods not manufactured by BTE. Where goods not manufactured by BTE are covered by applicable third party manufacturer warranties, BTE will use reasonable endeavours to pass on the benefit of any such third party warranty. The period and terms of any such third party warranty may vary.

WARRANTY

BTE warrants, subject to the terms of this Warranty and the exclusions and limitations contained herein:

- the Aluminium Bodies will be free from defects in materials and workmanship for a period of 2 years from the date of purchase (Aluminium Bodies Warranty Period); and
- the Trailer Chassis will be free from defects in materials and workmanship for a period of 5 years from the date of purchase (Trailer Chassis Warranty Period).

If, before the end of the Aluminium Bodies Warranty Period or the Trailer Chassis Warranty Period (as applicable), a defect appears in the manufacture or assembly of an Aluminium Body or Trailer Chassis and BTE finds the Aluminium Body or Trailer Chassis to be defective in materials or workmanship, it will, at its discretion:

- repair the Aluminium Body or Trailer Chassis, as applicable, or defective part of the Aluminium Body or Trailer Chassis, as applicable, free of charge; or
- replace the Aluminium Body or Trailer Chassis, as applicable, or defective part of the Aluminium Body or Trailer Chassis, as applicable, free of charge.

BTE reserves the right to replace a defective part of an Aluminium Body or Trailer Chassis, as applicable, with components and parts of similar composition, grade and quality where an identical component or part is not available. Aluminium Bodies and Trailer Chassis presented for repair may be replaced by refurbished Aluminium Bodies and Trailer Chassis, as applicable, of the same type. Refurbished parts may be used to repair Aluminium Bodies or Trailer Chassis, as appropriate.



WARRANTY CLAIMS

If a defect covered by this Warranty appears, the Customer must within 7 days of detection of the alleged fault contact BTE by telephone on (03) 9794 0330. Any Warranty claim must be accompanied by proof of purchase, full details of the alleged defect, photo evidence of the alleged defect, and any documents on which the Customer relies in making its claim.

Unless otherwise agreed, the Customer:

- must transport the Aluminium Body or Trailer Chassis, as applicable, to BTE or BTE's authorised agent, at the Customer's own cost;
- must pay BTE's usual inspection and testing costs, if the inspection undertaken by BTE or its authorised agent reveal no defect; and
- bears the cost of returning the Aluminium Body or Trailer Chassis, as appropriate, after any repair or replacement is undertaken under this Warranty.

EXCLUSIONS

This Warranty:

- applies only to Aluminium Bodies and Trailer Chassis, as applicable;
- does not apply to any ancillary equipment supplied or fitted to any Aluminium Body or Trailer Chassis at the request of a Customer, including load cover systems or wheels or tyres; and

This Warranty does not apply if:

- the Aluminium Body or Trailer Chassis, as applicable, has been in an accident, subjected to abnormal conditions, or is otherwise altered, modified or repaired by a party other than BTE;
- BTE cannot find any defect in the Aluminium Body or Trailer Chassis, as applicable, after it has undertaken bona fide inspection and testing;
- the Aluminium Body or Trailer Chassis, as applicable, is used for a purpose other than for its designed purpose or a purpose made known to BTE in writing prior to manufacture; or
- the alleged defect in the Aluminium Body or Trailer Chassis, as applicable, is demonstrated reasonably to be within acceptable industry standards.

This Warranty does not extend to any damage or defect to the extent it is caused by:

- normal wear and tear, or incorrect cartage (including of an abrasive nature);
- the application, fitment or use of components, goods or parts not manufactured by BTE;
- failure on the part of the Customer to maintain the Aluminium Body or Trailer Chassis, or to follow BTE's directions, guidelines or instructions in relation to their maintenance or use;
- continued use of the Aluminium Body or Trailer Chassis, as applicable, after any defect becomes apparent or ought to reasonably have become apparent to a prudent user; or

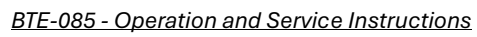
LIMITATIONS

BTE makes no express representations or warranties other than as set out in this document. BTE will not be liable to the Customer or any other person in connection with this Warranty for:

- consequential or indirect loss, damage or costs; or
- damage to property, loss of turnover, loss of business or goodwill, or loss of profits;

suffered by the Customer or any third party. BTE's liability under this Warranty is limited to repairing or replacing the Aluminium Body or Trailer Chassis, as applicable, or part thereof.

Warranty can be accessed at: www.bte.net.au

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