



SAFETY ALERT

May 2019

NZ TRANSPORT AGENCY URGING FURTHER CHECKS OF NISSAN TRUCK PARK BRAKE CONTROL

NZ Police and Worksafe are investigating another truck runaway due to potential park brake failure. Further risk mitigation is under consideration, but in the meantime this alert refers to park brake control valve maintenance and operational requirements for Nissan CK330, CW330, CW380, CW400, CM180, CW400 and CG400 vehicles manufactured between 1993 and 2005.

Further to the **safety alert of May 2017**, the Transport Agency is telling CoF inspectors and operators of these Nissan trucks to urgently and carefully check the park brake. This is necessary because once wear occurs, the lock pin is able to hold the park brake on but it may not be fully engaged. Consequently, the park brake can be unintentionally released by a knock or vibration. **It's important to check if the park brake lever can sit with the locking pawl only partially engaged. If so, the vehicle must not be operated until the hand control has been serviced or replaced. It should also be failed for any CoF.**

The *Nissan Diesel Owner's Manual* recommends that the **park brake hand control valve is overhauled at 12-month intervals**. It also recommends that the valve's operation is thoroughly checked by a qualified technician when the vehicle is being serviced or if there is concern about its operation.

As some of these vehicles have been in service for an extended period, it's important to test the operation of these valves. Because of the exposure to everyday working conditions and the numerous applications this valve can make during a normal working day **it should also be part of the driver's daily pre-start checks**.

Points of note when testing the hand control operation

- When rotating the hand control handle it should move freely and should be spring loaded to the OFF position (Figure 1, item 3: rotational spring).
- The release handle lock must move freely up and be spring loaded down to the lock position.
- With the hand brake applied and in locked position it should not be able to be released (rotated) without lifting the release handle.

If there are faults found with the above checks the valve must be inspected/replaced before the vehicle is put into service.

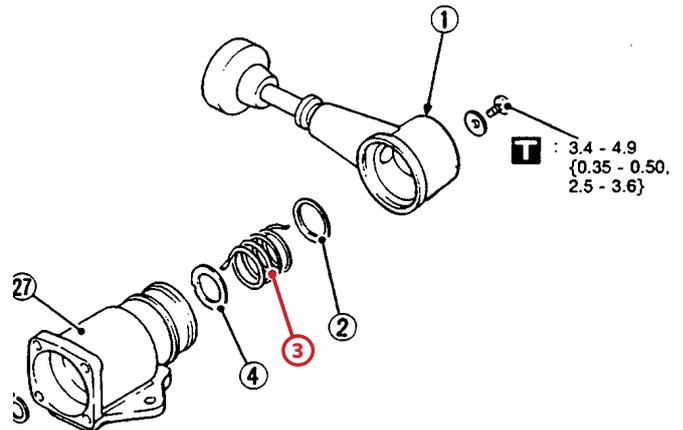


Figure 1. Handle lift to release (spring loaded to lock down)

The areas that require a close inspection if you are looking to repair this valve are in the illustrations below (new valve shown).



Locking peg hole



Locking handle removed

Further help

Enquiries or questions related to this safety alert should be directed to the Transport Agency at vehicles@nzta.govt.nz.