

OPERATION MAINTENANCE SERVICE MANUAL

DEXTER SWAY CONTROL (DSC)



US PATENT NO.: US 9,026,311 / 9,415,753

AUSTRALIA PATENT NO.: 2014204434 / 2016204948

Genuine Dexter Parts

From magnets and seals to complete brake and hub kits, Dexter offers a complete line of genuine replacement parts for your trailer or caravan. Most products are available in-stock. With dedicated customer support, quick turnaround and support network helps keep you and your trailer or caravan going.

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Introduction

Dexter is proud to put control and peace of mind in towing a trailer, horse float or caravan back into your hands with the Dexter Sway Control System. This innovative safety device automatically stabilises the sway of a trailer. It works independently of the tow vehicle and automatically applies the trailer or caravan brakes in the event of a sway.

As you are driving, the Dexter Sway Control System is constantly monitoring trailer yaw, or side-to-side movement, quickly recognising and adjusting for sway conditions.

This manual is designed to provide information for you to understand, use, and guide you through the process of installing, operating, and maintaining your Dexter Sway Control System



Table of Contents

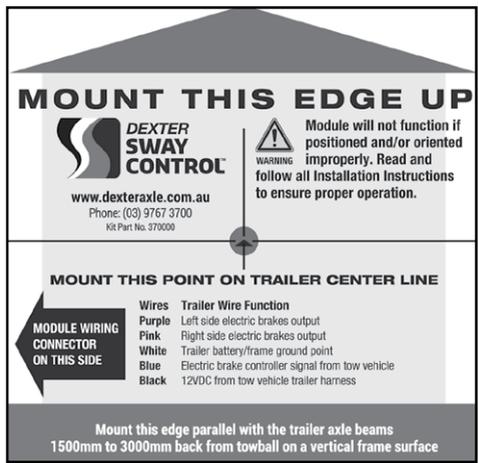
Dexter Sway Control (DSC) Trailer Mounting3
 DSC Mounting Location3
 Mounting Hardware4
DSC Wiring - Power from Trailer Battery7
 Trailer Battery7
 Ground Connections8
 12 Volt Connections9
 Electric Brake (Blue) Wire Connections10
 Left and Right Brake Wires11
 Wire Connections to Trailer Plug and System Overview12
 DSC Wiring Harness13
 Final Wiring Check14
 The DSC Status Light15
DSC Wiring - Power from Vehicle16
 Power from Vehicle16
 Ground Connections17
 12 Volt Connections18
 Electric Brake (Blue) Wire Connections19
 Left and Right Brake Wires20
 Wire Connections to Trailer Plug and System Overview.....21
 DSC Wiring Harness22
 Final Wiring Check23
 The DSC Status Light24
Status Light and Troubleshooting25
How the DSC Works27
Limited Warranty28

| |
|---|
| ! CAUTION |
| <p>This is the safety alert symbol. It is used to alert you to potential injury hazards. Obey all safety messages that follow this symbol to avoid possible injury or death.</p> |
| CAUTION |
| <p>The Dexter Sway Control should only be installed by a certified DSC technician</p> |

DSC Trailer Mounting

DSC Mounting Location

Select a location on the trailer to mount the DSC. The location must be between 1500mm to 3000mm behind the towball and shielded from road debris. The DSC must be securely fastened onto a vertical surface that does not flex or move from wind, such as plastic covers or plastic walls. The center of the DSC (marked by a red dot on the DSC label shown below) must be positioned on the “center line” of the trailer and the DSC must be mounted with the correct side in the UP direction as indicated on the label. The longest edge of the DSC (as indicated by a red line on the label) must be mounted parallel to the trailer axle beam(s). See Figure 1





It is essential that the DSC be oriented in the proper direction when it is installed.

CAUTION

Ensure the electric brakes are adjusted and maintained in accordance with the manufacturer’s recommendations in your owner’s manual for proper operation of the sway control module.

Mounting Hardware

The DSC should be mounted using the mounting flanges which are located on both sides of the unit. Included are six (6) self-tapping screws, four (4) 3/16” x 18mm hexagon head screws to mount the DSC to the trailer and two (2) 9/64” x 18mm button head screws to mount the Status Light Module. You must securely tighten the mounting screws to hold the DSC firmly in position and to avoid becoming loose from vibration.

You must **NOT** drill holes in the DSC for any reason. Drilling holes or puncturing the unit **VOIDS YOUR WARRANTY**.

CAUTION

Do not spray high pressure water on the DSC. The DSC is a weather sealed water resistant unit, but it is not designed to withstand direct high pressure spray from a power washer.

Dexter Sway Control Mounting

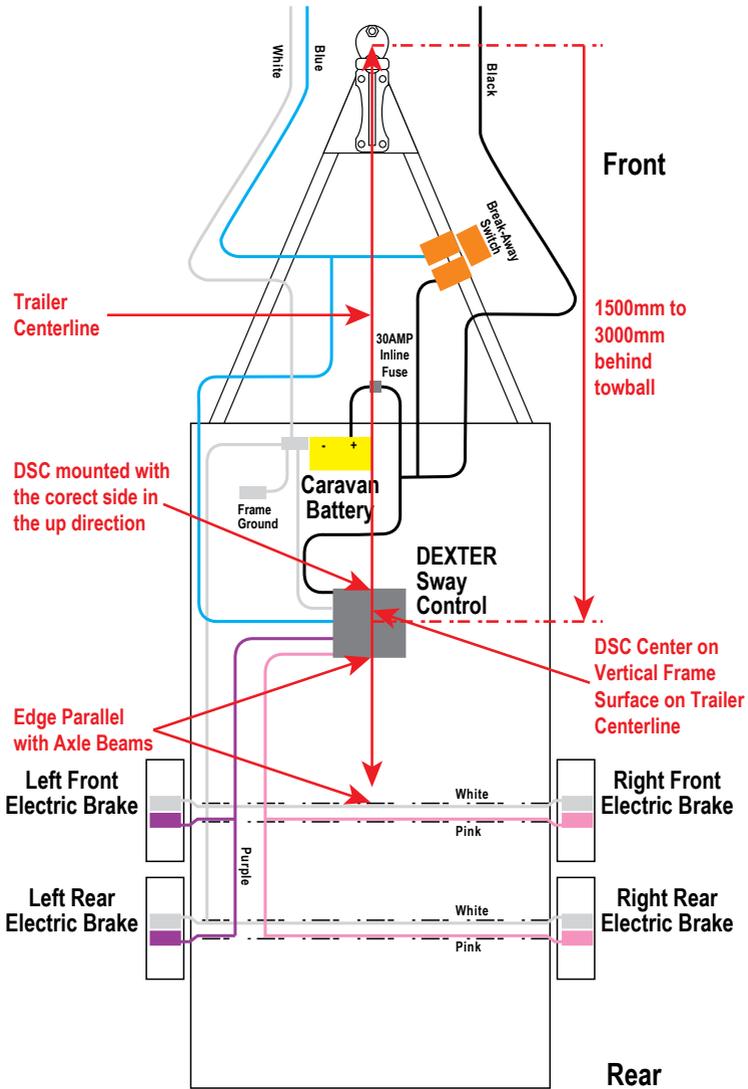


Figure 1

It is essential that the DSC be oriented on the proper direction when it is installed.



Dimensional Information for Locating and Mounting

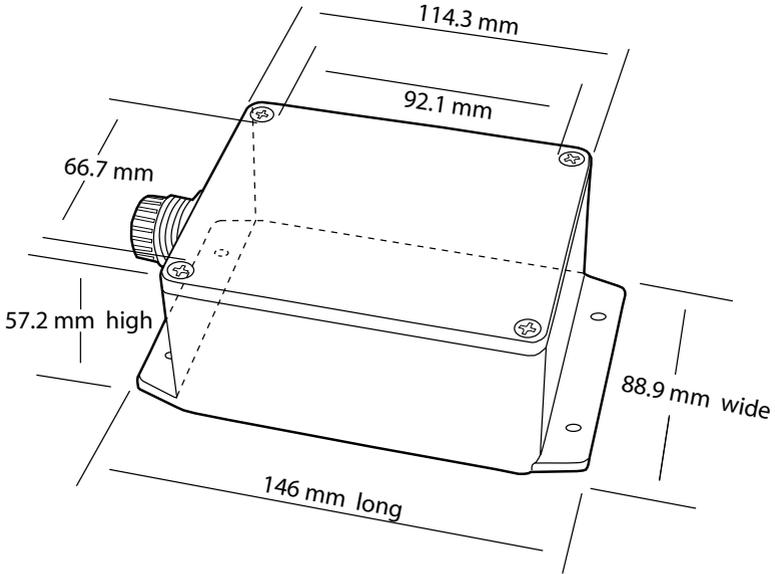


Figure 2

DSC Wiring

Power from Trailer Battery

The trailer must be equipped with a full size 12 volt battery. **Small, gel-cell type batteries must not be used with the DSC.**

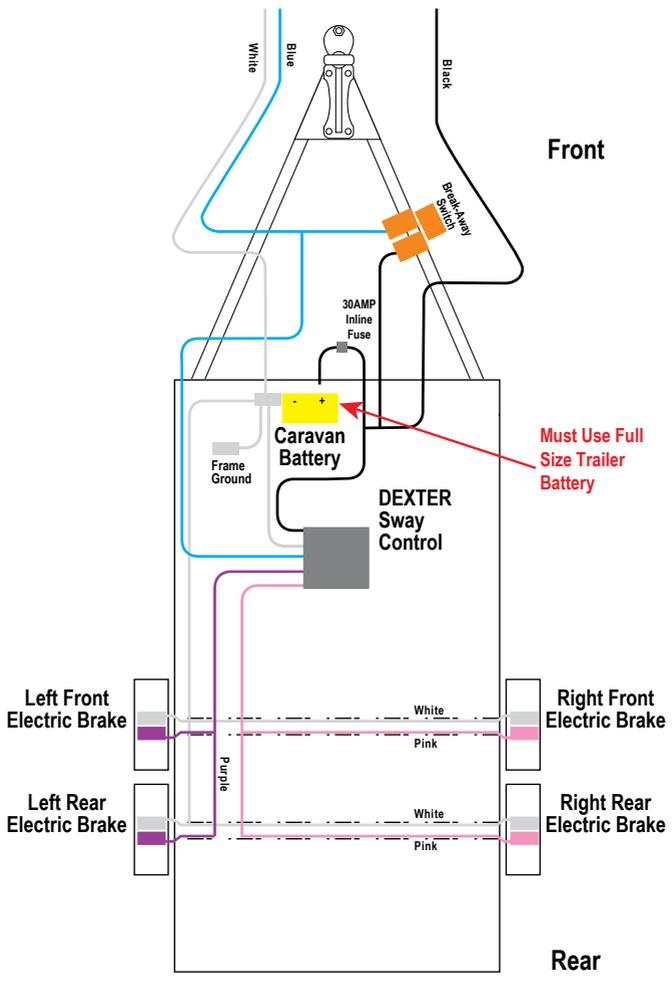


Figure 3





Ground Connections

The DSC ground (white) wire **MUST** be directly ground to the trailer house battery negative terminal with 14 gauge wire (min.) (or 5mm automotive wire). The Tow vehicle ground, Trailer frame ground, electric brake ground wires on both sides of the trailer, must all be securely connected together with 14 gauge wire (min.) (or 5mm automotive wire) in order for the DSC to function properly.

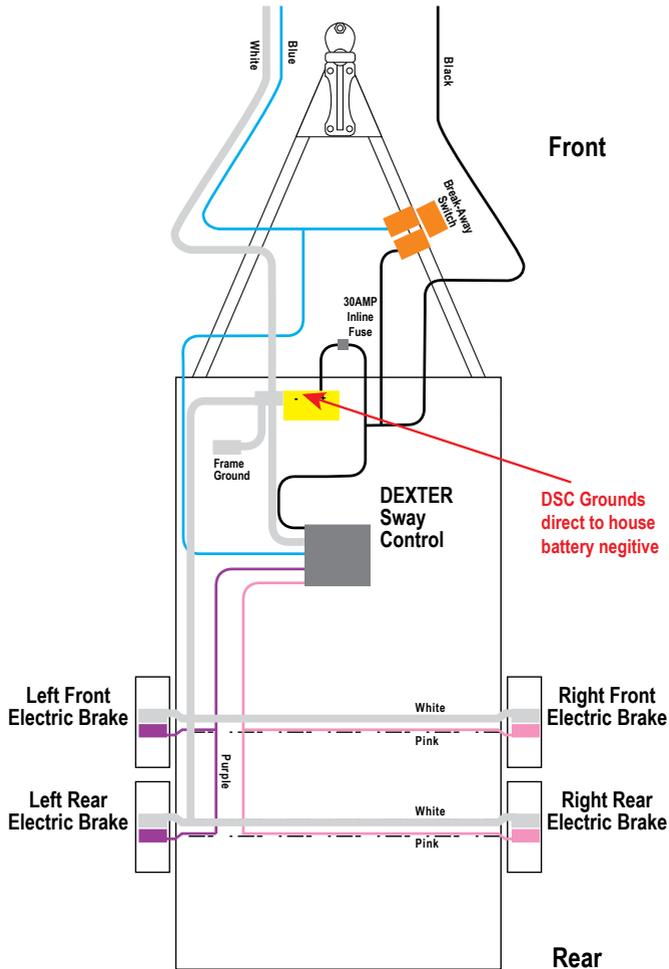


Figure 4

12 Volt Connections

The tow vehicle 12 volt charge line, the 12 volt trailer battery terminal and the DSC 12 volt (black) wire must be securely connected together with 14 gauge wire (min.) (or 5mm automotive wire) in order for the DSC to function properly. The “hot” wire from the breakaway switch must be connected to the +12V terminal of the trailer battery.

A 30 amp in line fuse must be wired in the +12V supply line as shown in the figure 4.

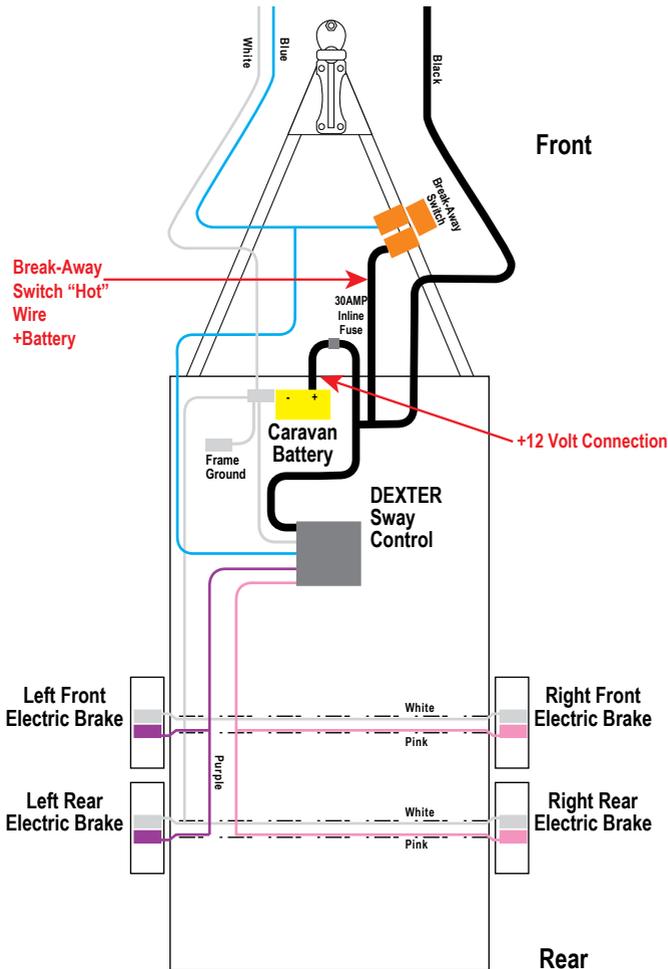


Figure 5



Dexter Sway Control Wiring - Power from Trailer Battery

Electric Brake (Blue Wire) Connections

The tow vehicle brake controller signal (blue) wire must be securely connected to the DSC brake signal (blue) wire as well as to the “cold” wire from the breakaway switch as shown in the wiring diagram.

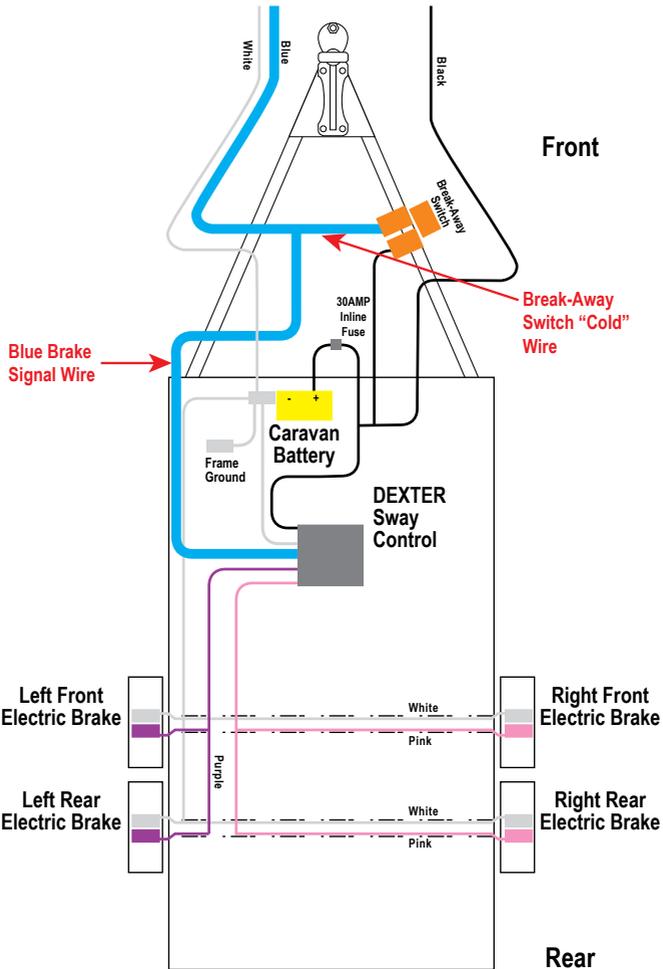


Figure 6

Left and Right Side Brake Wires

The DSC operates the left and right side trailer brakes independently in order to control trailer sway and therefore it is very important that the correct DSC wires are connected to the correct side brakes. The DSC purple wire must be connected to the left side electric brakes with a 14 gauge (min.) wire (or 5mm automotive wire). The DSC pink wire must be connected to the right side electric brakes with a 14 gauge (min.) wire (or 5mm automotive wire). Failure to properly connect these wires will prevent the DSC from controlling trailer sway.

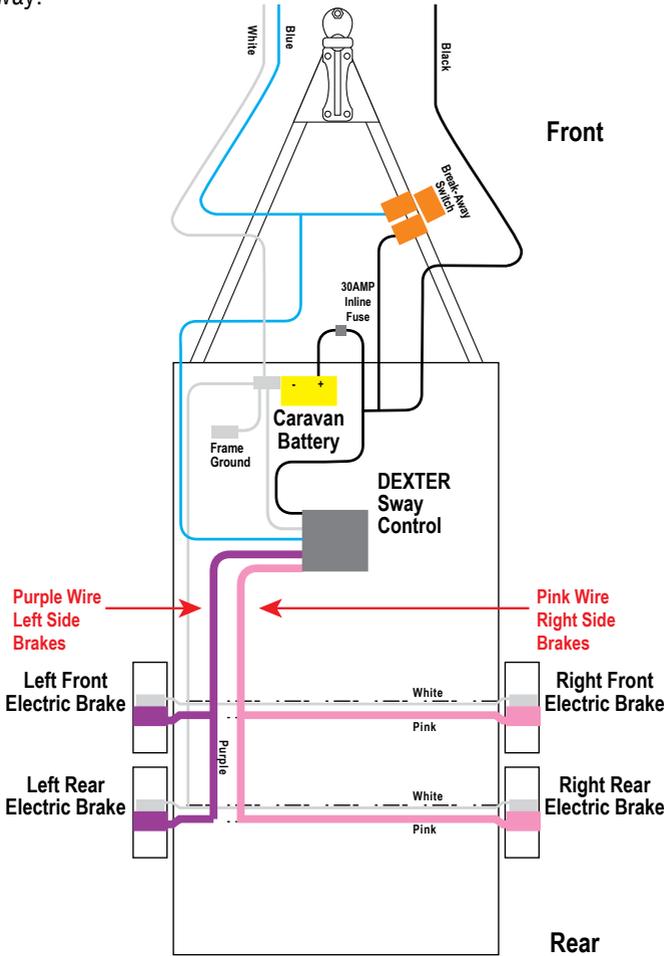


Figure 7



Dexter Sway Control Wiring - Power from Trailer Battery

Wire Connections to Trailer Plug and System Overview

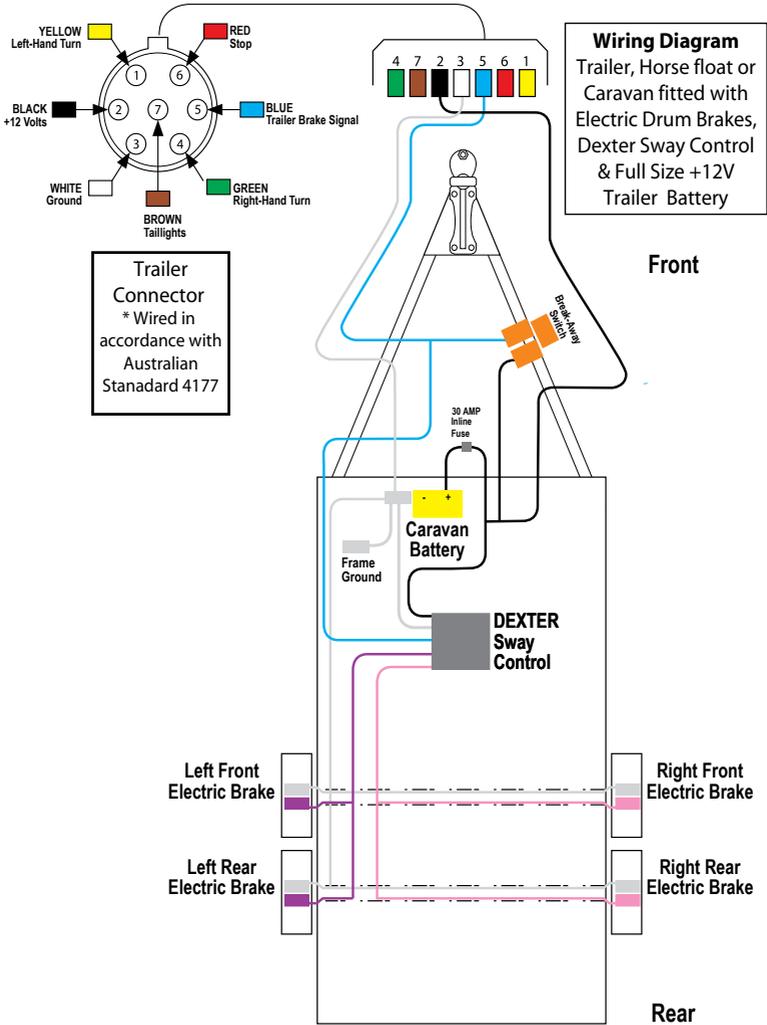


Figure 8

DSC Wiring

Power from Trailer Battery

The trailer must be equipped with a full size 12 volt battery. Small, gel-cell type batteries must not be used with the DSC.

| | | |
|-------------|--|---|
| Purple Wire | Left side electric brake output (all left side brakes) | 14 Gauge Minimum (or 5mm Automotive wire) |
| Pink Wire | Right side electric brake output (all right side brakes) | 14 Gauge Minimum (or 5mm Automotive wire) |
| White Wire | Trailer/Caravan battery/frame ground point | 14 Gauge Minimum (or 5mm Automotive wire) |
| Blue Wire | Electric brake controller signal from tow vehicle | 14 Gauge Minimum (or 5mm Automotive wire) |
| Black Wire | 12VDC from trailer/caravan battery harness | 14 Gauge Minimum (or 5mm Automotive wire) |
| Black Wire | 3 mt wire with a two pin connector on the end that plugs into the LED status light | Included in kit |

The 14 gauge wires of the DSC wiring harness are approximately 300mm long to allow for flexibility when mounting the unit. Extensions will be required to connect unit to the trailer's electrical wiring. When making connections to the trailer's wiring harness, the desired termination is a solder joint. If the connection is not soldered, use the appropriate size and type of "crimp-type" weather sealed heat-shrink connectors, using the manufacturer's recommended crimping tools in accordance with their crimping instructions.

Once the 14 gauge wires are connected, route the Status Light wire to a location on the front of the trailer and mount the Status Light Module onto a flat surface using self-tapping screws. Select a location that makes it easy to see the Status Light when looking at the front of the trailer.

NOTE: For 14 gauge wire, 5mm auto wire is suitable.



Taking shortcuts when connecting any wires on your trailer only increases the likelihood that some part of your electrical system will fail. Make sure your soldered connections are durable and sealed against exposure to water and corrosive elements. One loose wire connection can disable your entire trailer brake system.

When adding extension wires to the DSC wiring harness, you must use the correct gauge wire. These gauge sizes are outlined in the table.

! CAUTION

Failure to use the correct gauge wire may result in poor braking performance or brake failure. Improper wire gauge may also result in significant damage to your trailer or its components, cause a fire, which may result in serious or fatal injury and/or property damage. Undersized wire will prevent electrical circuit protection devices such as fuses or circuit breakers from functioning properly. Undersized wire may melt or burn before these safety devices can be activated.

Final Wiring Check

1. LEFT SIDE / CURB SIDE

Refer to Figure 1 on page 5 to verify correct wiring on the left side of the trailer. Ensure that ONLY the PURPLE and WHITE wires are connected to the left side trailer brakes wired in parallel and not in series.

2. RIGHT SIDE / DRIVER SIDE

Refer to Figure 7 on page 11 to verify correct wiring on the left side of the trailer. Ensure that ONLY the PINK and WHITE wires are connected to the left side trailer brakes wired in parallel and not in series.

CAUTION

It is very important that the trailer brake controller wire from the tow vehicle (blue wire) is ONLY connected to the BLUE wire on the DSC and NOT connected directly to the trailer brakes.

3. STARTUP

After performing the final brake wiring check, the DSC is ready for start-up. The operational status of the DSC is indicated by the LED status light. The DSC is in SLEEP MODE if the LED light is off (dark). The DSC will start-up (wake-up) when voltage is applied to the BLUE WIRE. Once the trailer is connected to the tow vehicle, apply the manual override on the trailer brake controller in the truck. The LED status light should begin flickering GREEN if the system is installed correctly. If the LED status light does not come on when applying the manual override on the brake controller, refer to the troubleshooting table on page 25.

The DSC Status Light Module

The DSC performs a self-diagnostic test every time it “wakes up” by receiving a signal from a brake controller in the tow vehicle. The light will flash RED and GREEN approximately six times on startup and then go to GREEN. The DSC also continually monitors system parameters during operation. If the system is operating properly and no faults are detected, the GREEN light will remain ON and flicker or pulse. If a problem is detected, a RED light will flash a specific number of times to indicate the specific problem. The following Status Light and Troubleshooting table contains the meaning of the different RED and GREEN light flashes along with troubleshooting suggestions to correct the problem(s).

The DSC continues checking the fault status and keeps the RED light flashing until the fault is corrected. Once corrected, the GREEN light returns. Note that when the trailer is not moving, every 60 seconds the GREEN light will turn off for three seconds and back on. This is normal and indicates proper operation of the DSC. If the GREEN light is not turning off and on every 60 seconds while the trailer is not moving, have the DSC checked by your local service center.



DSC Wiring

Power from Vehicle

Where the trailer is not equipped with a full size 12 volt battery Power can be provided through a 50amp Anderson connection via a 30amp fuse) from the tow vehicle (Anderson plug shall be installed by a qualified auto electrician, incorrect installation may cause the DSC to function improperly)

Dexter Sway Control Wiring - Power from Vehicle

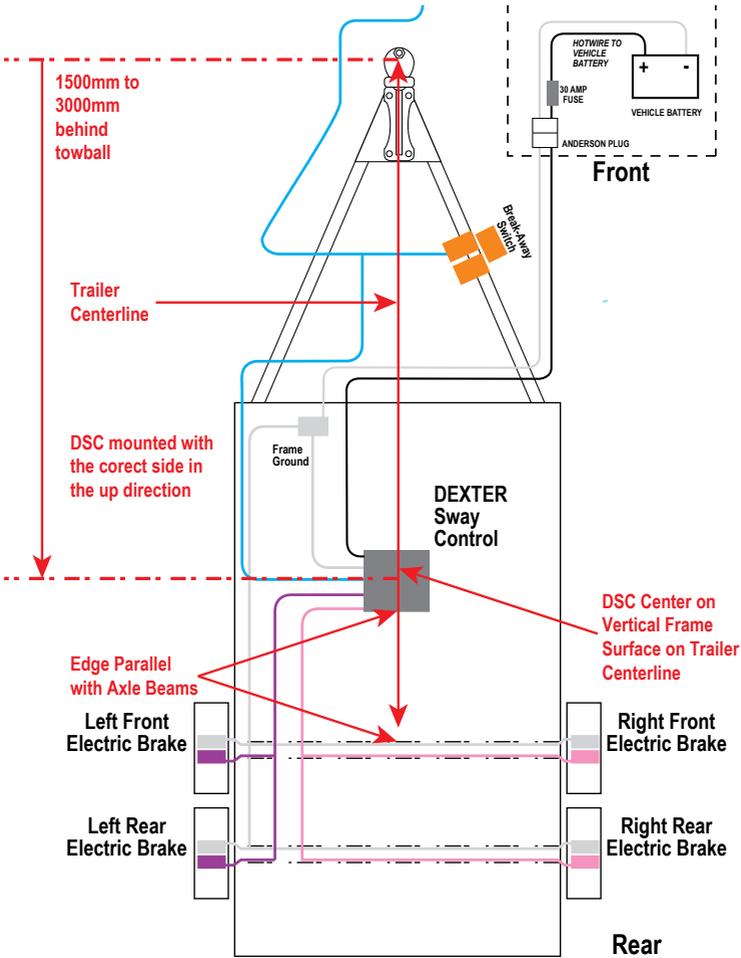


Figure 6

Ground Connections

The tow vehicle ground, trailer frame ground, DSC ground (white) wire and the electric brake ground wires on both sides of the trailer, must all be securely connected together with 14 gauge wire (min.) (or 5mm automotive wire) in order for the DSC to function properly

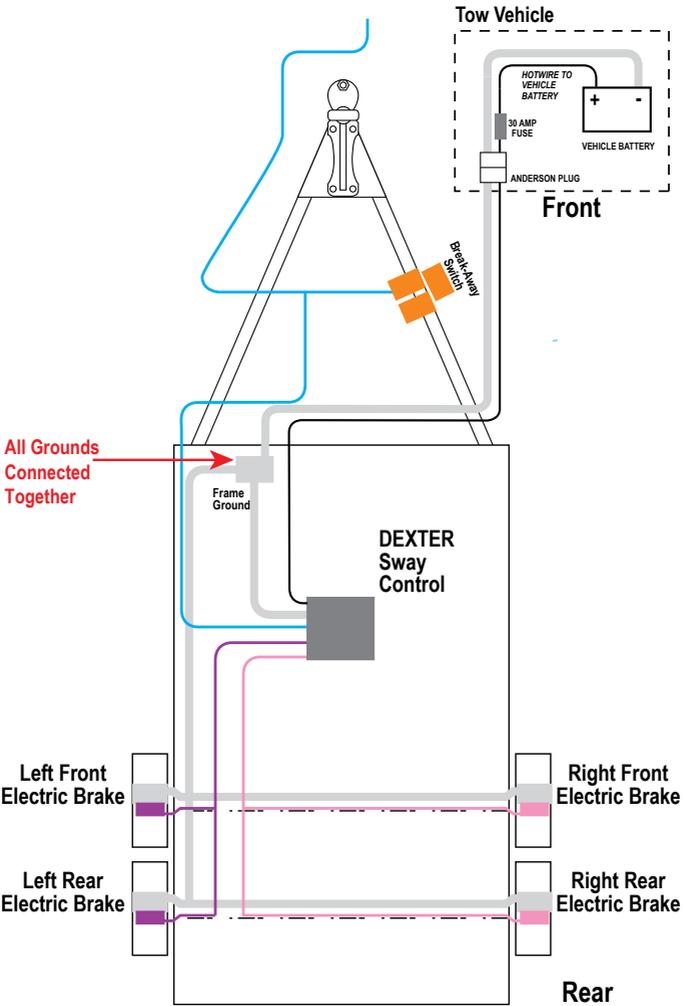


Figure 7





Dexter Sway Control Wiring - Power from Vehicle

12 Volt Connections

The tow vehicle 12 volt charge line and the DSC 12 volt (black) wire must be securely connected together with 14 gauge wire (min.) (or 5mm automotive wire) in order for the DSC to function properly.

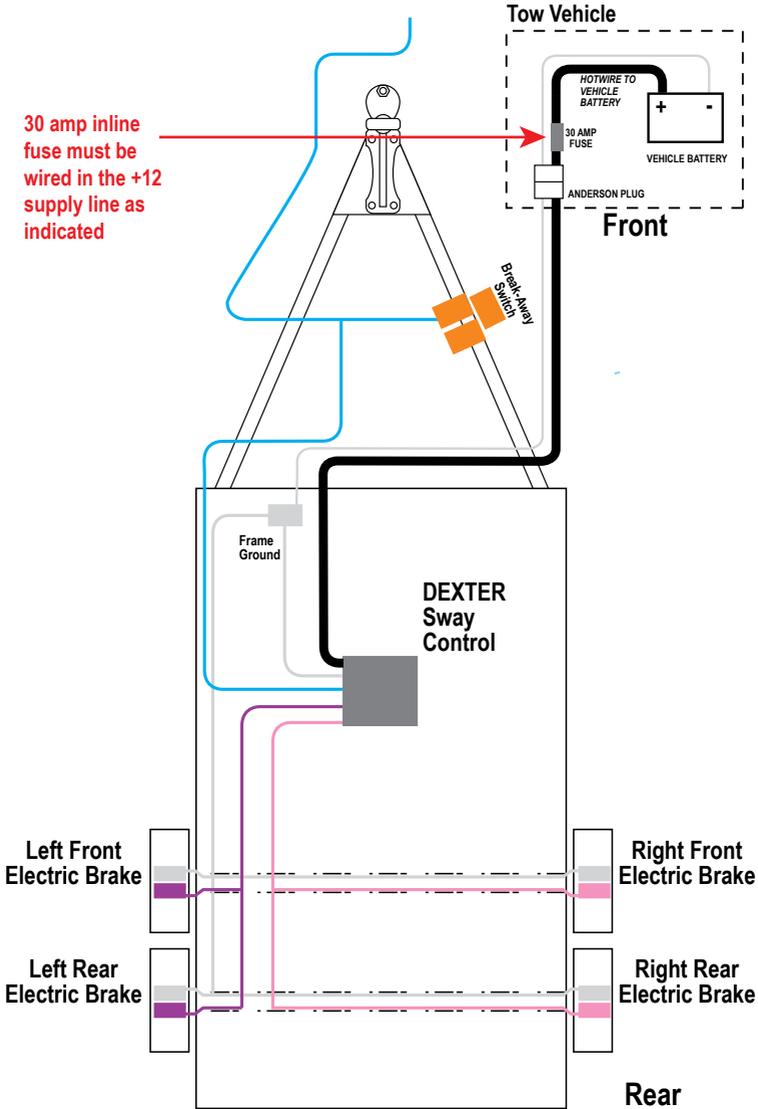


Figure 8

Electric Brake (Blue Wire) Connections

The tow vehicle brake controller signal (blue) wire must be securely connected to the DSC brake signal (blue) wire as well as to the “cold” wire from the breakaway switch as shown in the wiring diagram.

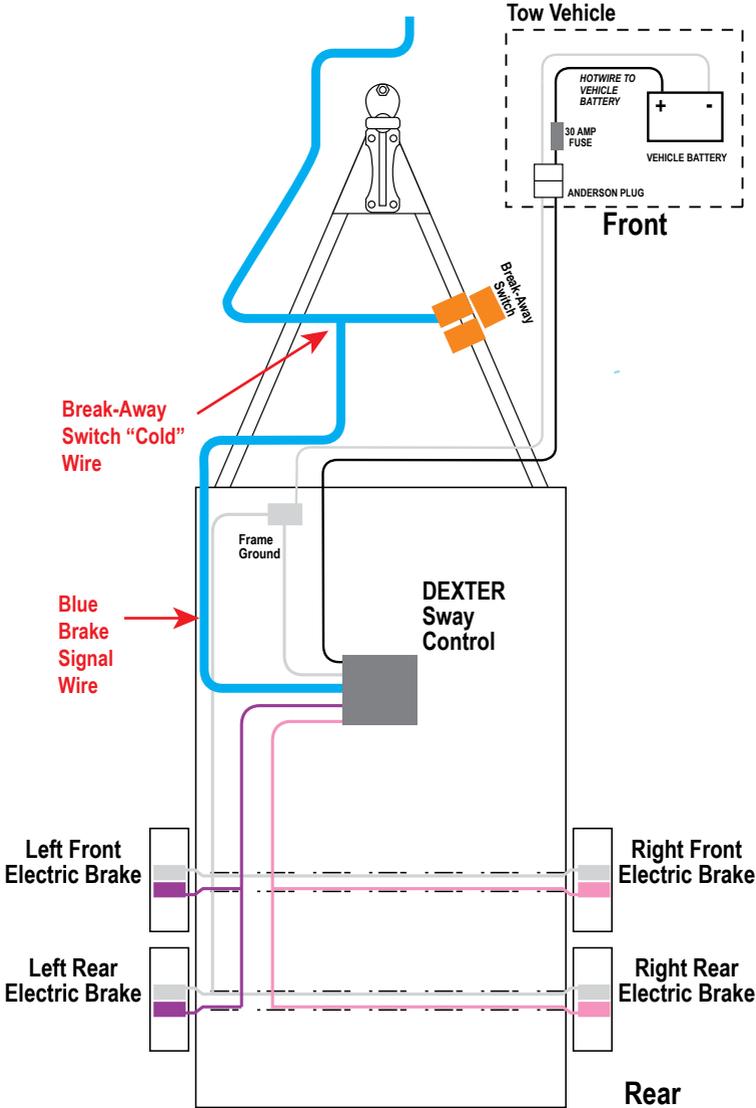


Figure 9



Left and Right Side Brake Wires

The DSC operates the left and right side trailer brakes independently in order to control trailer sway and therefore it is very important that the correct DSC wires are connected to the correct side brakes. The DSC purple wire must be connected to the left side electric brakes with a 14 gauge (min.) wire (or 5mm automotive wire). The DSC pink wire must be connected to the right side electric brakes with a 14 gauge (min.) wire (or 5mm automotive wire). Failure to properly connect these wires will prevent the DSC from controlling trailer sway.

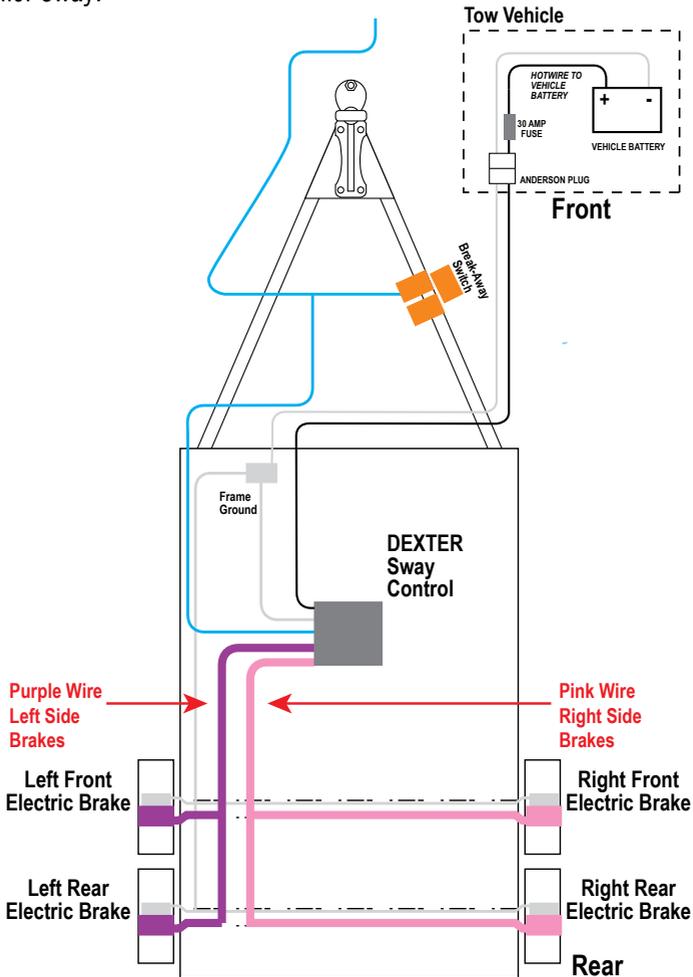


Figure 10

Wire Connections to Trailer Plug and System Overview

Dexter Sway Control Wiring - Power from Vehicle

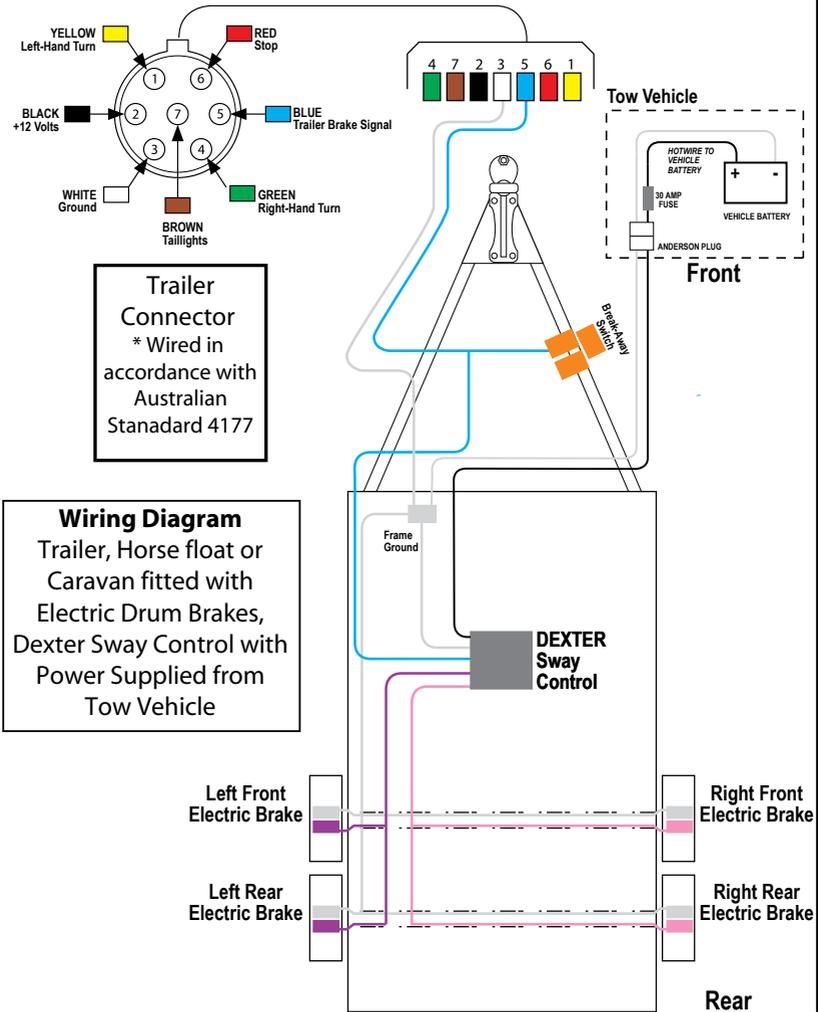


Figure 11





DSC Wiring Harness

The DSC wire harness has five wires requiring electrical connection and one wire for the status LED light. The function of each of these wires is outlined in the table below:

| | | |
|-------------|--|---|
| Purple Wire | Left side electric brake output (all left side brakes) | 14 Gauge Minimum (or 5mm Automotive wire) |
| Pink Wire | Right side electric brake output (all right side brakes) | 14 Gauge Minimum (or 5mm Automotive wire) |
| White Wire | Trailer/Caravan battery/frame ground point | 14 Gauge Minimum (or 5mm Automotive wire) |
| Blue Wire | Electric brake controller signal from tow vehicle | 14 Gauge Minimum (or 5mm Automotive wire) |
| Black Wire | 12VDC from trailer/caravan battery harness | 14 Gauge Minimum (or 5mm Automotive wire) |
| Black Wire | 3 mt wire with a two pin connector on the end that plugs into the LED status light | Included in kit |

The 14 gauge wires of the DSC wiring harness are approximately 300mm long to allow for flexibility when mounting the unit. Extensions will be required to connect unit to the trailer’s electrical wiring. When making connections to the trailer’s wiring harness, the desired termination is a solder joint. If the connection is not soldered, use the appropriate size and type of “crimp-type” weather sealed heat-shrink connectors, using the manufacturer’s recommended crimping tools in accordance with their crimping instructions.

Once the 14 gauge wires are connected, route the Status Light wire to a location on the front of the trailer and mount the Status Light Module onto a flat surface using self-tapping screws. Select a location that makes it easy to see the Status Light when looking at the front of the trailer.

NOTE: For 14 gauge wire, 5mm auto wire is suitable.

Taking shortcuts when connecting any wires on your trailer only increases the likelihood that some part of your electrical system will fail. Make sure your soldered connections are durable and sealed against exposure to water and corrosive elements. One loose wire connection can disable your entire trailer brake system.

When adding extension wires to the DSC wiring harness, you must use the correct gauge wire. These gauge sizes are outlined in the table.

! CAUTION

Failure to use the correct gauge wire may result in poor braking performance or brake failure. Improper wire gauge may also result in significant damage to your trailer or its components, cause a fire, which may result in serious or fatal injury and/or property damage. Undersized wire will prevent electrical circuit protection devices such as fuses or circuit breakers from functioning properly. Undersized wire may melt or burn before these safety devices can be activated.

Final Wiring Check

1. LEFT SIDE / CURB SIDE

Refer to Figure 1 on page 5 to verify correct wiring on the left side of the trailer. Ensure that ONLY the PURPLE and WHITE wires are connected to the left side trailer brakes wired in parallel and not in series.

2. RIGHT SIDE / DRIVER SIDE

Refer to Figure 10 on page 20 to verify correct wiring on the left side of the trailer. Ensure that ONLY the PINK and WHITE wires are connected to the left side trailer brakes wired in parallel and not in series.

CAUTION

It is very important that the trailer brake controller wire from the tow vehicle (blue wire) is ONLY connected to the BLUE wire on the DSC and NOT connected directly to the trailer brakes.



3. STARTUP

After performing the final brake wiring check, the DSC is ready for start-up. The operational status of the DSC is indicated by the LED status light. The DSC is in SLEEP MODE if the LED light is off (dark). The DSC will start-up (wake-up) when voltage is applied to the BLUE WIRE. Once the trailer is connected to the tow vehicle, apply the manual override on the trailer brake controller in the truck. The LED status light should begin flickering GREEN if the system is installed correctly. If the LED status light does not come on when applying the manual override on the brake controller, refer to the troubleshooting table on page 25.

The DSC Status Light Module

The DSC performs a self-diagnostic test every time it “wakes up” by receiving a signal from a brake controller in the tow vehicle. The light will flash RED and GREEN approximately six times on startup and then go to GREEN. The DSC also continually monitors system parameters during operation. If the system is operating properly and no faults are detected, the GREEN light will remain ON and flicker or pulse. If a problem is detected, a RED light will flash a specific number of times to indicate the specific problem. The following Status Light and Troubleshooting table contains the meaning of the different RED and GREEN light flashes along with troubleshooting suggestions to correct the problem(s).

The DSC continues checking the fault status and keeps the RED light flashing until the fault is corrected. Once corrected, the GREEN light returns. Note that when the trailer is not moving, every 60 seconds the GREEN light will turn off for three seconds and back on. This is normal and indicates proper operation of the DSC. If the GREEN light is not turning off and on every 60 seconds while the trailer is not moving, have the DSC checked by your local service center.

Status Light and Troubleshooting

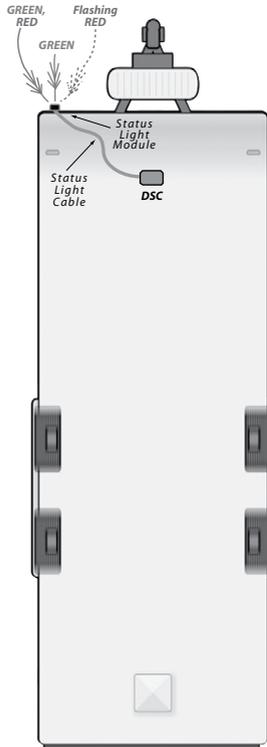
| LIGHT ACTION | CONDITION | CORRECTIVE ACTION |
|---------------------------------------|--|---|
| Solid GREEN pulsing | Normal operation - no system faults | No action - system OK |
| GREEN flash 2 times per second | Sway control braking is active | No action - system OK |
| 1 GREEN flash every 2 seconds | Firmware checksum error. Keep trailer sitting still for minimum 60 seconds, then drive normally. | If module does not return to normal solid GREEN pulsing light, have the unit checked at a service center. |
| 1 GREEN flash every 4 seconds | Module reset to mfg. default values. Keep trailer sitting still for minimum 60 seconds, then drive normally. | If module does not return to normal solid GREEN pulsing light after 3 system restarts, have the unit checked at a service center. |
| RED, GREEN, RED, GREEN, continuing... | Sway control automatically disabled due to rough terrain | Unit will return to normal green light when not on rough terrain |
| No light | Unit in "sleep" mode | Activate manual override on the brake controller to "wake up" unit. |
| No light | No power after "wake up" from brake controller | Verify the unit has good quality power, ground and brake controller wire connections. Check for any blown fuses on the truck and trailer. |
| No light | Over voltage - over +20 volts | Check that power source is not exceeding 20 volts - correct voltage to 12-15 volts |
| No light | Low voltage - under 3 volts | Check that power source is 12-15 volts. Verify good power and ground connections |
| 5 RED flashes | Ground wire intermittent or disconnected | Check ground wire connections to the trailer battery and tow vehicle |
| 4 RED flashes | Brake short (right side) | Correct the short in right side brake wiring |
| 3 RED flashes | Brake short (left side) | Correct the short in left side brake wiring |

Continued over page >



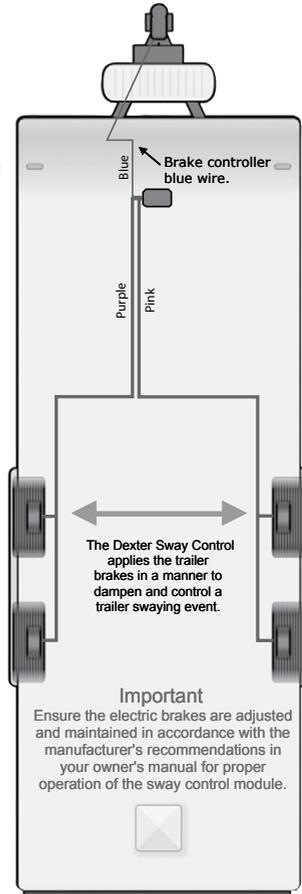
Status Light and Troubleshooting

| LIGHT ACTION | CONDITION | CORRECTIVE ACTION |
|-------------------|--------------------------------------|---|
| 2 RED flashes | Sensor malfunction - no sway control | Service center repair required |
| 1 RED flash | Blue Wire Short - System malfunction | Correct the blue wire short, Service center repair may be required. |
| Fast RED flashing | Low voltage - between 3 to 6 volts | Check the power and ground connections |



How the Dexter Sway Control Works

1. The DSC continuously monitors trailer yaw (side-to-side movement).
2. It has a proprietary algorithm which is used to determine the difference between quick steering to avoid a road obstacle (or other such circumstances) and the rapid onset of a trailer swaying event.
3. It measures the angle, travel distance and speed of the lateral motion of the trailer (and other parameters) and uses this information to quickly intervene with the application of trailer brakes.
4. The processing capability of the DSC is powerful and rapid. It captures all the critical elements of the swaying condition and uses this information to predict how the event will proceed without any driver intervention.
4. The processing capability of the DSC is powerful and rapid. It captures all the critical elements of the swaying condition and uses this information to predict how the event will proceed without any driver intervention.
5. It uses this data to get ahead of the event by applying the brakes on the correct side of the trailer, in a timely manner, with the proper braking level for the required duration.
6. This quickly damps and brings the trailer sway under control.
7. The DSC is based on a similar technology principle that is used in automotive vehicle stability systems.





AL-KO INTERNATIONAL PTY LTD WARRANTY

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 for 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.

AL-KO International Pty Ltd (ABN 96 003 066 813) (“AL-KO”) provides the following warranty in relation to its Dexter Sway Control or DSC (“Product”).

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

WARRANTY

AL-KO warrants that, subject to the exclusions and limitations below, the Product will be free from defects in materials and workmanship for a period of 24 months from date of purchase.

This warranty is not transferable to a subsequent person if the Product is sold by the original purchaser during the warranty period.

If a defect appears in the Product before the end of the warranty period and AL-KO finds the Product to be defective in materials or workmanship, AL-KO will, in its sole discretion, either:

- (a) replace or repair the Product or the defective part of the Product free of charge; or
- (b) cause the Product or the defective part of the Product to be replaced or repaired by a qualified repairer free of charge.

AL-KO reserves the right to replace defective parts of the Product with parts and components of similar quality, grade and composition where an identical part or component is not available.

Goods presented for repair may be replaced by refurbished goods of the same type rather than being repaired. Refurbished parts may be used to repair the goods.

WARRANTY CLAIMS

1. If a fault covered by warranty occurs, the customer must within 7 days contact the dealer from which the Product was purchased, or AL-KO at the contact address listed below.
2. Any warranty claim must be accompanied by:
 - (a) proof of purchase;
 - (b) full details of the alleged defect; and
 - (c) any relevant documentation (such as maintenance records).
3. The customer must make the Product available to AL-KO or its authorised repair agent for inspection and testing within 14 days of contacting AL-KO or the dealer in accordance with this warranty claims procedure. If inspection and testing finds no defect in the Product, the customer must pay AL-KO's costs of service work and testing.
4. The cost of transportation to or from AL-KO or the authorised repair agent is to be paid by the customer.

EXCLUSIONS

The warranty will not apply where:

- (a) the Product has been repaired, altered or modified by someone other than AL-KO or an authorised repair agent;
- (b) the Product was improperly installed;
- (c) AL-KO cannot establish any fault in the Product after testing and inspection;
- (d) the Product has been used other than for the purpose for which it was designed;



- (e) the defect in the Product has arisen due to the customer's failure to properly use and maintain the Product in accordance with AL-KO's instructions, recommendations and specifications (including maintenance);
- (f) the Product has been subject to abnormal conditions, including environment, temperature, water, fire, humidity, pressure, stress or similar;
- (g) the defect has arisen due to abuse, misuse, neglect or accident;
- (h) the defect has arisen due to a power surge or other fault in the supply of electricity; or
- (i) unauthorised parts or accessories have been used on or in relation to the Product.
- (j) the defect is a deterioration of the appearance of the Product
- (k) the defect is a result of wear & tear.

LIMITATIONS

AL-KO makes no express warranties or representations other than set out in this warranty.

The repair or replacement of the Product or part of the Product is the absolute limit of AL-KO's liability under this express warranty.

CONTACT

AL-KO International Pty Ltd

67 Nathan Road, Dandenong South, Victoria, 3175

Phone: (03) 9777 4500

Genuine Dexter Parts

From magnets and seals to complete brake and hub kits, Dexter offers a complete line of genuine replacement parts for your trailer or caravan. Most products are available in-stock and direct to you from the warehouse. With dedicated customer support, quick turnaround and support network helps keep you and your trailer or caravan going.

- Hub Components
- Brake Components
 - Suspension Components
 - Complete Hub Kits
 - Brake Assemblies & Kits
 - Brake Controller & Brake Actuators



Genuine Dexter axles and components are distributed throughout
Australia and New Zealand from our network of distributors.
Check our web site for the distributor nearest you.

Visit
alko.com.au
for more information

NO PART OF THIS CATALOG MAY BE REPRODUCED WITHOUT DEXTER'S PERMISSION.
ALL PART NUMBERS, DIMENSIONS AND SPECIFICATIONS IN THIS CATALOG ARE SUBJECT
TO CHANGE WITHOUT NOTICE.



Register your warranty at

www.alko.com.au



Option 1. Scan the above QR code

Option 2. Visit alko.com.au/warranties

| | |
|--------------|-------|
| SERIAL No. | _____ |
| INSTALLED BY | _____ |
| DATE | / / |

The personal information disclosed to us by you will be used for the purposes of identifying you if you wish to make a claim under the warranty, and for dealing with that claim. We may also use your information to communicate with you about our product and promotions.

Your information will only be disclosed to third parties where necessary to assess or complete your claim such as suppliers or distributors of our products, or to government bodies such as Vic Roads (or equivalent). If you do not complete all the information contained on the card, we may not be able to provide you with a warranty.

If you would like to access the personal information held by us about you, please contact our Privacy Officer on (03) 9777 4500.

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