Operating Instructions

# Hydraulic Lowering Rear Suspension

www.amf-bruns.de

# Foreword

Dear reader,

These Operating Instructions serve to provide all information required for the safe use of the Hydraulic Lowering Rear Suspension.

The Lowering Rear Suspension is designed and constructed in accordance with state of the art technology and recognised safety standards. Persons and materials can however be endangered, as not all danger areas can be eliminated if the functional capability is to be maintained. Accidents caused by these dangers can however be prevented by strictly observing these Operating Instructions. Over and above this, the operational efficiency of the Lowering Rear Suspension can be used to the full and unnecessary faults can be prevented.

After reading these Operating Instructions for the first time, keep them in a safe place for future reference over the entire lifetime of the Lowering Rear Suspension. If you sell the Lowering Rear Suspension, hand these Operating Instructions over to the new owner.

All details, figures and dimensions contained in these Operating Instructions are non-binding. No claims in any form can be derived from these.



The Lowering Rear Suspension must never be converted or modified in any way, without seeking the prior, written permission of the manufacturer. The manufacturer will not be held responsible in any way whatsoever if conversions or modifications are carried out without authorisation.

Use only original spare parts or spare parts which have been approved of by the manufacturer. If spare parts other than these are used, this can have a negative effect on the specified characteristics, the functionality and safety of the Lowering Rear Suspension. Using non-original or unauthorised spare parts will render the guarantee null and void.

Contact our customer services department to order spare parts or accessories (see Chapter 12, page 37).

## Explanation of symbols and signs

To improve understanding, the following conventions should be met for these Operating Instructions:

1.

The following types of special note are used to highlight text passages of an important nature.

**DANGER!**

- warns of a situation of immediate danger, which will lead to serious or fatal injuries, if not avoided.

**WARNING!**

- warns of a potentially dangerous situation, which will lead to serious or fatal injuries, if not avoided.

**CAUTION!**

- warns of a potentially dangerous situation, which will lead to slight or minor injuries or material damage if not avoided.



**ATTENTION!**

...warns of a potentially dangerous situation, which can cause material damage, if not avoided.

...contains general notes and useful information.

...gives a reference to important information in other sections and documents.

2.

Some texts serve a particular purpose. These are identified as follows:

- Lists

⇨ Instructional text, e.g. a sequence of activities.

3.

Meaning of directions:

Insofar as directions are used in the text (ahead, front, behind, rear, right, left), these are in relation to the vehicle's normal direction of travel.

# Contents

# 1 Safety

**CAUTION!**

There are a number of risks of suffering personal injury and material damage involved in the operation and maintenance of the Lowering Rear Suspension.

Therefore:

- It is imperative, that these Operating Instructions are read thoroughly before operating the Lowering Rear Suspension. Always observe the notes and information contained therein, in particular the safety instructions.
- If these Operating Instructions or parts thereof are lost or become illegible, please request a new copy from the manufacturer.

Prerequisite to the safe handling and trouble-free operation of the Lowering Rear Suspension is a thorough knowledge of the applicable safety information and the safety regulations.

It is therefore imperative that this Chapter is read thoroughly before operating the Lowering Rear Suspension and that the instructions and warnings herein are strictly observed. The safety information and warnings, given at the appropriate places in the following Chapters, must also be strictly observed. The manufacturer will not be held responsible if safety information and warnings are not observed.

In addition to the information given in these Operating Instructions, local legislative regulations must be taken into consideration, in particular those regarding safety and accident prevention.

## 1.1 Proper Use

The Lowering Rear Suspension is used exclusively to temporarily lower rear suspension of a stationary vehicle. This simplifies the loading and unloading of the vehicle and makes it easier for persons to get into and out of the vehicle.

**WARNING!**

If the Lowering Rear Suspension is used for any other purpose than that described above, this may result in dangerous situations for persons or material damage being caused.

Therefore:

- Only use the Lowering Rear Suspension for the purpose for which it was intended.
- Proper use also includes strictly adhering to the information given in these Operating Instructions.
- Do not use the Lowering Rear Suspension for any other use, particularly those given in Section 1.2. These are deemed to be improper use.

## 1.2 Improper Use

Any type of use, other than that mentioned in section 1.1 is deemed to be improper use.

The Lowering Rear Suspension is deemed to be improperly used if for example:

- it is used in a faulty state or with safety-relevant malfunctions,
- it is used without protective cladding or safety devices,
- unauthorised modifications are made to the hydraulic lowering rear suspension,
- it is used by incompetent persons.

## 1.3 Personnel Requirements

The Lowering Rear Suspension must only be handled by persons who:

- have been instructed in how to operate the Lowering Rear Suspension,
- have read and understood these Operating Instructions,
- have proven their ability to operate the Lowering Rear Suspension to the vehicle's owner,
- have been expressly assigned by the vehicle's owner to operate the Lowering Rear Suspension,

Transportation, installation, commissioning, maintenance, repair, fault finding and disposal of the Lowering Rear Suspension must only be carried out by persons with the corresponding technical training and experience.

## 1.4 Product Monitoring

Please contact AMF-Bruns GmbH & Co. KG immediately if faults or problems are encountered when operating the Lowering Rear Suspension or if accidents or "near-misses" occur.

AMF-Bruns will effect a solution to the problem with your help and the knowledge gained will flow into future projects.

**NOTE**

Guarantee work on the Lowering Rear Suspension must only be carried out with the prior agreement of AMF-Bruns GmbH & Co. KG.

The costs of such work will not be accepted by AMF-Bruns without prior agreement.

## 1.5 Danger Zone

The danger zone is the area beneath the vehicle and beneath the open tailgate or rear doors. Persons within the danger zone can suffer injuries during the lowering procedure.

**CAUTION!**

Risk of injury when lowering the vehicle.

There is a risk of injuries to the legs and feet when the vehicle is being lowered. There is a risk of head injuries through an open tailgate.

Therefore:

- Keep a safe distance from the vehicle when it is being lowered.
- Inform other persons of the danger if necessary.

## 1.6 Safety Devices

### Lowering restrictor

The lowering restrictor in the hydraulic system limits the speed at which the vehicle is raised if the hydraulic aggregate fails. This gives a person getting into or out of the vehicle sufficient time to react to the change in height of the vehicle.

## 1.7 Safety and Accident Prevention Regulations

Adhere to the following notes in order to prevent personal injuries and material damage. Adhere also to the relevant safety and accident prevention regulations laid down by the trade associations for commercial use.

- The Lowering Rear Suspension must only be operated if all safety and protective devices are correctly fitted (see Section 1.6). Such devices must only be removed in order to enable maintenance and repair work to be carried out. All safety and protective devices must be replaced immediately after such work has been completed. If they are not replaced correctly, there is a high risk of injury.

- The Lowering Rear Suspension must only be used for the purpose for which it is intended, otherwise dangerous situations, with resultant injuries, may occur (Proper use: see Section 1.1, page 9).
- Before carrying out maintenance or repair work, this includes cleaning work, switch the vehicle's engine OFF and prevent the vehicle from rolling away by applying the handbrake. Make certain that no other person can start the vehicle (e.g. by removing the ignition key). If this is not done, there is a risk of injury.
- Use only original spare parts or spare parts which have been approved of by the manufacturer. If non-original or unauthorised replacement parts are used, this will render the guarantee null and void.
- Proper use of the Lowering Rear Suspension also includes adherence to the specified maintenance and repair work, in particular strict adherence to the maintenance intervals. If such work is not carried out, trouble-free operation can not be guaranteed. Risks of personal injury and material damage can occur. We recommend that maintenance records be kept.
- The adherence must not be operated in a faulty condition, as severe injuries may be caused by this. If faults occur, do not use the Lowering Rear Suspension until repairs have been effected.
- The owner is responsible for ensuring that proper use is adhered to, in particular that the Lowering Rear Suspension is only operated by authorised persons.
- If the Lowering Rear Suspension is used commercially or as a public utility, the owner must ensure that operating personnel are familiar with the operation of the Lowering Rear Suspension under all operating conditions by giving training and familiarisation courses.
- If the Lowering Rear Suspension is used commercially or as a public utility, it must be inspected by a technical expert at intervals of not more than 1 year after commissioning. During inspection, faults affecting the safety should be systematically identified and remedial action taken (see "Inspection Log Book", page 25).

## 1.8 Disposal

When the Lowering Rear Suspension's useful life has expired, it must only be disposed of by qualified specialists. The manufacturer will accept no liability for damage caused by incorrect disposal.

# 2 Description

The Lowering Rear Suspension simplifies the loading and unloading of vehicles and makes it easier for persons to get into and out of vehicles by lowering the rear suspension.

The main components of the Lowering Rear Suspension are:

- the hydraulic aggregate,
- the hydraulic cylinders and
- the columns.

The aim of this chapter is to illustrate the construction and function of the Lowering Rear Suspension. To this end, the individual assemblies and components are described in the following sections.

**NOTE**

All figures shown in the Chapter are exemplary. The layout of the Hydraulic Lowering Rear Suspension can vary depending upon the type of vehicle.

## 2.1 Hydraulic Aggregate

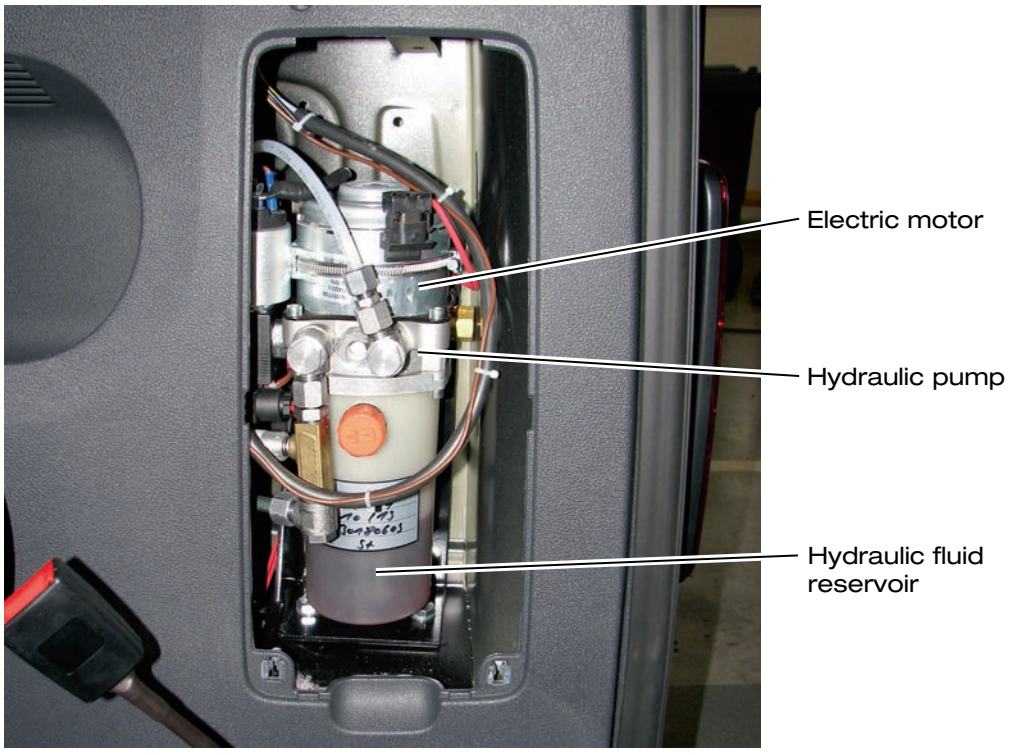



Figure 1: Hydraulic Aggregate

The hydraulic aggregate is mounted behind the standard interior trim of the vehicle. A cover is available from AMF-Bruns for vehicles without interior trim. The hydraulic aggregate comprises mainly the hydraulic pump, a 12 V DC electric motor and a hydraulic fluid reservoir (see Figure 1, page 14).

The hydraulic aggregate is firmly secured to the bodywork by its mounting. The hydraulic and bleed lines are connected to the underside of the vehicle via bulkhead unions.

## 2.2 Hydraulic Cylinders

The hydraulic cylinders are fitted to the vehicle in pairs. The hydraulic cylinder pistons are connected to the rear axle by special fastenings. These fastenings differ according to the type of vehicle. The cylinders are mounted in the columns to provide the connection to the bodywork (see Section 2.3).

When the vehicle is travelling, the hydraulic cylinders are depressurized and follow the travel of the rear axle suspension. When the hydraulic aggregate is activated, the pistons are retracted into the hydraulic cylinders and pull the rear of the vehicle down against the force of the rear axle suspension.

## 2.3 Columns

The columns form the connection between the hydraulic cylinders and the bodywork. The top hydraulic cylinder connecting bolts are mounted in the columns.

The space and height required to allow the hydraulic cylinders to be fitted is provided by installing the columns in the bodywork.

The columns differ according to the type of vehicle. They are visible from the inside of the vehicle or are hidden behind the interior trim. Visible columns can be used to install hand grips that provide additional passenger comfort (see Figure 2, page 16).

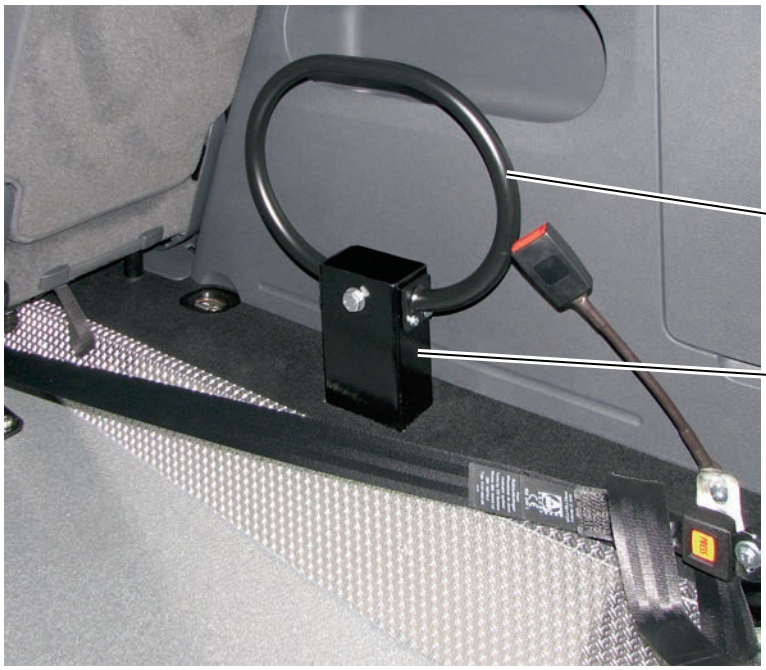



Figure 2: Column with Hand Grip in a Vehicle with Easy-Flex Access Ramp

## 2.4 Rating Plate

A rating plate, which contains the fundamental data, is attached to the Lowering Rear Suspension (see Figure 3). The rating plate is located on the hydraulic aggregate.

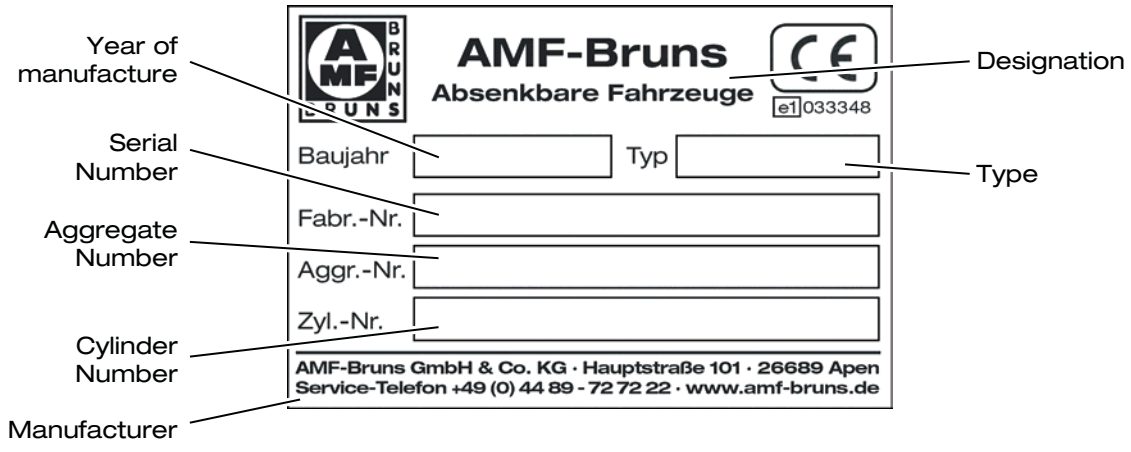



Figure 3: Lowering Rear Suspension Rating Plate

## 2.5 Rocker Switch

The lowering rear suspension is operated by means of a rocker switch that is installed in the interior trim at the rear of the vehicle. When the rear doors or tailgate are/is opened, the vehicle is lowered by operating the rocker switch.

Figure 4: Rocker Switch

## 2.6 Technical Data

| | |
|---|---|
| Designation | Lowering rear suspen-sion |
| Permissible operating pressure | 80 bar |
| Raising | through own spring pressure |
| Lowering | power aggregate |
| Lowering speed | adjustable |
| Operating/control voltage | 12 V |
| Rated current | 34 A |
| Equipment suitable for use | outdoors |
| Sound pressure emission | < 80 dB(A) |
| Power unit | electro-hydraulic |
| Power | 0.4 kW |
| Aggregate type no. | 10008026 |

# 3 Transportation

Transportation of the Lowering Rear Suspension is carried out by the manufacturer or by trained, experienced personnel.

# 4 Installation / Commissioning

The Lowering Rear Suspension must be installed in accordance with the AMF-Bruns Installation Instructions applicable to the vehicle in question.

**DANGER!**

Risk of danger through incorrect installation.

A number of risks of personal injury and material damage can be caused if the Lowering Rear Suspension is incorrectly installed in the vehicle.

Such risks of danger can not only occur during installation but also as a result of installation not being carried out correctly.

Therefore:

- Installation must only be carried out by specialist personnel, who have been trained for this purpose by the manufacturer.
- The vehicle manufacturer's body fitting guidelines must be adhered to.
- A technical expert must be called in to inspect that installation has been carried out correctly and that the safety devices are effective.
- The technical expert must confirm the fact that operational safety of the Lowering Rear Suspension has been established by making a corresponding entry in the inspection log book (see Chapter 9, page 25).
- The Lowering Rear Suspension must not be used until this has been done.

# 5 Operation

## 5.1 Safety Regulations for Operation

Before operating the Lowering Rear Suspension, the safety information must have been read (see Chapter 1, page 8).

**WARNING!**

Risk of injury and material damage if the Lowering Rear Suspension is operated in a faulty condition.

Therefore:

- Always carry out inspections in accordance with the maintenance schedule before use (see Section 6.2.1, page 22).
- For commercial or communal use: Have the Lowering Rear Suspension inspected at intervals of not more than one year by a technical expert.

**WARNING!**

Risk of injury and material damage if the Lowering Rear Suspension is operated by unauthorised persons.

Dangerous operating conditions may be caused if the Lowering Rear Suspension is operated by unauthorised persons.

Therefore:

- The Lowering Rear Suspension must only be operated by persons who are familiar with its operation.
- Lock the vehicle's doors when it is left unsupervised.

**WARNING!**

Risk of injury if protective and safety devices are removed or are defective.

If protective and safety devices are modified, bypassed or removed, they will no longer fulfil their function.

Therefore:

- never modify, bypass or remove protective and safety devices.
- Always refit protective and safety devices if they have been removed (e. g. for maintenance or repair purposes).

## 5.2 Lowering the Rear Suspension

**WARNING!**

Risk of injury through the Lowering Rear Suspension.

Limbs can be crushed between the vehicle and the ground when lowering the vehicle's rear suspension (e. g. on kerb stones).

When the vehicle's rear suspension is lowered, there is a danger of collision with the tailgate.

Therefore:

- Make certain that no limbs are under the vehicle when lowering the rear suspension.
- Take note that the headroom under the open tailgate is reduced when the rear suspension is lowered.
- Inform other persons of the danger if necessary.

⇨ Switch the vehicle's engine OFF.

⇨ Remove the ignition key.

⇨ Apply the vehicle's handbrake.

⇨ Open the rear doors / tailgate

⇨ Switch the hydraulic aggregate ON by operating the rocker switch (see Figure 4, page 17).

The rear suspension lowers.

⇨ Deploy the access or loading ramp if fitted to the vehicle.

## 5.3 Raising the Rear Suspension

⇨ Stow the access or loading ramp if fitted to the vehicle.

⇨ Close the rear doors / tailgate

The rear suspension rises.

The hydraulic aggregate is switched OFF automatically.

**WARNING!**

Danger if the Lowering Rear Suspension is switched ON when the vehicle is travelling.

If the Lowering Rear Suspension does not rise because of a defect, the rear axle is not sprung. The roadworthiness of the vehicle will be impaired

Therefore:

- Always make certain that the rear of the vehicle is raised before starting a journey.

# 6 Maintenance and Repair

## 6.1 Safety Regulations for Maintenance and Repair

Read the "Safety" Chapter before carrying out maintenance and repair work (see Chapter 1, page 8).

**WARNING!**

Risk of injury and material damage if maintenance and repair work is not carried out correctly.

Therefore:

- Only allow specialist personnel to carry out maintenance and repair work.
- If repair work has been carried out on load bearing parts, this must be inspected by a technical expert.

**WARNING!**

Risk of personal injury or material damage if inferior quality spare parts are used.

The manufacturer will accept no liability whatsoever for damage or injury caused by the use of non-original spare parts or spare parts that have not been approved of by the manufacturer.

Therefore:

- Use only original spare parts or spare parts that have been approved of by the manufacturer.

**CAUTION!**

Risk of injury if protective and safety devices are removed or are defective.

If protective and safety devices are removed, they will no longer fulfil their function.

Therefore:

- Always refit protective and safety devices if they have been removed (e. g. for maintenance or repair purposes).

## 6.2 Routine Maintenance Work

The maintenance schedule below lists the maintenance work that must be carried out at regular intervals.

Contact the customer service department for maintenance work that must be carried out by a specialist (see Chapter 12, page 37).

### 6.2.1 Maintenance schedule

| Interval | Activity | see |
|---|---|---|
| before use | Listen for any unusual noises during operation and juddering when raising or lowering the hydraulic lowering rear suspension. Initiate repairs if necessary. | |
| Daily | Inspect the hydraulic system for leaks (traces of hydraulic fluid under the vehicle or inside the vehicle). Initiate repairs if necessary. | |
| yearly | Inspect the hydraulic hoses. | |
| | Check that all fastenings are secure. | |
| | For commercial or communal use: Have the Lowering Rear Suspension inspected by a technical expert. | Section 6.3, page 23 |
| Every four years | Renew the hydraulic hoses. | |

### 6.2.2 Maintenance record

Enter maintenance and repair work that has been carried out into the maintenance record provided for this purpose (see Section 6.4, page 23). This provides a traceable record of maintenance work.

For records of maintenance work over and above this, it is recommended that you keep your own lists.

## 6.3 Yearly Inspection

If the Lowering Rear Suspension is used commercially or communally it must be inspected by a technical expert once a year. This inspection comprises basically a visual inspection and functional test.

The inspection covers the following:

- The condition of all components and devices,
- An inspection for modifications that have been made to the Lowering Rear Suspension,
- The completeness and effectiveness of protective and safety devices and
- The completeness of the inspection log book.

For detailed information regarding the yearly inspection of the Lowering Rear Suspension by a technical expert: see Chapter 9, "Inspection Log Book", page 25.

## 6.4 Maintenance and Inspection Record

| Maintenance work carried out | | |
|---|---|---|
| Date | Signature | Remarks / work carried out |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

# 7 De-Commissioning and Conservation

For queries regarding de-commissioning and conservation, contact our customer services department (see Chapter 12, page 37).

# 8 Faults and Troubleshooting

**WARNING!**

Risk of injury and material damage if repair work is carried out incorrectly.

Therefore:

- Only allow specialist personnel to carry out repair work.

If faults occur when operating the Lowering Rear Suspension, proceed as described in the following troubleshooting table. Contact the customer service department if faults are encountered which cannot be remedied using the information and measures given in the table.

| Fault | (possible) Cause | Remedial Measures |
|---|---|---|
| The vehicle does not lower. | The 100 A fuse has blown. | Replace the fuse. |
| | The vehicle's battery is discharged or defective. | Check the vehicle's battery and re-charge or replace it as necessary. |
| | The hydraulic reservoir is empty. | Top up with ATF fluid.<br>**Attention:**<br>**If the reservoir is over-filled, fluid will be forced out through the filler cap and bleed screw.** |
| | The electrical or hydraulic system is defective. | Have the lowering rear suspension checked in a specialist workshop |
| The vehicle does not raise. | The lowering valve is jammed or defective. | Have the lowering valve cleaned or replaced in a specialist workshop. |
| The vehicle lowers but raises again slowly. | The seals on the hydraulic cylinders are leaking. | Have the hydraulic cylinders replaced in a specialist workshop. |

| Fault | (possible) Cause | Remedial Measures |
|---|---|---|
| | The lowering valve is leaking. | Have the lowering valve replaced in a specialist workshop. |
| | The hydraulic reservoir is empty. | Top up with ATF fluid.<br>**Attention:**<br>**If the reservoir is overfilled, fluid will be forced out through the filler cap and bleed screw.** |

# 9 Inspection Log Book

Before using the Lowering Rear Suspension for the first time, it must be inspected by a technical expert.

If the Lowering Rear Suspension is used commercially or communally, this inspection must be repeated at intervals of not more than one year

During inspection, faults affecting the safety should be systematically identified and remedial action taken.

The items to be inspected are listed in the inspection list (see Section 9.2, page 27).

A technical expert is someone who, by virtue of their technical training and experience, has sufficient knowledge in the field of Hydraulic Lowering Rear Suspensions for vehicles and is sufficiently familiar with the relevant national occupational health and safety regulations, accident prevention regulations and recognised rules of sound engineering practice (e.g. BG rules, DIN standards, VDE provisions, technical rules and regulations of other member states of the European Union or Turkey or other signatory states of the Agreement of the European Economic Area) that they are able to assess the safe working condition of such Hydraulic Lowering Rear Suspension.

## 9.1 Inspection Log Book Master Data Sheet

### Master data sheet for Hydraulic Lowering Rear Suspension

Serial No. /Type* .....

Owner

.....

.....

Year built:

Commissioned on .....

*See rating plate

## 9.2 Inspection List

For a routine, yearly inspection by a technical expert (see Note on page 25).

| **Mechanical parts** | |
|---|---|
| Fixtures on the vehicle | All securing points in / on the vehicle are in a perfect, tight condition |
| Pivoting elements | All bolts and screwed connections are in a perfect, tight condition |
| General | Functional test and visual inspection of the condition of the entire Lowering Rear Suspension |

| **Hydraulic system** | |
|---|---|
| Power and hydraulic aggregate | Functional check of the valves |
| Hydraulic hoses | Inspect all hydraulic hoses and the burst pipe protection for leaks<br>Connections in accordance with the wiring diagram |
| Hydraulic cylinders | Check for leaks and functionality |

| **Electrical system** | |
|---|---|
| Rocker switch for Lowering Rear Suspension | Functional check |

## 9.3 Inspection Results

**Results of the inspection prior to commissioning.**

To be observed if installed by a third-party company

Master data sheet for Hydraulic Lowering Rear Suspension

Serial No. /Type*: .....

Installation has been carried out correctly!

Place, date

..... .....

Installation company / Company stamp Technical expert / Signature

*See rating plate

**Inspection result of a yearly inspection**

Serial No. / Type .....

Sheet No. .....

The Lowering Rear Suspension was subject to a routine inspection on .....

No / the following defects were found:

.....

.....

.....

.....

There are no issues to preclude continued operation.

Place, date

..... .....
Company / Company stamp Signature (technical expert)

**All defects have been remedied.**
Confirmation by the owner or his representative with date and signature

..... .....
Place / date Signature (owner)

## Inspection result of a yearly inspection

Serial No. / Type .....

Sheet No. .....

The Lowering Rear Suspension was subject to a routine inspection on .....

No / the following defects were found:

.....

.....

.....

.....

There are no issues to preclude continued operation.

Place, date

..... .....
Company / Company stamp Signature (technical expert)

**All defects have been remedied.**
Confirmation by the owner or his representative with date and signature

..... .....
Place / date Signature (owner)

**Inspection result of a yearly inspection**

Serial No. / Type .....

Sheet No. .....

The Lowering Rear Suspension was subject to a routine inspection on .....

No / the following defects were found:

.....

.....

.....

.....

There are no issues to preclude continued operation.

Place, date

..... .....
Company / Company stamp Signature (technical expert)

**All defects have been remedied.**
Confirmation by the owner or his representative with date and signature

..... .....
Place / date Signature (owner)

## Inspection result of a yearly inspection

Serial No. / Type .....

Sheet No. .....

The Lowering Rear Suspension was subject to a routine inspection on .....

No / the following defects were found:

.....

.....

.....

.....

There are no issues to preclude continued operation.

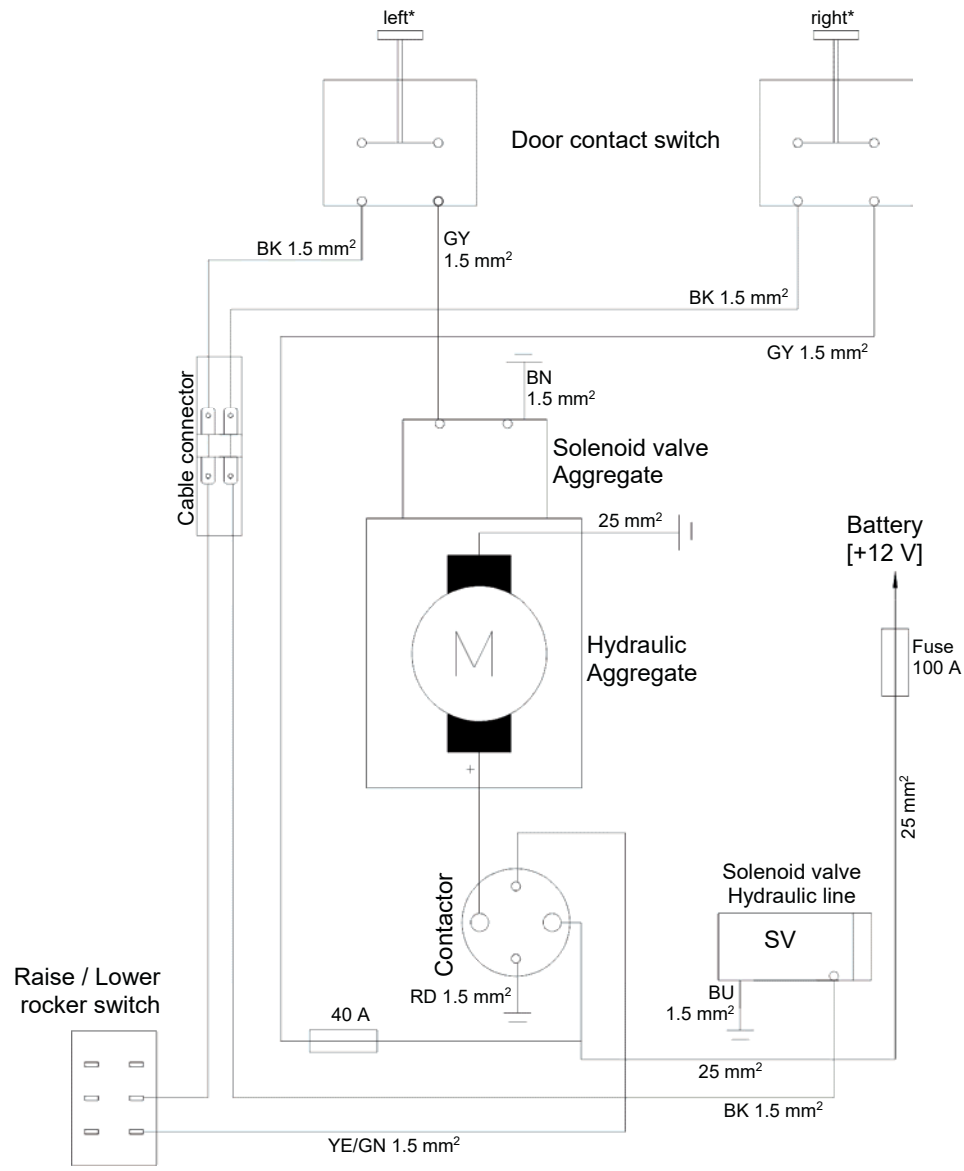
Place, date

..... .....
Company / Company stamp Signature (technical expert)

**All defects have been remedied.**
Confirmation by the owner or his representative with date and signature

..... .....
Place / date Signature (owner)

# 10 Electrical Circuit Diagrams




*left/right swapped over for Volkswagen T5

Figure 5: Electrical Circuit Diagram - Version with Two Rear Doors

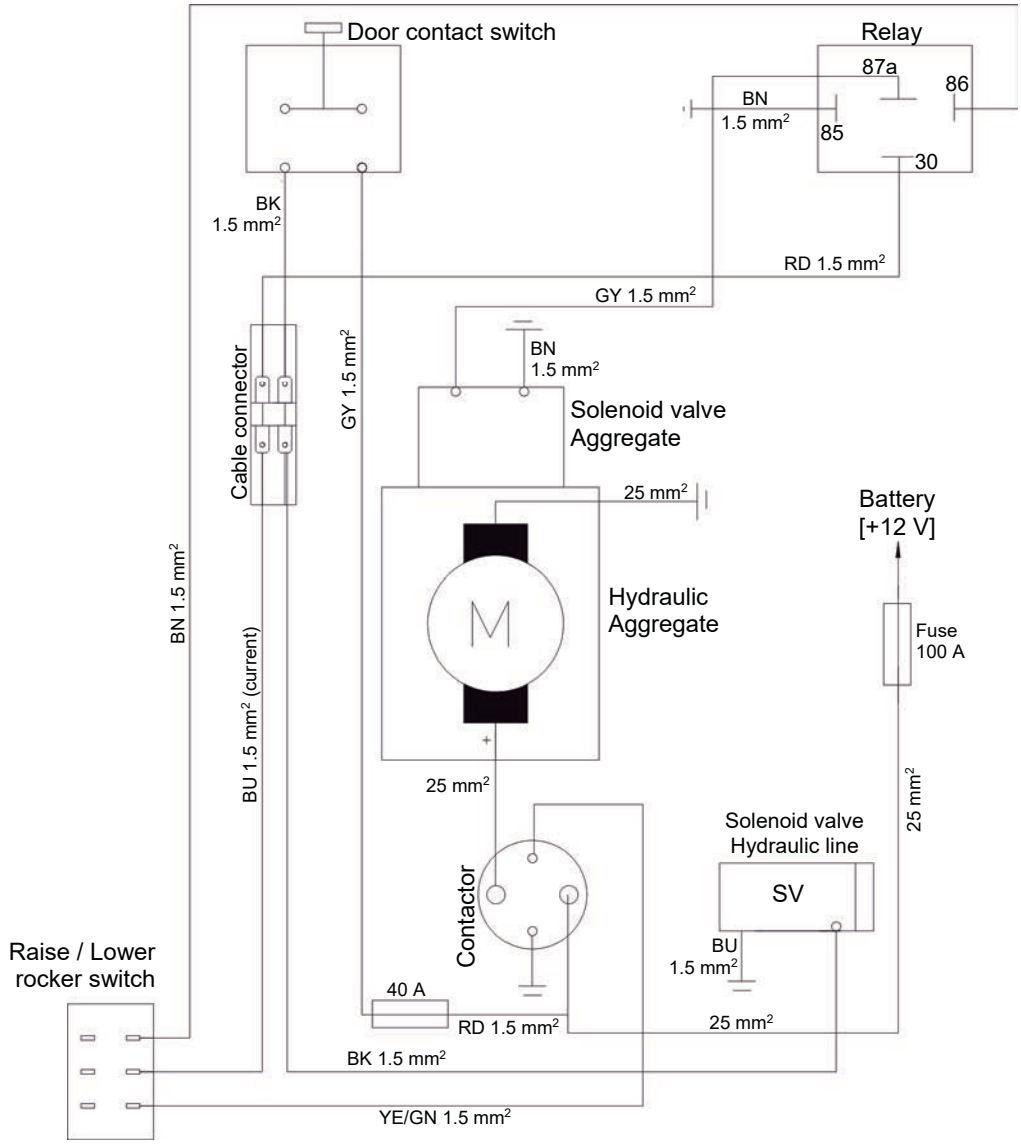



Figure 6: Electrical Circuit Diagram, Version with One Rear Door or Tailgate

| Colour | Abbreviation (acc. to IEC 60757) |
|---|---|
| Black | BK |
| Brown | BN |
| Red | RD |
| Blue | BU |

| Colour | Abbreviation (acc. to IEC 60757) |
|---|---|
| Yellow | YE |
| Green | GN |
| Grey | GY |

# 11 Hydraulic Line Diagrams

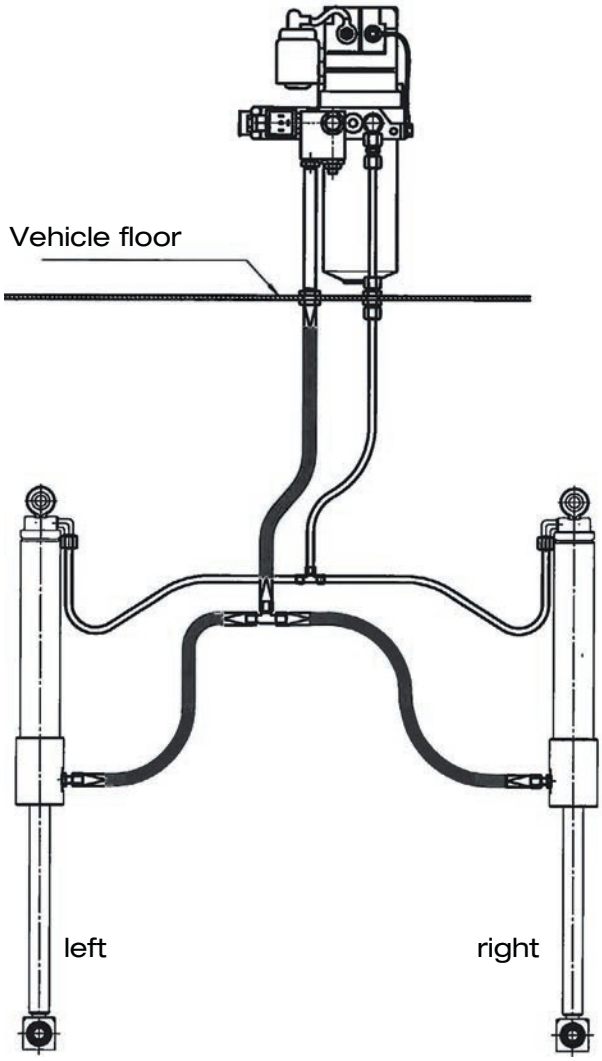



Figure 7: Hydraulic Line diagram, Version with Bleed Line

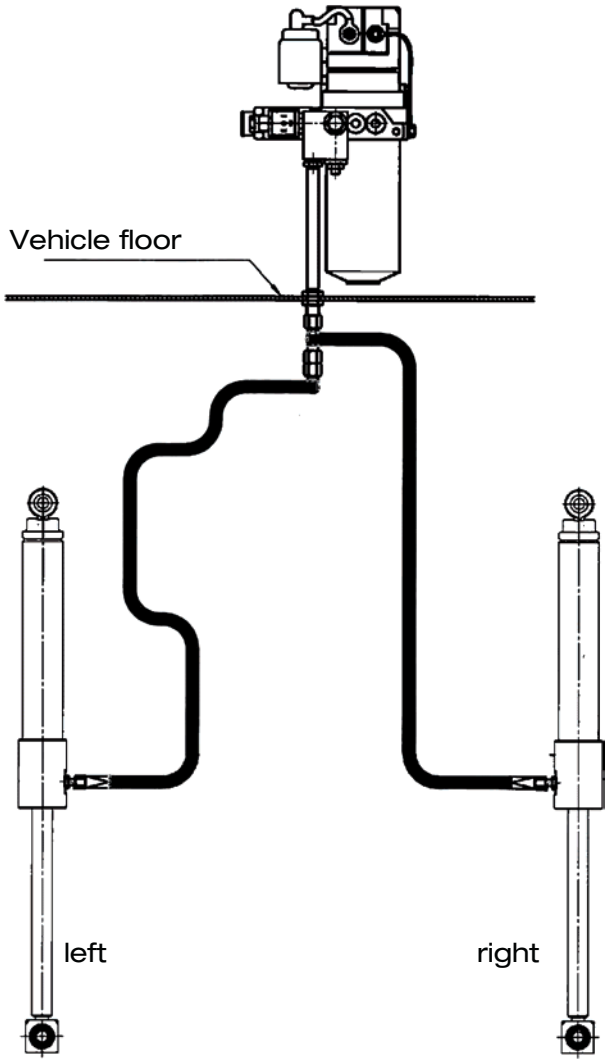



Figure 8: Hydraulic Line diagram, Version without Bleed Line

# 12 Customer Service

The AMF-Bruns customer service department will be more than pleased to assist in ordering spare parts, maintenance and repair work and help with general problems or queries.

The address is:

AMF-Bruns GmbH & Co. KG

Hauptstraße 101

D – 26689 Apen

Tel.: +49 (0) 44 89 / 72 72-30

Fax: +49 (0) 44 89 / 62 45

service.hubmatik@amf-bruns.de

www.amf-bruns.de

**NOTE**

Guarantee work on the Lowering Rear Suspension must only be carried out with the prior agreement of AMF-Bruns GmbH & Co. KG.

The costs of such work will not be accepted by AMF-Bruns without prior agreement.

# 13 Declaration of Conformity

## EC Declaration of Conformity

according to EC Machine Directive 2006/42/EC, Annex II A

We, the manufacturer, hereby declare, that the design and construction of the machine designated below complies with the fundamental health and safety requirements of the EC Machinery Directive 2006/42/EC. This declaration is rendered null and void if unauthorised modifications are made to the machine.

Designation **Hydraulic Lowering Rear Suspension**
Type: see rating plate
Serial number: see rating plate

Manufacturer:
Company: **AMF-Bruns GmbH & Co. KG**
Address: **Hauptstraße 101**
**26689 Apen**

Harmonised standards applied:

**DIN EN ISO 4413, DIN EN ISO 12100**

Other technical standards and specifications applied:

**-**

Authorised representative for the technical documentation:

**Thomas Lakewand** (address: see manufacturer's address)

| Apen, 01.02.2013 | | Gerit Bruns, managing director |
|---|---|---|
| Place, date | Signature | Details of the signee |

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Zertifiziertes Management-System
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