

# NO MORE RISK



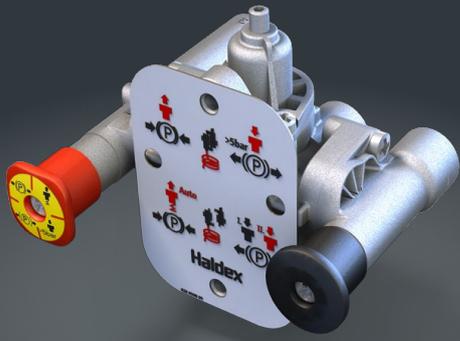
## Safe Parking

Safe Parking stands for increased safety and prevents potentially fatal mistakes by man and damage to material during trailer coupling and uncoupling.

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Innovative Vehicle Solutions



## Safe Parking

### Less is more

There are two Safe Parking variants available: the well-known Trailer Control Module+ (TrCM+) and the TEM® (Trailer Emergency Module) which is a technically simplified version of the TrCM+. TEM® is also available in a single knob version with 'Deadman' feature.

TEM® is not intended as a replacement for TrCM+, but as a streamlined, low-cost alternative. Those who value emergency braking with the service brake instead of the parking brake can retain this preference with TrCM+.

Haldex is the only manufacturer to offer both these solutions.



The Safe Parking feature is recommended by professional health and insurance organizations to prevent accidents and damage claims.

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## Just two mistakes in succession can create serious danger

Error one is failure to activate the parking brake after uncoupling. Error two is connection of air lines in the wrong sequence.

Suddenly, the trailer is a source of risk. If the driver has not yet mechanically connected the tractor unit and the trailer, and if the two are parked on a slope, the trailer can crush the man on the deck against the rear wall of the cab. The other possibility is equally bad – if the trailer rolls backwards, it can threaten bystanders or traffic.

## One of the most common causes of accidents in the transport industry

"We know well enough the causes of accidents", explains Christian Bertholier of the transport and logistics company GEODIS BM, based in Chambéry, France. With a total of about 6,000 vehicles, the fleet manager knows accidents due to inappropriate coupling of air hoses or failure to set the parking brake don't happen by chance:

"Safe Parking will be the standard at GEODIS BM". Isabelle Vigier, fleet manager at temperature-controlled specialist TFE, which operates some 3,700 vehicles, totally agrees. TFE semi-trailers are in operation up to 23 hours a day and may switch tractors up to 20 times a day. This means that 20 times a day, something that shouldn't go wrong could go wrong.



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