

CRITICAL RISK SAFETY ALERT: WAKA KOTAHI TAKING ACTION ON SANWA SEIKI BRAKE SYSTEMS ON SOME NISSAN UD TRUCKS - ISSUED 17 MARCH 2021

The following Critical Risk Safety Alert has been released by Waka Kotahi NZ Transport Agency. The Sanwa Seiki park brake actuator and system has been the subject of past safety bulletins from both WorkSafe and Waka Kotahi. Recent empirical research has shown these brake mechanisms are still problematic from a safety perspective. As such Waka Kotahi has acted accordingly to ensure the ongoing safety of vehicles fitted with this type of brake mechanism.



Waka Kotahi taking action on Sanwa Seiki brake systems on some Nissan UD trucks

Waka Kotahi is contacting approximately 1000 owners of trucks manufactured between 1993 and 2005 with the Sanwa Seiki brake system located on the driver's right. We are requiring the vehicles have the brake valve retrofitted and certified by a Waka Kotahi-appointed heavy vehicle brake certifier.

We are doing this because of a number of incidents - including two fatalities - involving runaway vehicles when the operator of the vehicle believed the brake had been fully engaged when it hadn't.

These park brake systems, prevalent in some NC Class trucks produced between 1993 and 2005, have three key characteristics that lead to our concerns

Three key characteristics:

The location of the park brake lever on the driver's right (next to the driver's door) makes it susceptible to being knocked as the driver climbs in and out of the vehicle, unintentionally releasing the park brake. The location of the control valve also makes it more susceptible to contaminants getting into the operating mechanism.



The operating mechanism is prone to wear over time that is not immediately apparent from a visual inspection and this is aggravated by the location of the lever.

When the operating mechanism is worn, operators of the vehicle may believe the park brake has fully engaged when it hasn't.

The following models of Nissan trucks originally had Sanwa Seiki brake systems installed and on the driver's right:

- **CW380**
- **CK330**
- **CG400**
- **CM180**
- **CW400**
- **CG380**
- **CW330**



What owners of these vehicles need to do

The factory-supplied Sanwa-Seki Park Brake Control Valve (see above) must be replaced with an alternative park brake control valve, preferably by one that is mounted to the left of the driver's seat and that also has a graduated control action.

Moving the control valve to the left side of the driver's seated position will reduce the risk of the valve failing due to dirt, dust or contamination of the mechanism and/or the park brake unintentionally disengaging.

Fitting a new valve that has a graduated control will give the driver a chance to apply the park brake in a controlled and progressive manner, especially in an emergency. Owners will need to arrange with their service provider, workshop, or dealer to have the replacement work done as soon as practicable and they will need to engage a heavy vehicle brake certifier. There are a number of options available for the replacement control valve so between them, they will recommend the best option that suits the owner's needs.

Once the work has been completed and the heavy vehicle brake certifier has lodged an LT400 certification for the replacement control valve, the vehicle will then be able to be presented for its regular CoF inspection.

Thank you for your cooperation on this important issue.

If you have any further questions, please contact vehicles@nzta.govt.nz in the first instance with the subject "Nissan brakes".

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