



TOP-RAIL "silver" or "carbon"

Thank you for opting for an original BRANDRUP high-quality accessory.

If you have TOP-RAIL mounted to your VW T4, please always keep the manual with the printed MOT-certificate in your vehicle.

These guidances are not final nor can they be final either.

All changes, errors and improvements are and remain excepted.

We point out that no warranty for the correctness of the contents of this manual is taken. We cannot consider all individual handlings, external circumstances, particular individual skills etc. and therefore manual errors cannot be avoided.

If you have any questions concerning usage, mounting, maintenance etc. of our products, please trustfully contact your BRANDRUP retailer or us directly. We are happy to offer you any advice you need and thankfully accept your suggestions for improvement.

TOP-RAIL has been particularly developed for VW T4 but can also be mounted to other vehicles without serial rainwater gutter.

Using TOP-RAIL on a VW T4:

- TOP-RAIL was approved as component of vehicle (rainwater gutter) in accordance with the rules for road traffic permission by the Bavarian MOT (certificate is enclosed)
- In addition, TOP-RAIL has been exhaustively tested as a roofload carrier and passed being awarded the "Examined Safety" badge.

TOP-RAIL can be attached to the left and to the right side of the vehicle (with appropriate spoiler set).

⚠ ATTENTION

The aluminium rail has to be mounted to the vehicle with spoiler set (both endings of the rail).

TOP-RAIL is partially screwed and additionally entirely glued onto the vehicle.

We recommend to have TOP-RAIL mounted to your vehicle by a BRANDRUP retailer or a qualified specialised garage. The mounting has to be done accurately and uniformly on both sides. If you have well established handicraft knowledges in expanding camper vans or even in assembling camper van roofs, the mounting will certainly not cause you any problems.

⚠ ATTENTION

Responsibility and verification for proper mounting rests on the person who mounted TOP-RAIL.

Additional necessary mounting tools:

- masking tape, breadth 5 cm (e.g. mailing tape)
- 1 cartouche "Sikaflex Adhesive 252" (colour: black)
- 1 "Sika Cleaner 205" (clinging cleaner)
- 1 "Sika Primer 210 T", 1 Sikaflex Remover
- 1 steel drill each of 8.00 mm, 5.50 mm, 4.00 mm (only necessary for 3.40 m long profiles)
- 1 steel drill each of 3.00 mm (or 3.20 mm) and 2.50 mm
- 2 sheets of sand paper, granulation 200
- 1 overhead marker

In general, these mounting tools are sufficient for two TOP-RAILs. Use as far as possible only "bullet"-drills. Those are drills which have a further smaller and thinner point in front of the real drill point (obtainable in specialised shops).

I. Mounting instructions for VW T4

1. Cutting the rail to length

1.1. VW T4 with short (normal) wheel base:

Use the TOP-RAIL aluminium rail of **2.60 m** length. These profiles have already been perforated for mounting.

1.2 VW T4 with long wheel base:

In this case, the TOP-RAIL aluminium rail has to be 3.00 m long. Therefore, you need the 3.40 m long profile which then has to be shortened with a straight and right-angled cut. Both endings must be evenly cut and thoroughly deburred.

2. Preparing the mounting for TOP-RAIL

2.1. Preparing the aluminum rail for vehicles with long wheel base

The rail needs to be double-drilled, which means it has to be drilled in the upper part (in the drain of the rainwater gutter) and directly underneath in the piper rail.

Carry out the upper drillings with a **4 mm-drill** and the ones in the piper rail with a **3 mm-drill**.

VW T4 with long wheel base: 9 double drillings

First, double-drill each ending of the aluminum rail once (max. distance to the ending: 20 mm).

Then, starting from the rear end at a distance from 370 mm from each other carry out further double drillings on the rail. The distance between the second last and the last double drilling (above the cabin) can be a little bit smaller. Now, countersinks for the countersunk screws have to be prepared. Above, use a 8 mm drill (or a corresponding 80% reamer). This drilling and countersink procedure can be accomplished in one single step if you use the twist drill M4 for counterbores.

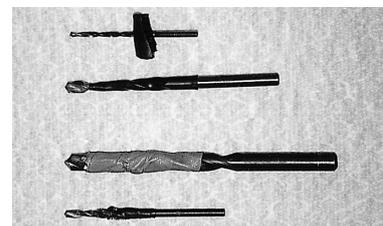
⚠ ATTENTION: For the countersinks in the pipe rail a tool has to be manufactured first.

The sinking can be accomplished with a 5.5 mm-drill. Yet, the entry of the piper rail has a diameter of only 5 mm. This means the drill would damage the edges of the piper rail. Therefore, the drill has to be abraded all around with an abrasive block or an angle grinder to a shaft diameter of 3.50 – 4.00 mm so that in the end of the original drill diameter of 5.5 mm only a drilling peak of approx. 5 mm length remains. Sinking and drilling can be done in one single step, too, if you use the twist drill M3 for counterbores which has to be prepared as explained above.

HINT:

Coat the drilling shaft with a thin tube (e.g. a piece of isolation jacket of an electric cable or insulating tape) with only the drilling peak remaining uncoated. By this, you can avoid damages of the aluminium rail caused by impact with the drilling shaft.

A small piece of inner tube gum can be used as drill chuck bumper: spear the piece of gum onto the drill and push it right next to the drill chuck.



Please insert the prepared drill carefully into the appropriate spot on the rail. In order to avoid the aluminium borders being damaged, **do not activate the drilling machine** until the **drill bit is in the piper rail**. All sinkings have to be accomplished according to the usual practice.

⚠ ATTENTION:

Do not completely bore through the rail with the countersink drill! All countersinks have to be deep enough so that the heads of the bolts do not stick out. Try out! Too deep sinkings bate the stability of the connection.

After drilling, all holes of the aluminium rail with contact to the surface have to be **deburred** thoroughly with sand paper.

2.2. Preparing the vehicle/mounting surface (all vehicles)

Now, the perforations in the aluminium rail have to be adjusted to the mounting position on the vehicle.

The upper drillings to the vehicle sheet are accomplished with a 3.00 mm (max. 3.2 mm-drill), the lower ones with a 2.5 mm-drill.

⚠ ATTENTION:

You need an assistant to help you adjust the aluminium rail to the vehicle and attach the (pre-) drillings.

Attach the appropriate ending of the spoiler set to the rear end of the aluminium rail and hold the two parts together. Your assistant holds the aluminium rail at the front.

Mount the aluminium rail **onto the longitudinal spar** above the windows.

The lower edge of TOP-RAIL has to be **flush** with the **lower sheet metal edge** of the longitudinal spar. However, the aluminium profile has to rest entirely upon the vehicle's sheet; the lower edge shall not protrude from below.

Now, put TOP-RAIL with the **applied rear ending** into the appropriate position on the longitudinal spar. Thereby, the rear ending of the rail is set just **onto the back ending of the longitudinal spar** (but not completely until the end). Now mark the exact **beginning of the rail** at the back as well as the **back upper drilling** onto the sheet with an overhead marker.

Remove the aluminium rail and drill the marked spot on the vehicle's sheet. Put the aluminium rail onto the longitudinal side rail again (this time without the rear ending) and screw the correspondent screws into the vehicle.

Subsequently, **pre-drill the upper holes and screw in the screws sequentially from back to front** (Caution: use good phillips-tip screwdrivers in appropriate form and size). Hereby, the assistant has to push the aluminium profile firmly onto the side rail. Hint: use those screws for the pre-attachment which you don't need for the final attachment (silver or black screws).

In the following, pre-drill the lower holes.

After screwing the aluminium rail onto the vehicle, cover the vehicle's sheet above and beneath the rail with masking tape.

Before, carefully remove the drill chippings (simply wipe them away or use a vacuum cleaner with a soft brush). The masking tape has to be flush with the aluminium profile. Apply the rear ending to the rail again in order to be able to cover the vehicle's sheet appropriately.



In front, the **front spoiler** is attached as follows: the front spoiler is an elongation of the aluminium profile and therefore it is attached **unbowed** to the vehicle (do not bend it to one side!). It only **has to be bowed down slightly following the progression of the windscreen's pillar (A-pillar)**.

In order to assure that the rainwater drains off properly, the front spoiler should lead directly to the windscreen gutter.

Please tape the parts above and beneath the front spoiler, too.

Thereafter, drill out the screws again and remove the TOP-RAIL aluminium profile.

Before glueing the rail onto the vehicle, degrease all screws thoroughly.

3. ATTACHING THE ALUMINIUM PROFILE, BONDING

⚠ ATTENTION:

The ideal temperature for bonding lies between 18–25° C (64,4°-77° F).

On cool days, park the vehicle in an heated room. By this, the vehicle's sheet heats up and reaches the necessary processing temperature. The occuring condensation evaporates. In general, the mounting location of the vehicle has to be absolutely dry.

Slightly roughen the installation face of the aluminium profile with sand paper.

Please also check the proper condition of the installation face anodization. If the anodisation has fissures or abnormal parts, please grind these spots till you reach to the bare aluminium.

3.1. Preparing the bonding

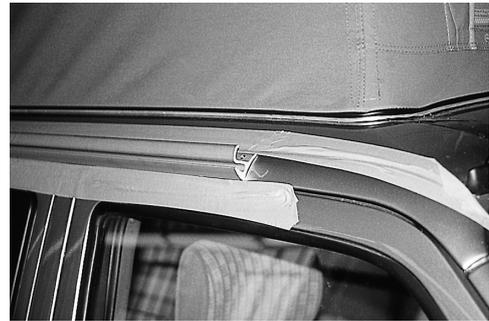
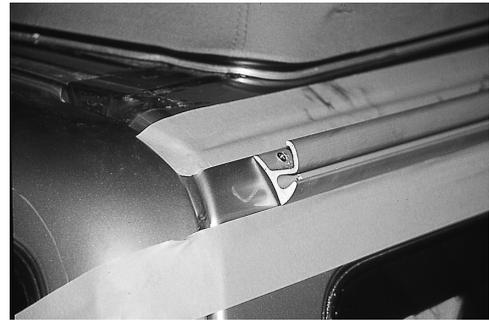
Please use adhesive, cleaner and primer as prescribed in the processing instructions of their respective manufacturers.

Now, thoroughly clean all the installation faces on the vehicle and on TOP-RAIL, apply the primer and let the air exhaust for approx. 30 minutes. **Don't forget** to treat the cutting edges! This also applies to the small contact surface of the back part/front spoiler inside the rainwater gutter!

⚠ ATTENTION:

Be careful with the primer: if it drips onto a varnished vehicle, stains might remain - even if you immediately wipe the drops away.

Applicate two stripes (lines) of "Sikaflex Adhesive 252" along the contact surface of TOP-RAIL (onto the aluminium profile!), leaving a free stripe in-between.



In order to achieve a good sealing, the stripes have to be so thick that the adhesive protrudes a little above and beneath the profile when pushing TOP-RAIL against the surface.



HINT:

If you have a VW T4 with short wheel base, a 40 cm long piece of the aluminium profile remains. Hereon, you can try out the adhesive: apply the adhesive and push the bar onto an even surface. If the adhesive only just protrudes, the thickness of the stripe will be sufficient as the installation surface on the vehicle is arched and less adhesive is needed here.

3.2. Final mounting of the aluminium profile

⚠ ATTENTION:

You need an assistant to hold the TOP-RAIL aluminium profile.

Start at the back: put the rail onto the vehicle's spar and carry out the back upper drilling as described before.

⚠ ATTENTION:

Before inserting the screws, put a clot of Sikaflex Adhesive into the holes of the aluminium profile in order to guarantee a good protection of the screws against humidity.

After screwing in the screws, the outcoming adhesive has to be wiped off with the cleaner.

Then, successively carry out all the upper screwings while the assistant pushes the aluminium profile strongly onto the vehicle.

OR:

Start screwing in the middle of the rail and then successively first insert the back and then the front screws.

Thereafter, successively screw in the lower screws.

The attachment is correct if the upper and lower edge of the TOP-RAIL rests upon the vehicle's sheet with its total surface and the adhesive continuously protrudes a little all along the rail.

Planish the protruding adhesive with a in soap-water soaked cloth so that the top and bottom side of the TOP-RAIL is thoroughly sealed. Scrape away the remaining adhesive with a spatula. Now, carefully remove the masking tape. Adhesive remainings must be removed with the cleaner (hint: only wipe in one direction!). Once hardened, it is hardly possible to remove the adhesive.

⚠ ATTENTION:

After approx. 10 minutes please check if each screw is attached firmly enough; if necessary, screw tighter.



3.3. Mounting the rear ending and the front spoiler

a) Preparation/bonding

Slightly roughen the bottom side (contact faces) of the rear ending and the front spoiler with sand paper and clean thoroughly with "Sika Cleaner 205"; let the air exhaust for at least 10 minutes. Then, put "Sika Primer 210 T" onto the points of bonding and let the air exhaust again for at least **30 minutes**.

Cover the joint between aluminium profile and rear ending/front spoiler at the lateral outside with masking tape. You can then remove protruding adhesive more easily.

Now, apply “Sikaflex Adhesive 252” to the back part and the front spoiler, more precisely to the joint with the aluminium profile as well as to the contact face with the vehicle.

Apply little adhesive as when pressing these parts onto the vehicle’s sheet they ease off. If you use too much adhesive the parts can slide on the vehicle’s sheet and can hardly be fixed. Nevertheless, the contact face gutter which goes all around has to be completely filled with adhesive.

Remove the emerging adhesive as described above. If the adhesive is already hard, remove it with a blade (please avoid!).



Please watch out that the piper entry is not blocked by adhesive remains and that the rear ending follows the piper rail of the aluminium profile without swelling. Hint: induct a piece of folded carton in matching diameter into the piper rail so that one part sticks in the aluminium profile and the other part in the back part and hereby appropriately widens the piper entry.

The rear ending does not require additional fixing.

b) Attaching the front spoiler with masking tape



At the front, the front spoiler is fixed to the sheet with a masking tape: First, stick the masking tape onto the windscreen, then over the end of the spoiler and finally onto the driver’s/passenger’s window so that the front spoiler is properly placed and its peak pressed well onto the vehicle’s sheet.

If required, you can fixate the spoiler with further tape straps: place the straps crossed over the spoiler with the crossing point directly above the spoiler.



⚠ ATTENTION for every fixing with masking tape:

Never follow the shape of the back part or the front spoiler! Put the masking tape onto the upper edge and fix it onto the sheet on a large scale. Thereby, the best strain is achieved.

Protruding adhesive has to be removed immediately. Please check if an allround sealing has been achieved (as mentioned above in the mounting instructions of the aluminium profile).

⚠ ATTENTION:

Let the adhesive harden for at least 24 hours.

Please also consider the instructions of the adhesive manufacturer!

Do not move the vehicle during the hardening process.

After the hardening process of the adhesive, please remove the masking tapes. If the adhesive in the linking fuge of the PUR-parts/aluminium profile has shrunk you can fill up these fugues with adhesive: put masking tape onto both sides of the fuge, fill it with adhesive and smoothen it with your finger

previously dipped in dish liquid; then remove the masking tape.

⚠ ATTENTION:

If the peak of the front spoiler has not been sealed correctly, fill the relevant parts with adhesive. Please first clean these parts with “Sika Cleaner 205” (very sparingly) and leave to flash off before bonding!

4. Maintenance

The TOP-RAIL aluminium profile can be maintained with wax polish for cars.

The rear ending and the front spoiler can be “spruced up” with a plastic care product for cars. Black silicone shoe polish is just as good and cheaper.

II. Roof-load carrier for VW T4

After proper mounting of TOP-RAIL on a VW T4, it can be used as a holder for roof-load carriers. In addition, as holder for roof-load carriers TOP-RAIL passed the corresponding MOT examinations and has been distinguished with the “GS-sign” (“Examined Safety”).

⚠ WARNING:

After the attachment, do not use TOP-RAIL as a holder for roof-load carriers for at least three weeks in order to guarantee a proper hardening of the adhesive.

We recommend to exclusively use branded roof-load carriers which have been particularly made for TOP-RAIL and have been approved and are distributed by BRANDRUP.

The roof-load carrier is fixed to the rainwater gutter of TOP-RAIL just like usual rainwater gutter fixings.

Please watch out that the carrier’s legs support themselves well inside the rail.

The claws of the carrier’s legs grip into the aluminium piper rail.



⚠ ATTENTION:

Maximal loading for VW T4 with original metal sheet roof and an universal carrier with supporting foot height up to 250 mm: 100 kg; with supporting foot heights from 250 mm and more: 50 kg. Maximal loading for all VW T4 with cut-out roof (e.g. with pop-up roof): 100 kg.

In order to calculate the permitted roof loading, you have to add up the dead weight of the entire roof load carrier and the weight of the loading.

Minimum distance between the front and the back support frames: 700 mm. Fix each support frame preferably right above a vertical pillar of the vehicle.

Attach the enclosed type label (etiquette) well visible onto every TOP-RAIL.

Please also regard the following instructions:

- Consider the information of the manufacturer of your vehicle concerning the permitted roof load as well as for using roof load carriers.
- A roof load carrier, particularly when loaded, has a considerable effect on the performance of the vehicle as well as the side wind sensibility, behaviour in bends and during breaking and also on fuel consumption.
- Luggage is only allowed to stand out marginally from loading area. Please regard eventual additional obligations to label overtowering luggage (see road traffic regulations).
- Don't forget that other EU countries might have different, stricter obligations to label than in Germany (e.g. Italy).
- Surfboards, skis, roof container etc. must be mounted in direction of motion without attack angle in order to avoid increasing lifting force.
- While moving, surfboards, skis etc. have to be mounted in direction of motion with the prow pointing down.
- We implicitly point out to regard the information given by the manufacturer of the roof-load carrier.
- TOP-RAIL has only been approved and released by BRANDRUP as a holder for roof load carriers for the VW T4, that is if the attachment on the sheet has been accomplished according to the instructions above.

III. Alcove, integrated vehicles, high roofs, caravans

Principally, the attachment is the same as described above. The front spoilers are mounted evenly onto the vehicle. In general, on these vehicles bonding and the upper fixing with screws are enough.

⚠ ATTENTION:

Before mounting, ask your roof and/or vehicle manufacturer whether and where the interior lining has reinforcements and which method of attachment (screws, rivets, dowels etc.), location for mounting and eventual interior reinforcements he suggests or prescribes. Please always follow his instructions. The vehicles are too different to give accurate mounting instructions. The mounting exclusively lies in the responsibility and accountability of the person who mounted TOP-RAIL.

VI. OTHER

Material: aluminium profile made of Al Mg Si 0,5, F 18-22, anodised EV1 (silver) or G220 (carbon);

Front spoiler and back part made of flexible PUR integral foam;

Cross-head screw made of high-grade steel A2/A4: 10 pieces 3.9 x 16 mm, DIN 7982,

10 pieces 2.9 x 16 mm, DIN 7982.

⚠ ATTENTION:

In order to give evidence about the identity of the product to which the enclosed MOT certificate as well as the additional MOT-GS test refer, please stick the enclosed self-adhesive label well visible from the outside onto each TOP-RAIL.

Please keep the MOT certificate and the mounting manual ready in your vehicle for controls and general inspections.

Guarantee conditions

The guarantee declarations and conditions are only effective for original BRANDRUP products which have been attached and are used according to the instructions.

As a holder for roof-load carriers, TOP-RAIL can only be used on a VW T4, that is if the original BRANDRUP product is attached onto **both sides** of the vehicle and the mounting on the sheet body has been accomplished according to the instructions.

The entire guarantee exclusively refers to the quality of the good. Continuing claims concerning deficiency of delivery are excluded, especially claims concerning compensation for damages not occurred at the product itself. This certainly does not apply for intent or gross negligence by BRANDRUP. We are not liable for any damages occurred by improper usage, mounting, storage, transport, force-majeure, air contamination or suchlike. Furthermore, we are not liable for damages to people or objects caused by mounting or dismounting, attachment or usage (e.g. damages on the surface, fissures, bulges, contaminations etc.): any usage or attachment is solely done at one's own risk.

Reclamations can not be lodged due to inapplicable or mistakable instructions. If you have any practical problems you can ask our specialised retailers for support or contact us during the general office hours.

All information in our catalogue and the manual are given to the best of our knowledge.

The instructions for bonding or linking follow the current state of technology. However, we cannot give any guarantee for the general durability of possible linkings as the durability depends on the respective mounting surface.

Therefore, please always ask your specialised retailer or vehicle manufacturer which kind of connection (e.g. which adhesive) is suited for your mounting surface.

Car paint compositions vary and lately have been changed a lot. Therefore, it can occur that an adhesive, although suitable for the respective car painting so far, has to be replaced by another adhesive.

All reclamations have to be transacted by your specialised retailer, unless he has given up his business. In this case, please contact us directly. For this purpose, please keep your proof of purchase. Yet, we explicitly point out that we give no guarantee for mounting errors or changes of the product which have not been authorised by us in writing.

In general, complaints about defects have to be **explained in writing** and must be added to the defect product. Only send in the defective piece; otherwise the additional costs for delivery shall be for your account. Proper and justified complaints on defects caused by production or material error are either replaced or repaired at our choice.

If repairs or replacement of the defective product fail three times in a row you can claim for an appropriate reduction of the purchase price.

Our guarantee declarations and conditions have no effect on your rights concerning the purchase contract with your retailer who is liable for justified defects due to the legal warranties deed.

Yet, double demands are excluded. That means, you cannot require simultaneous action from us and your retailer which meant you receive compensation for your claim twice. This also applies to a time delayed double demand.

Technische Prüfstelle für den
Kraftfahrzeugverkehr
Zentralabteilung Typbegutachtungen

G4-TPT01

PRÜFBERICHT
Nummer 375-041-92

Antragsteller: Robert Brandrup
Kreuzstraße 7 A
8000 München 2

Art: Regenrinne für VW

Typ: TOP-RAIL 100 700 01/02 B

TECHNISCHER ÜBERWACHUNGS-VEREIN BAYERN E.V.

Prüfbericht Nr. 375-041-92 über
Regenrinne für VW, Typ TOP-RAIL der
Firma Brandrup, München

G4-TPT01
Seite 3

III. Prüfungsfang und Ergebnisse

- Befestigung:**
Die Teile sind sicher und dauerhaft am Fahrzeug befestigt. Für den Kleber liegt ein Gutachten des TÜV Stuttgart vor.
- Äußere Kanten:**
Die Regenrinne stellt kein gefährliches Fahrzeugteil im Sinne des § 32 Abs. 3 StVZO dar. Die Endstücke haben eine Shore-Härte von mehr als 60 shore. Bei den Teilen sind alle äußeren Kanten mit mindestens 2,5 mm gerundet.

IV. Hinweise für den Fahrer und Halter

- Für den Anbau eines Dachgepäckträgers wurde die Regenrinne nicht geprüft.
- Die Betriebserlaubnis wird durch den Anbau der Regenrinne unseres Erachtens nicht beeinflusst.
Die Regenrinne kann jedoch auf Wunsch in die Betriebserlaubnis aufgenommen werden. Zu diesem Zweck ist das Fahrzeug einer Technischen Prüfstelle vorzustellen um dann bei der Verwaltungsbehörde (Zulassungsstelle) die Angaben im Fahrzeugbrief zu ergänzen.
- Die Montageanleitung ist zu beachten, insbesondere die Klebeanleitung.

V. Schlußbescheinigung

Die im Verwendungsbereich aufgeführten Fahrzeuge entsprechen nach der oben beschriebenen Umrüstung - bei Beachtung der genannten Auflagen - insoweit den heute gültigen Vorschriften der StVZO.

TECHNISCHER ÜBERWACHUNGS-VEREIN BAYERN E.V.

Prüfbericht Nr. 375-041-92 über
Regenrinne für VW, Typ TOP-RAIL der
Firma Brandrup, München

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Seite 2

I. Technische Daten des Teiles

1. Regenrinne

1.1. **Hersteller:** Robert Brandrup
Kreuzstraße 7 A
8000 München 2

1.2. **Kennzeichnung:**

Auf der Regenrinne ist das Warenzeichen des Herstellers angebracht.



1.3. **Beschreibung der Regenrinne:**

Die Regenrinne besteht aus 3 Teilen.

1.3.1. **Endstücke der Regenrinne**

Material: Polyurethanschaum hart eingestellt
Abmessungen: vorn: 335 x 37 x 41 mm
hinten: 50 x 37 x 41 mm
Befestigung: Die beiden Teile werden auf das Karosserieblech aufgeklebt

1.3.2. **Mittelteil der Regenrinne**

Material: Aluminiumlegierung
Abmessungen: 37 x 41 x 3000
Die Länge kann der jeweiligen Fahrzeugausführung angepaßt werden.
Befestigung: Die Befestigung des Mittelteiltes erfolgt über 8 Blechschrauben je Seite, zusätzlich kann die Leiste verklebt werden.



II. Verwendungsbereich

Fahrzeughersteller: Volkswagenwerk AG
Typ: 70X0B; 70XBL
ABE-Nr.: F521; F576
Ausführungen: alle

TECHNISCHER ÜBERWACHUNGS-VEREIN BAYERN SACHSEN E.V.

Prüfbericht Nr. 375-041-92 über
Regenrinne für VW, Typ TOP-RAIL der
Firma Brandrup, München

G4-TPT01
Seite 4

V. Fortsetzung

Dieser Bericht umfaßt die Seiten 1 bis 4 sowie die Anlagen 1 bis 2 und darf nur in vollem Umfang vervielfältigt und weitergegeben werden.

Er verliert seine Gültigkeit, wenn sich den Umbau betreffende Vorschriften ändern oder wenn die Fahrzeuge Änderungen aufweisen, die die beschriebene Umrüstung beeinflussen.

IV. Anlagen

Montageanleitung (5 Seiten)
2 Fotos



Amtlich anerkannter Sachverständiger
Dipl.-Ing. Baumgärtner

München, 2. APR. 1992
ba-lr

TECHNISCHER ÜBERWACHUNGS-VEREIN BAYERN E.V.



**Sicherheitszeichen-
Genehmigungs-Ausweis
Safety Mark Award Certificate** Nr. **92 11 1648 001**

Zeichen des Antragstellers
Reference of Applicant
Hr. Brandrup

Antragsdatum
Date of Application
20.07.1992

Aktenzeichen
File Reference
1P5-Ba-Hm

Prüfbericht-Nr.
Test Report No.
01 520 2 044 01

Die Firma **Brandrup**
The firm styled
in / of **Kreuzstr. 7a, D-8000 München 2**

ist berechtigt, das unten genannte Erzeugnis mit dem abgebildeten Prüfzeichen der TÜV Product Service GmbH zu kennzeichnen. **Das Erzeugnis erfüllt die Anforderungen des Gerätesicherheitsgesetzes.** Bitte beachten Sie auch die untenstehenden Hinweise.
is authorized to provide the product mentioned below with the approval mark of TÜV Product Service GmbH as shown on the right. The product meets the requirements of the Equipment Safety Law. Please also pay attention to the hints stated overlaid.

Fortigungsstätte
Manufacturing plant

Geprüft nach
Tested in accordance with

Beschreibung der Geräte
Description of equipment

Modell:

Kenndaten:

geeignet:

München, den / Munich, dated

Zertifizierungsstelle / GS Certification Body

Prüflabor / Testing Laboratory

**Dachlastträger
Regenrinne** **6.0**

**Top-Rail
100 700 01/02 B**

max. Beladung 100 kg
bei Universallträgerhöhe 250 mm
max. Beladung 50 kg
bei Universallträgerhöhe über 250 mm
(z.B. VW-Hochdächer)

zum nachträglichen Anbau an VW-T4 Fahrzeugen
entsprechend TÜV Bayern-Sachsen Typ-Gutachten
Nr. 375-041-92

10. November 1992

Stamp of the garage that mounted TOP-RAIL:

Department: _____

Date: _____ Signature: _____