



# Heavy Vehicle Specialist Certificate

Heavy Vehicle Specialist Inspector and Inspecting Organisation

Heavy Vehicle Specialist Inspector's Name *(PRINT IN CAPS)*

ID

CHRIS CLARKE

COC

Vehicle Registration\*

VIN / Chassis Number

7A9E20018C1023079

Component being certified:

Chassis Modification

Load Anchorage

Log Bolsters

Certification Category

Towing Connection

✓ Brakes

SRT

HUEK

Description of Work

CARRY OUT SET UP OF TRAILER EBS SYSTEM

Code/Standard Certified to

Component Load Rating(s)

HUBN2 32015/2 SCHED 5.

General Drawing Number(s)

N/A.

N/A

Supporting Documents

BRAKE DESGN CERTIFICATE - JH120906  
PRE-EXEMPTION REF - HUB12/250

\*Special Conditions

WARNING LAMP MUST ILLUMINATE WHEN IGNITION IS SWITCHED ON + THEN  
EXTINGUISH IMMEDIATELY OR WHEN VEHICLE EXCEEDS 7KPH

Certification Expiry Date *(if applicable)*

or Hubodometer Reading (whichever comes first)

N/A

### Declaration

I the undersigned, declare that I am the Heavy Vehicle Specialist Inspector identified above and I hold a current valid appointment. I certify that the above mentioned vehicle component's design, manufacture and installation, and this certification complies in all respects with the Land Transport Rule Vehicle Standards Compliance 2002 and my Deed of Appointment. To the best of my knowledge the information contained in this Certificate is true and correct.

Designer's ID *(if certified by a manufacturer)*

Inspector's / Delegate's Signature

\*Delegate's Name *(PRINT IN CAPS)*

Date

Number

26.10.2012

419625

COF Vehicle Inspector ID:

COF Vehicle Inspector Signature:

Date

All fields excluding those marked with \* must be completed before this certificate can be accepted.



# WABCO

## TRAILER EBS-E

GGVS/ADR TUEH TB 2007 - C19.00

HERSTELLER  
MANUFACTURER  
CONSTRUCTEUR

DOMETT

TYP  
TYPE  
TYPE

5AX F/T C/SIDE

FAHRZEUG IDENTIF.  
CHASSIS NUMBER  
NUMERO DE CHASSIS

7A9E20018C1023079

BREMSRECHNINGS-NR.  
BRAKE CALCULATION NO.  
CALCUL DE FREINAGE NO.

TP50673

RULRADZÄHLEZ. d. d. d.  
POLY WHEEL TFE (H) d. d. d.  
DENTS ROUE DENTÉ (H) d. d. d.80 80 ABS-System  
ABS-System  
Systeme ABS 4S/3MRSS  
RSS  
RSSEinfachbereifung  
Single tyre  
Munite simple  
  
Zwillingbereifung  
Twin Tyre  
Munite jumelle

X

Lenkachsen  
Steering axle  
Essieu vitourKippultrisches Fahrzeug  
Critical Trailer  
Vehicule critique

Subsystems

I/O



ACHSE AXLE ESSEU	pm (bar)		6.5		pm (bar)		0.7	2.0	---	6.5	TYP TYPE	(mm)	(mm)	TR (daN)
	(mm)	(mm)	(mm)	(mm)	(mm)	(mm)	(mm)	(mm)	(mm)					
1	1500	0.6	1.9	7250	4.7	0.4	1.4	---	6.0	-	24	67	127	480 3715
2	1500	0.6	1.9	7250	4.7	0.4	1.4	---	6.0	-	24	67	127	480 3715
3	1300	0.5	1.6	6000	3.9	0.4	1.4	---	4.5	-	24 / 30	64	127	504 2835
4	1300	0.5	1.6	6000	3.9	0.4	1.4	---	4.5	-	24 / 30	64	127	504 2835
5	1300	0.5	1.6	6000	3.9	0.4	1.4	---	4.5	-	24 / 30	64	127	504 2835

# Transpecs

QUALITY ON THE MOVE

P.O.Box 98-971

South Auckland Mail Centre

J.HIRST (JEH)

DATE

10-Sep-12

BRAKE SYSTEM

WABCO EBS-E

CERT. NO.

JH120906

PREV EXEMPTION

HVB12/250

VIN / CHASSIS

7A9E20018C1023079

BRAKE CHAMBERS FRONT

24S TSE

BRAKE CHAMBERS REAR

2430GC TSE

SLACK LENGTH FRONT

127mm

TYRE SIZE FRONT

265 70 R 19.5

SLACK LENGTH REAR

127mm

TYRE SIZE REAR

265 70 R 19.5

THIS VEHICLE COMPLIES WITH THE NZ

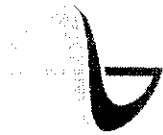
LINING MATERIAL FRONT

ROR329AF

HVBR 32015/2 - SCHEDULE 5

LINING MATERIAL REAR

ROR329AF



Exemption: HVB12/250

**EXEMPTION FROM SPECIFIED REQUIREMENTS OF LAND TRANSPORT RULE:  
Heavy-vehicle Brakes 2006, Rule 32015**

Pursuant to Section 166(1) of the Land Transport Act 1998, and pursuant to the powers delegated to me, I Jackie Hartley, Administrator (Assessments) hereby exempt the motor vehicle specified in Schedule 1 hereto from the section of Land Transport Rule: Heavy-vehicle Brakes 2006 (the Rule) listed in Schedule 2, subject to the conditions specified in Schedule 3.

**SCHEDULE 1:**

Make/Model: **Domett Truck & Trailer Ltd, 5 axle full-trailer**  
VIN/CHASSIS: **7A9E20018C1023079**

**SCHEDULE 2: - Exempted Requirement**

**Section 2.3(9);** The parking brake of a vehicle, whether or not it is being operated as a combination vehicle, must be able to be applied by the driver from the normal driving position using one control only.

**SCHEDULE 3: - Conditions of this exemption:**

- 1) The vehicle must be fitted with a Wabco park-release emergency valve (PREV), Part Number: 971 002 900 0.
- 2) The vehicle must be fitted with the Wabco PREV name plate, Part Number 971 002 103 4, adjacent to the PREV.
- 3) The vehicle must still be fitted with a parking brake that complies with all parking brake requirements in the Rule other than the requirement in Clause 2.3(9) of the Rule.
- 4) The installation of the PREV must be approved in writing by Transport Specialties Limited (Transpecs) or an NZ Transport Agency appointed HVEK certifier acting on behalf of, and under instruction from, Transpecs; Transpecs must keep a written record of all approvals.
- 5) An HVEK certifier in 4) must be fully trained in end of line procedures for Wabco electronically controlled braking systems
- 6) Transpecs must provide full operator training in the use of the PREV and furnish the operator with full written operating instructions for the PREV.
- 7) The vehicle must not be modified in any way while operating under this exemption.
- 8) This original exemption must be kept by Transport Specialties Ltd.
- 9) A copy of this exemption (printed on a silver WABCO Sticker) must be affixed to the exempted vehicle as close to the WABCO PREV as possible.
- 10) The sticker in 8) must be legible and include all printed areas of this original exemption letter.
- 11) This exemption can be revoked at any time in writing by the NZ Transport Agency.

Signed at Wellington this 8<sup>th</sup> day of August 2012.

Jackie Hartley  
Administrator (Assessments)

# WABCO

# START-UP PROTOCOL

System	Trailer EBS-E	WABCO part number	480 102 080 0
Production date	2012-04-30	Serial number	897000434800K
Serial number (modulator)	000000015162		
Fingerprint Customer EOL / Customer Development / Flash Program	W503643 / 2012-10-26 ; 00000000 / 0000-00-00 ; 00000000 / 0000-00-00		

# WABCO

## TRAILER EBS-E

GGVSI/ADR TUEH TB 2007 - 019.00

HERSTELLER MANUFACTURER CONSTRUCTEUR	<b>DOMETT</b>		
TYP TYPE TYPE	5AX F/T C/SIDE		
FAHRZEUG IDENT.NR. CHASSIS NUMBER NUMERO DE CHASSIS	7A9E20018C1023079		
BREMSBERECHNUNGS-NR. BRAKE CALCULATION NO. CALCUL DE FREINAGE NO.	TP50673		
POLRADZAHMEZAHN c-d   e-f POLE WHEEL TEETH c-d   e-f DENTS ROUE DENTÉE c-d   e-f	80	80	ABS-System ABS-System Système ABS 4S/3M
RSS RSS RSS	Einfachbereifung Single Tyre Monte simple	Lenkachse Steering axle Essieu vireur	
	Zwillingsbereifung Twin Tyre Monte jumelé	Kippkritisches Fahrzeug Critical Trailer Véhicule critique	
Subsystems	---	I/O	

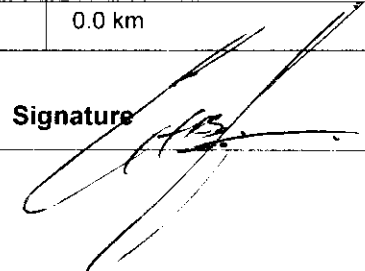
GIO	Pin1	Pin3	Pin4
1	---	---	---
2	---	---	---
3	ALS2	ALS2	---
4	---	---	---
5	DIAG	DIAG	DIAG
6	---	---	---
7	---	---	---



ACHSE AXLE ESSIEU	pm (bar)		6.5		pm (bar)		0.7		2.0		---		6.5		TYP TYPE	(mm)	(mm)	(bar)	
	(kg)				(kg)													1.0	Pz
1	1500	0.6	1.9	7250	4.7	0.4	1.4	---	6.0	-	24	67	127	480	3715				
2	1500	0.6	1.9	7250	4.7	0.4	1.4	---	6.0	-	24	67	127	480	3715				
3	1300	0.5	1.6	6000	3.9	0.4	1.4	---	4.5	-	24 / 30	64	127	504	2835				
4	1300	0.5	1.6	6000	3.9	0.4	1.4	---	4.5	-	24 / 30	64	127	504	2835				
5	1300	0.5	1.6	6000	3.9	0.4	1.4	---	4.5	-	24 / 30	64	127	504	2835				

Diagnostic memory	OK	Warning lamp control	OK
Parameter setting	carried out	Stop light power supply	Not tested
EBS pressure test	Not tested	Lifting axle test	Not tested
Redundancy test	OK	ECAS distance sensor calibration	Not tested
ABS sensor assignment	OK	Distance sensor Axle load calibr	Not tested
RTR check	Not tested	Leak test	Not tested
Immobilizer test	Not tested	Signal outputs TEBS	Not tested
Signal inputs	Not tested		

Diagnostic memory ELEX	Not tested	Signal outputs ELEX	Not tested
TailGUARDlight	Not tested	TailGUARD	Not tested

Manufacturer	DOMETT	Vehicle ident. no	7A9E20018C1023079
Vehicle type	5AX F/T C/SIDE	Odometer reading	0.0 km
next Service	0 km	Trip reading	0.0 km
Tested by	Chris Clarke	Signature 	
Date	2012-10-26 2:22:15 p.m.		

trailer (full, semi-, centre-axle) with air brake system acc. to UN/ECE-R.13.11

distribution: DOMETT  
 7A9E20016C1023078 - SODC JH120905  
 7A9E20018C1023079 - SODC JH120906

please note!

This brake calculation is made under consideration of  
 -the legal precriptions mentioned above in the version valid at the time of making the program (V6.12.08.27).  
 -the functional characteristics of our products as well as the data of the brake out of the test approvals of the axle manufacturers, and  
 -the other vehicle data included in the brake calculation.  
 Please check whether these data correspond to the actual vehicle data.  
 Our conditions of delivery apply (particularly section 9.C).  
 In any case we commend to do a braking harmonisation!  
 WABCOBrake V6.12.08.27 db 30 08 2012

vehicle manufacturer: DOMETT  
 trailer model : 5AX F/T C/SIDE  
 trailer type : 5-axle-full-trailer  
 remarks : air / hydraulic / VA suspension  
 WABCO TRAILER - EBS E  
 TRISTOP 3+4+5: 24/30  
 265/70 R 19,5

axle 1 + 2 + 3 + 4 + 5 : Meritor, B (350 x 200), RDW 1916 0103 ECE,

		<u>unladen</u>	<u>laden</u>
total mass	P in kg	6900	32500
axle 1	P1 in kg	1500	7250
axle 2	P2 in kg	1500	7250
axle 3	P3 in kg	1300	6000
axle 4	P4 in kg	1300	6000
axle 5	P5 in kg	1300	6000
wheel base	E in mm	7025 - 7025	
centre of gravity height	h in mm	1100	2100

	<u>axle 1</u>	<u>axle 2</u>	<u>axle 3</u>	<u>axle 4</u>	<u>axle 5</u>
no. of combined axles	1	1	1	1	1
no. of brake chambers per axle line K D Z	2	2	2	2	2
The power output corresponds to	FE 747	FE 747BC	0051.0BC	0051.0BC	0051.0
brake chamber manufacturer	WABCO	WABCO	WABCO	WABCO	WABCO
chamber size	24	24	24/30	24/30	24/30
lever length LBh in mm	127	127	127	127	127
brake factor [-]	9.10	9.10	9.10	9.10	9.10
dyn. rolling radius rdyn min in mm	421	421	421	421	421
dyn. rolling radius rdyn max in mm	421	421	421	421	421
threshold torque Co Nm	27.0	27.0	27.0	27.0	27.0

calculation:

chamber pressure (rdyn min) pH at z=22,5%bar	2.2	2.2	1.9	1.9	1.9
chamber pressure (rdyn max) pH at z=22,5%bar	2.2	2.2	1.9	1.9	1.9
chamber press. (servo) pcha at pm6,5bar bar	6.0	6.0	4.5	4.5	4.5
piston force ThA at pm6,5bar N	8271	8271	6355	6355	6355
brake force (rdyn min) T lad. at pm6,5bar N	44954	44954	34312	34312	34312
brake force (rdyn max) T lad. at pm6,5bar N	44954	44954	34312	34312	34312
brake force within 1 % rolling friction proportion %	19.6	19.6	20.3	20.3	20.3

braking rate z laden 0.605 for rdyn min  
 z = sum (TR)/PRmax 0.605 for rdyn max

Trailer may only be operated in combination with trucks/tractors with ISO 7638 supply (5 or 7 polar).

brake diagram :

maximum pressure: 8.5 bar

axle 1:

valve 1: 971 002 ... 0                    WABCO  
          EBS emergency valve

valve 2: 480 207 0.. 0                    WABCO        or 480 207 2.. 0  
          EBS relay valve

brake cylinder: WABCO    423 106 9.. 0

axle 2:

valve 1: 971 002 ... 0                    WABCO  
          EBS emergency valve

valve 2: 480 207 0.. 0                    WABCO        or 480 207 2.. 0  
          EBS relay valve

brake cylinder: WABCO    423 106 9.. 0

axle 3:

valve 1: 971 002 ... 0                    WABCO  
          EBS emergency valve

valve 2: 480 102 ... 0                    WABCO  
          EBS trailer modulator

brake cylinder: WABCO    925 376 005 0 / 925 376 2.. 0

axle 4:

valve 1: 971 002 ... 0                   WABCO  
           EBS emergency valve

valve 2: 480 102 ... 0                   WABCO  
           EBS trailer modulator

brake cylinder: WABCO 925 376 005 0 / 925 376 2.. 0

axle 5:

valve 1: 971 002 ... 0                   WABCO  
           EBS emergency valve

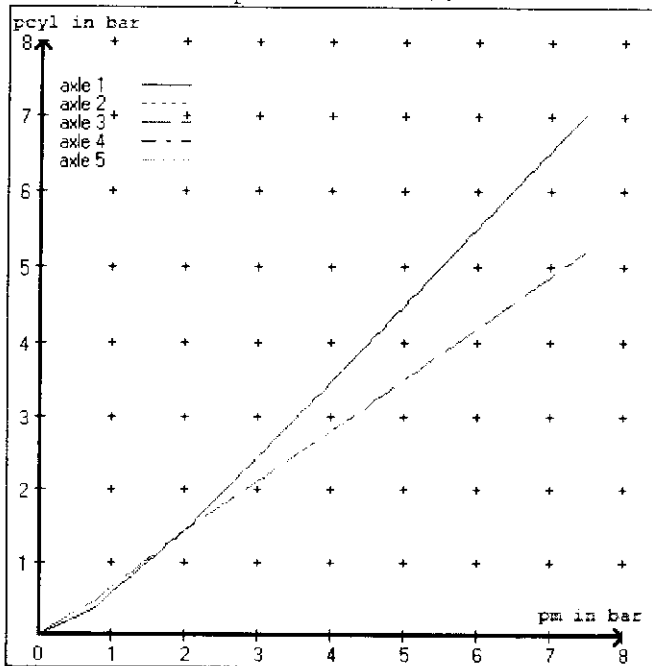
valve 2: 480 102 ... 0                   WABCO  
           EBS trailer modulator

brake cylinder: WABCO 925 376 005 0 / 925 376 2.. 0

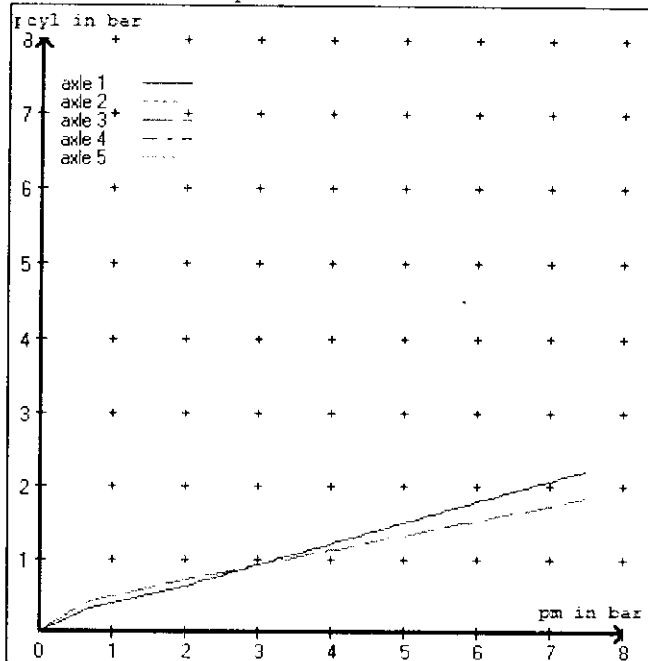
test type III (zIII = 0.30)	for rdyn min :	axle1	axle2	axle3	axle4	axle5	
at pm 3.5 bar =>	pcha in bar :	3.0	3.0	2.5	2.5	2.5	2.5
test type III (zIII = 0.06)	for rdyn min :	axle1	axle2	axle3	axle4	axle5	
at pm 1.2 bar =>	pcha in bar :	0.7	0.7	0.8	0.8	0.8	0.8



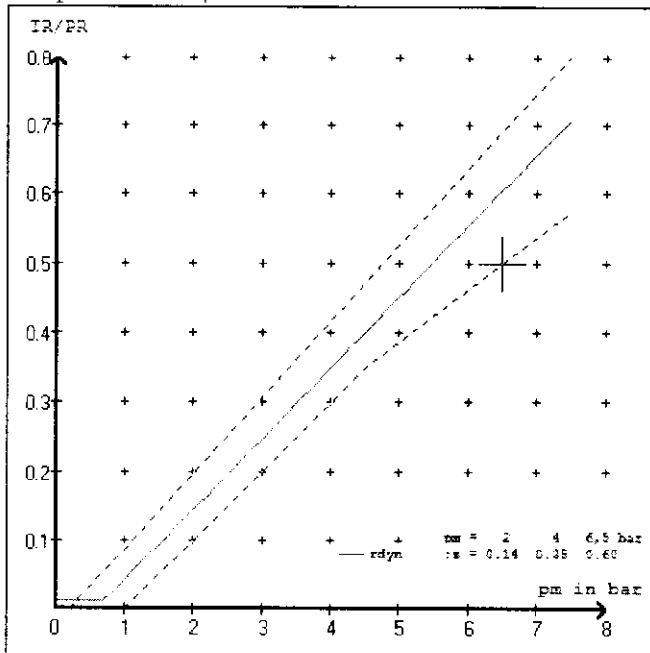
brake chamber pressure laden



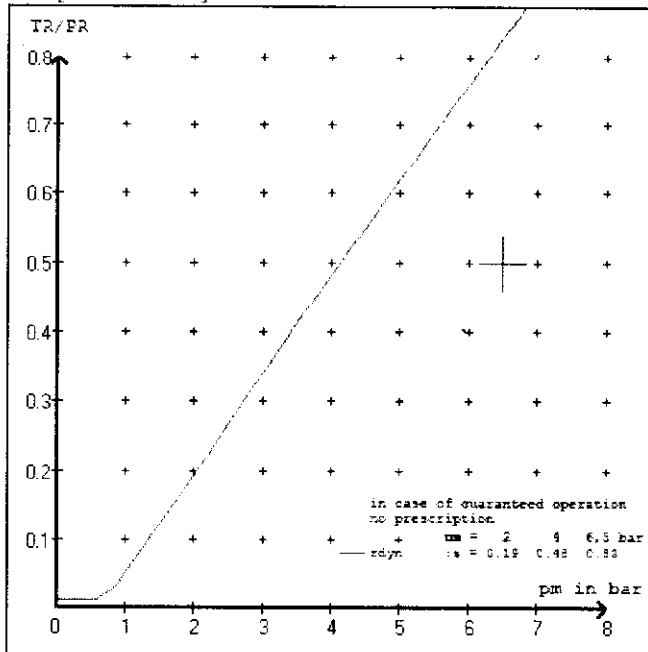
brake chamber pressure unladen



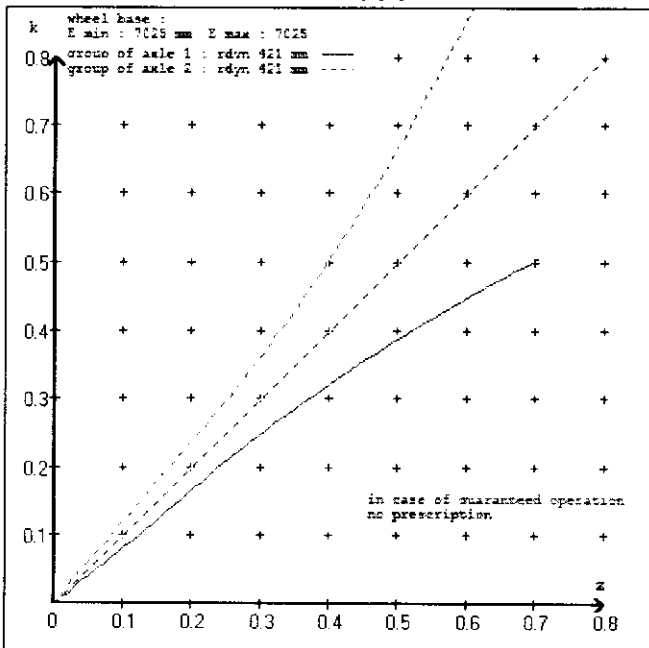
compatibility band laden



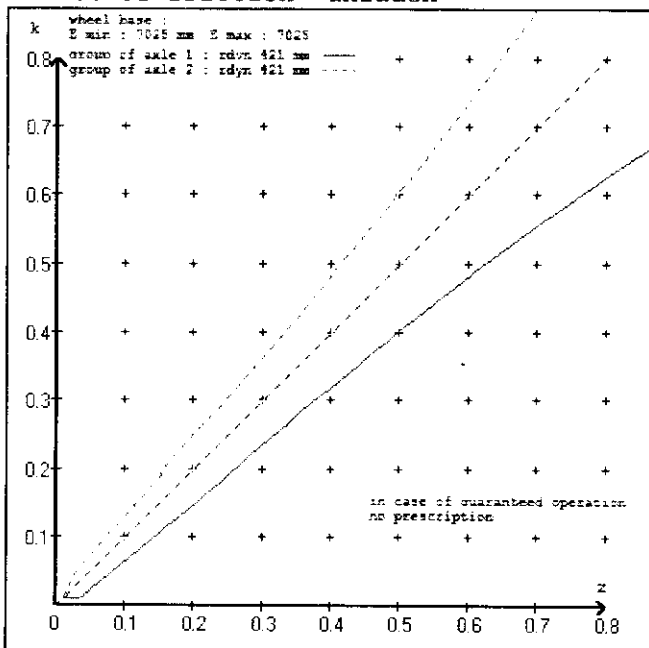
compatibility band unladen



curves of friction laden



curves of friction unladen



vehicle manufacturer: DOMETT  
 trailer model : 5AX F/T C/SIDE  
 trailer type : 5-axle-full-trailer

brake chamber and lever length :

axle 1 : 2 x type/diameter 24 (WABCO) lever length 127 mm  
 axle 2 : 2 x type/diameter 24 (WABCO) lever length 127 mm  
 axle 3 : 2 x type/diameter 24/30 (WABCO) lever length 127 mm  
 axle 4 : 2 x type/diameter 24/30 (WABCO) lever length 127 mm  
 axle 5 : 2 x type/diameter 24/30 (WABCO) lever length 127 mm

brake diagram :

valve :

971 002 ... 0 WABCO EBS emergency valve  
 480 207 0.. 0 WABCO EBS relay valve or 480 207 2.. 0  
 480 102 ... 0 WABCO EBS trailer modulator

EBS input data

=====

vehicle manufacturer: DOMETT  
 trailer model : 5AX F/T C/SIDE  
 trailer type : 5-axle-full-trailer  
 brake calculation no. : TP 50673A

tire circumference main axle : 2650 for rdyn max  
 tire circumference auxiliary axle : 2650 for rdyn max

assignment pm / deceleration z: pm 0.7 bar z = 0.010  
 (laden condition) 2.0 bar z = 0.142  
 6.5 bar z = 0.600

control pressure pm			6,5	control pressure pm			0.7	2.0	6.5
axle	axle load unladen	bellow pr. unladen	brake pr. unladen	axle load laden	bellow pr. laden	brake pr. laden			
1	1500	to be	1.9	7250	to be	0.3	1.4	6.0	
2	1500	entered by the vehicle manufact.	1.9	7250	entered by the vehicle manufact.	0.3	1.4	6.0	
3	1300		1.6	6000		0.4	1.4	4.5	
4	1300		1.6	6000		0.4	1.4	4.5	
5	1300		1.6	6000		0.4	1.4	4.5	

The unladen values indicated in the above table are values for the basic parameter set. Higher unladen axle loads and liftaxles are automatically recognized and do not require separate adjustment. The above unladen axle loads must not be fallen below.

=====

axle 1	axle 2	axle 3	axle 4	axle 5
axle load pcy1	axle load pcy1	axle load pcy1	axle load pcy1	axle load pcy1
1500 1.9	1500 1.9	1300 1.6	1300 1.6	1300 1.6
2000 2.3	2000 2.3	1800 1.9	1800 1.9	1800 1.9
2500 2.6	2500 2.6	2300 2.2	2300 2.2	2300 2.2
3000 3.0	3000 3.0	2800 2.5	2800 2.5	2800 2.5
3500 3.3	3500 3.3	3300 2.8	3300 2.8	3300 2.8
4000 3.7	4000 3.7	3800 3.1	3800 3.1	3800 3.1
4500 4.0	4500 4.0	4300 3.5	4300 3.5	4300 3.5
5000 4.4	5000 4.4	4800 3.8	4800 3.8	4800 3.8
7250 6.0	7250 6.0	6000 4.5	6000 4.5	6000 4.5

data sheet to ECE vehicle type-approval certificate concerning braking equipment: according to ECE R13 annex 11

axle 1	: reference axle: Meritor	B	brake lining: ROR 329
	test report :	RDW 1916 0103	date : 30-07-2008
axle 2	: reference axle: Meritor	B	brake lining: ROR 329
	test report :	RDW 1916 0103	date : 30-07-2008
axle 3	: reference axle: Meritor	B	brake lining: ROR 329
	test report :	RDW 1916 0103	date : 30-07-2008
axle 4	: reference axle: Meritor	B	brake lining: ROR 329
	test report :	RDW 1916 0103	date : 30-07-2008
axle 5	: reference axle: Meritor	B	brake lining: ROR 329
	test report :	RDW 1916 0103	date : 30-07-2008

calc. verific. of residual (hot) braking force type III  
(item 4.2.1 of appendix 2 to annex 11)

axle 1	(rdyn 421 mm)	T = 18.3 % Fe
axle 2	(rdyn 421 mm)	T = 18.3 % Fe
axle 3	(rdyn 421 mm)	T = 15.4 % Fe
axle 4	(rdyn 421 mm)	T = 15.4 % Fe
axle 5	(rdyn 421 mm)	T = 15.4 % Fe

calculated actuator stroke in mm  
(item 4.3.1.1 of appendix 2 to annex 11)

axle 1	(sp = 73 mm)	s = 52 mm
axle 2	(sp = 73 mm)	s = 52 mm
axle 3	(sp = 63 mm)	s = 52 mm
axle 4	(sp = 63 mm)	s = 52 mm
axle 5	(sp = 63 mm)	s = 52 mm

average thrust output in N at pm = 6,5 bar (however max. pcha = 7,0 bar)

axle1	ThA = 8271 N
axle2	ThA = 8271 N
axle3	ThA = 6355 N
axle4	ThA = 6355 N
axle5	ThA = 6355 N

calc. residual (hot) braking force in N  
(item 4.3.1.4 of appendix 2 to annex 11)

axle 1	(rdyn 421 mm)	T = 37145 N
axle 2	(rdyn 421 mm)	T = 37145 N
axle 3	(rdyn 421 mm)	T = 28361 N
axle 4	(rdyn 421 mm)	T = 28361 N
axle 5	(rdyn 421 mm)	T = 28361 N

	basic test	type III
	of subject	(calculated)
braking rate of the vehicle	trailer (E)	residual
(item 4.3.2 to appendix 2 to annex 11)	0.60	(hot)braking
		0.50

required braking rate	>= 0,4 and
(items 1.5.3 and 1.7.2 to annex 11)	>= 0,6*E (0.36)

axle 1	(rdyn 421 mm)	T = 37145 N
axle 2	(rdyn 421 mm)	T = 37145 N
axle 3	(rdyn 421 mm)	T = 28361 N
axle 4	(rdyn 421 mm)	T = 28361 N
axle 5	(rdyn 421 mm)	T = 28361 N

	basic test	type III
	of subject	(calculated)
braking rate of the vehicle	trailer (E)	residual
(item 4.3.2 to appendix 2 to annex 11)	0.60	(hot)braking
		0.50

required braking rate	>= 0,4 and
(items 1.5.3 and 1.7.2 to annex 11)	>= 0,6*E (0.36)

spring parking brake

	<u>axle 3</u>	<u>axle 4</u>	<u>axle 5</u>
no of TRISTOP-actuators per axle line KDZ	2	2	2
TRISTOP-actuator type	24/30	24/30	24/30
lever length                      lBh in mm	127	127	127
stat. tyre radius                      rstat max in mm	401	401	401
at a stroke of                      s                      in mm	30	30	30
min. force of spring brake                      TFZ in N	6360	6360	6360
sp.brake chamber no 925 ... ..	376 005 0376	005 0376	005 0
sp.brake chamber no 925 ... ..	376 2.. 0376	2.. 0376	2.. 0
release pressure                      pLs in bar	4.9	4.9	4.9

calculation:

ratio until road	2.8820	2.8820	2.8820
$iFb = lBh * \eta * C * rBt / (2 * rBn * rstat)$ for rstat in mm	401	401	401
brake force of spring br. Tf in N	35434	35434	35434
$Tf = (TFZ * KDZ - 2 * Co / lBh) * iFb$			
braking rate                      zf laden	0.343		
$zf = \sum (Tf) / P + 0,01$			

Test of the frictional connection required by the parking brake

minimum wheelbase/minimum supporting width min Ef necessary  
to fulfil the regulations

$$\min Ef = E * (1 - PR/P + zferf * h/E) / (1 - zferf / (fzul * nf/ng))$$

min Ef = 4532 mm for E = 7025 mm  
 =====  
 min Ef = 4532 mm for E = 7025 mm  
 =====

min Ef =                      minimum distance between front axle(s) (trailer) or support (semitraile  
and the rear axle(s) (resultant of the bogie)  
 E                      =                      wheel base  
 fzul                      =                      0.80                      maximum permissible frictional connection required  
 zferf                      =                      0.18                      maximum required braking ratio of the parking brake  
 h                      =                      2100 mm                      height of center of gravity - laden  
 PR                      =                      18000 kg                      maximum bogie mass - laden  
 P                      =                      32500 kg                      maximum total mass - laden  
 nf                      =                      3                      no. of axle(s) with TRISTOP spring brake actuators  
 ng                      =                      3                      no. of bogie axle(s)

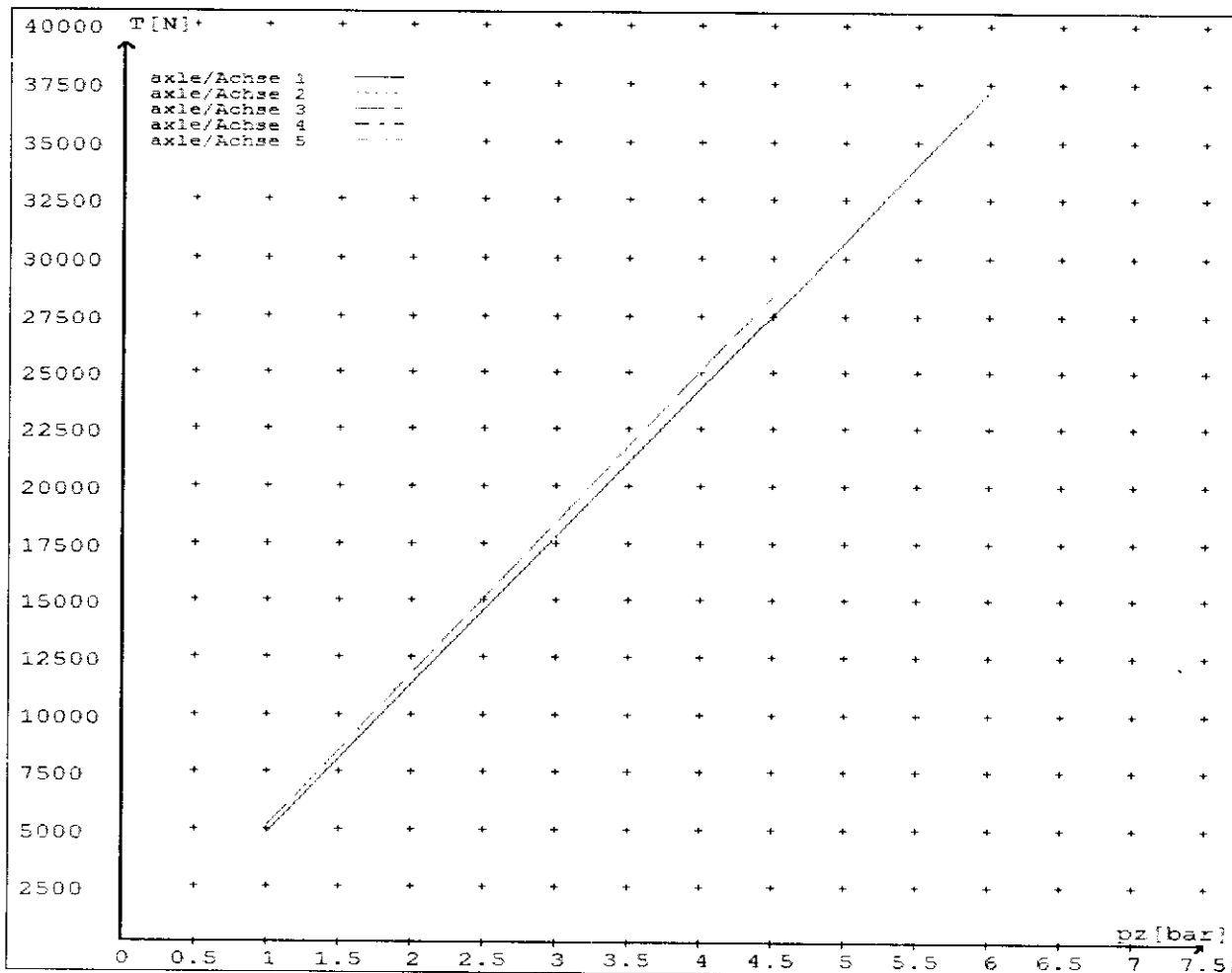
**reference values**

reference values for z = 50% for max rdyn: 421 mm

	pz [bar]	T [N]	T [N]
axle 1	1.0	4800	
	6.0	37152	
axle 2	1.0	4800	
	6.0	37152	
axle 3	1.0		5044
	4.5		28357
axle 4	1.0		5044
	4.5		28357
axle 5	1.0		5044
	4.5		28357

VIN - no.:

	Axle(s) / Achse(n)				
brake cylinder type (service / parking) Bremszylinder Typ (Betrieb / Fest)	24/	24/	24/30	24/30	24/30
Maximum stroke smax = ...mm maximaler Hub smax = ....mm	75	75	64	64	64
Lever length = ....mm Hebellänge = ....mm	127	127	127	127	127





# Statement of Compliance with the New Zealand Heavy Brake Rule

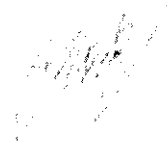
Documentation required supporting Statements of Compliance with the New Zealand Heavy Brake Rule, to be made available to the Statutory Authority on request, must include all calculations and test reports.

## Confirmation of compliance

I confirm that the vehicle identified on page 1 of this Statement of Compliance complies with all relevant requirements of the current New Zealand Heavy Vehicle Brake Rule 32015/2, Schedule 5.

Date: 10<sup>th</sup> Sept 2012

Signed (pp.):



## Certifier's identification

Name: J E Hirst

Phone (bus): (09) 980 7300 Fax (bus): (09) 980 7306

Postal address: Transport Specialties, Cnr Kerrs & Ash Roads

Wiri, Auckland, PO Box 98 971 Manukau City 2241

Position: JEH

## Confirmation of continued compliance of modification

I confirm the brake system of the vehicle identified on page 1 of this Statement of Compliance as modified by myself, continues to comply with all the relevant requirements of the current New Zealand Heavy Vehicle Brake Rule 32015/2, Schedule 5.

Date: \_\_\_\_\_

Signed: \_\_\_\_\_

Certifier's identification: JEH

Name:

Phone (bus): (09) 980 7300 Fax (bus): (09) 980 7306

Postal address: Transport Specialties Ltd

Cnr Kerrs & Ash Roads, Wiri, Auckland

PO Box 98 971, Manukau City 2241

## **NOTICE TO VEHICLE OPERATOR**

This trailer is equipped with an Electronic Brake System.

To comply with the New Zealand Heavy Vehicle Brake RULE, it must be used only in conjunction with a truck/tractor equipped with a 5 or 7 pin ABS/EBS power supply socket.

Failure to connect to such supply invalidates Brake Rule compliance.

The trailer ABS/EBS warning light on the towing vehicle dashboard must illuminate when the ignition is switched on and extinguish when the vehicle is in motion.

If the light does not illuminate when ignition is switched on, the system must be checked. If the light remains illuminated when the vehicle is in motion, Brake Rule compliance is compromised. Repairs must be made as soon as possible.

### **NB:**

If this vehicle is fitted with mechanical (spring) suspension, the load sense valving has been adjusted to suit exactly the performance of the original springs. In event of replacement being required, original equipment springs **must** be fitted to ensure correct ongoing operation. Fitment of non genuine springs can affect operation and therefore, compliance.

**If you are unsure of your responsibilities and/or obligations, please contact either the vehicle manufacturer or myself.**



## **NOTICE TO VEHICLE OPERATOR**

***THIS VEHICLE HAS A BRAKE SYSTEM WHICH HAS BEEN DESIGNED AND FITTED IN ACCORDANCE WITH THE NEW ZEALAND HEAVY VEHICLE BRAKE RULE 32015: SCHEDULE 5.***

***IF THIS VEHICLE IS OPERATED IN CONJUNCTION WITH NON-CODED VEHICLES, THERE MAY BE OPERATIONAL FACTORS WHICH NEED TO BE TAKEN INTO CONSIDERATION.***

***PLEASE REFER TO THE CERTIFIER FOR FURTHER INFORMATION.***

### **EXCERPT FROM NZ HEAVY VEHICLE BRAKE RULE 32015**

#### **10.1 Responsibilities of operators**

*A person who operates a vehicle must ensure that the vehicle complies with this Rule*

#### **10.2 Responsibilities of repairers**

*A person who repairs or adjusts a brake must ensure that the repair or adjustment:*

- (a) does not prevent the vehicle from complying with the rule : and*
- (b) complies with Land Transport Rule: Vehicle Repair 1998.*

#### **10.3 Responsibilities of modifiers**

*A person who modifies a vehicle so as to affect the braking performance of the vehicle must:*

- (a) ensure that the modification does not prevent the vehicle from complying with this rule: and*
- (b) notify the operator that the vehicle must be inspected and, if necessary, Certified by a person or organisation appointed to carry out specialist inspection and certification of heavy vehicle brakes.*

#### **10.5 Responsibilities of manufactures and retailers**

*A person may manufacture, stock, or offer for sale a brake or its components. Intended for fitting to a vehicle to be used on New Zealand roads, only if that brake or component:*

- (a) complies with this Rule: and*
- (b) does not prevent a repair to a vehicle, its structure, systems, components and equipment from complying with this Rule.*

***IF YOU ARE UNSURE ABOUT YOUR RESPONSIBILITIES, PLEASE CONTACT THE VEHICLE MANUFACTURER, OR MYSELF.***

***COMPLAINTS. Complaints and Warranty issues which relate to Brake Certification will be acknowledged within 7 working days and a resolution proposed within 25 working days.***

***Resolution of complaints and Warranty issues is subject to Transpecs Warranty policy.***

***Customers have the right to appeal to the Land Transport Safety Authority if dissatisfied with a Compliance issue. (refer LTNZ Deed Of Appointment Para 47.4) NZTA Helpdesk 0800 699 000***