NZ TRANSPORT AGENCY
WAKA KOTAHI

Heavy Vehicle Specialist Certificate

Heavy Vehicle Specialist Inspector and Inspecting Organisation

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

ID: CJC

Vehicle Registration*

VIN / Chassis Number: 7A9D15027C1023109

Component being certified:

Chassis Modification | Load Anchorage | Log Bolsters

Towing Connection | ✓ Brakes | SRT

Certification Category: HVEK

Description of Work

CARRY OUT SET UP OF TRAILER EBS SYSTEM.

ROLL STABILITY FUNCTION ACTIVATED (RSS) + TESTED AS PER START UP PROTOCOL.

Code/Standard Certified to: HUBNZ 32015/2 SCH805.

Component Load Rating(s): 42000 KG.

General Drawing Number(s): N/A.

Supporting Documents

BRAKE DESIGN CERTIFICATE - [redacted] JH12111

PRSW EXEMPTION REF HUB12/363

*Special Conditions

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

Certification Expiry Date *(if applicable)*: N/A

or

Hubodometer Reading *(whichever comes first)*

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: 30.01.2013

Number: 428551

COF Vehicle Inspector ID: | COF Vehicle Inspector Signature: | Date

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

GOUGH *Transpecs*

P.O.Box 98-971 South Auckland Mail Centre

J.HIRST (JEH)

DATE	30-Jan-13	BRAKE SYSTEM	WABCO TEBSE
CERT. NO.	JH121111	PREV EXEMPTION	HVB12/363
VIN / CHASSIS	7A9D15027C1023109		
BRAKE CHAMBERS FRONT	1624 HTLD64 (TSE Max Stroke - 64mm)		
BRAKE CHAMBERS REAR	16 HSCLD64 (TSE Max Stroke - 64mm)		
SLACK LENGTH FRONT	74 mm	TYRE SIZE FRONT	355 50 R 22.5
SLACK LENGTH REAR	74 mm	TYRE SIZE REAR	355 50 R 22.5
THIS VEHICLE COMPLIES WITH THE NZ HVBR 32015/2 - SCHEDULE 5		LINING MATERIAL FRONT	ROR 8616 AF
		LINING MATERIAL REAR	ROR 8616 AF

WABCO START-UP PROTOCOL

System	Trailer EBS-E	**WABCO part number**	480 102 080 0
Production date	2012-09-25	**Serial number**	897000541500M
Serial number (modulator)	000000016651		
Fingerprint Customer EOL / Customer Development / Flash Program	W503643 / 2013-01-30 ; 00000000 / 0000-00-00 ; 00000000 / 0000-00-00		

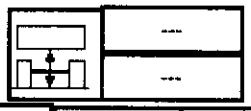
WABCO TRAILER EBS-E

GGVS/ADR TUEH TB 2007 - 019.00
361-0071-04

HERSTELLER MANUFACTURER CONSTRUCTEUR	DOMETT T&T
TYP TYPE TYPE	4AS PLATFORM
FAHRZEUG IDENTNR. CHASSIS NUMBER NUMERO DE CHASSIS	7A9D15027C1023109
BREMSBERECHNUNGS-NR. BRAKE CALCULATION NO. CALCUL DE FREINAGE NO.	TP50708

POLRADZAHNEZAHL c-d | e-f POLE WHEEL TEETH c-d | e-f DENTS ROUE DENTÉE c-d | e-f	90	90	ABS System ABS-System Système ABS	4S/3M	
RSS RSS RSS Einfachbereifung Single Tyre Monte simple	X		Lenkachse Steering axle Essieu vireur	X	
RSS RSS RSS Zwillingsbereifung Twin Tyre Monte jumelée			Kippkritisches Fahrzeug Critical Trailer Véhicule critique		
Subsystems	SB		I/O		

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



	pm (bar)		6.5	pm (bar)		0.7	2.0	---	6.5		TYP TYPE	(mm)	(mm)	(bar) 1.0	(bar) Pz
ACHSE AXLE ESSIEU									pz					TR (daN)	
1	1300	0.5	2.1	6000	3.9	0.5	1.5	---	5.0	-	16 / 24	64	74	349	2644
2	1300	0.5	2.1	6000	3.9	0.5	1.5	---	5.0	-	16 / 24	64	74	349	2644
3	1300	0.5	2.1	6000	3.9	0.5	1.5	---	5.0	-	16	64	74	349	2644
4	1300	0.5	2.1	6000	3.9	0.5	1.5	---	5.0	-	16	64	74	377	2668
5	0	---	---	0	---	---	---	---	---	-	---	---	---	---	---

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 T&T	**Vehicle ident. no**	7A9D15027C1023109
Vehicle type	4AS PLATFORM	**Odometer reading**	0.0 km
next Service	0 km	**Trip reading**	0.0 km
Tested by	Chris Clarke		
Date	2013-01-30 9:05:04 a.m.	**Signature**	

NZ **TRANSPORT** AGENCY
WAKA KOTAHI

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50 Victoria Street
Private Bag 6995
Wellington 6141
New Zealand
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www.nzta.govt.nz

Exemption: HVB12/363

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, 4 axle semi-trailer**
VIN/CHASSIS: **7A9D15027C1023109**

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 Gough Transpecs or an NZ Transport Agency appointed HVEK certifier acting on behalf of, and under instruction from, Gough Transpecs; Gough 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) Gough 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 Gough Transpecs.

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 9) 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 20th day of November 2012.

Jackie Hartley
Administrator (Assessments)

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

distribution: DOMETT T&T
7A9D15027C1023109
SODC - JH121111

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 9.0).
In any case we commend to do a braking harmonisation!
WABCOBrake V6.12.08.27 db 30.08.2012

vehicle manufacturer: DOMETT T&T
trailer model : 4AS PLATFORM
trailer type : 4-axle-semi-trailer
remarks : air / hydraulic / VA suspension
WABCO TRAILER - EBS
TRISTOP 1+2: T.16/24
355/50 R 22,5

axle 1 + 2 + 3 : ROR, Elsa 195 LE, 36102202, Re 432
axle 4 : ROR, Elsa 195 LE, 36107104 ECE,

		unladen	laden
total mass	P in kg	7200 - 7400	42000 - 42000
king-pin	PS kg	2000 - 2200	18000 - 18000
axle 1	P1 in kg	1300	6000
axle 2	P2 in kg	1300	6000
axle 3	P3 in kg	1300	6000
axle 4	P4 in kg	1300	6000
total axle mass	PR in kg	5200	24000
wheel base	E in mm	9200 - 9200	
centre of gravity height	h in mm	1330	2200
K-factor		Kv min 1.7954	Kc min 1.0630
K-factor		Kv max 1.7962	Kc max 1.0630

		axle 1	axle 2	axle 3	axle 4
no. of combined axles		1	1	1	1
no. of brake chambers per axle line	KDZ	2	2	2	2
The power output corresponds to		BZ 119.6	BZ 119.6	BZ 122.1	BZ 122.1
brake chamber manufacturer		Meritor	Meritor	Meritor	Meritor
chamber size		T.16/24	T.16/24	16.	16.
lever length	lBh in mm	74	74	74	74
brake factor	[-]	20.30	20.30	20.30	20.26
dyn. rolling radius	rdyn min in mm	449	449	449	449
dyn. rolling radius	rdyn max in mm	449	449	449	449
threshold torque	Co Nm	10.0	10.0	10.0	6.0

calculation:					
chamber pressure(rdyn min)pH at z=22,5%bar		2.2	2.2	2.2	2.2
chamber pressure(rdyn max)pH at z=22,5%bar		2.2	2.2	2.2	2.2
chamber press.(servo)pcha at pm6,5bar	bar	5.0	5.0	5.0	5.0
piston force ThA at pm6,5bar	N	4983	4983	4983	4983
brake force(rdyn min)T lad. at pm6,5bar	N	33027	33027	33027	33324
brake force(rdyn max)T lad. at pm6,5bar	N	33027	33027	33027	33324
brake force within 1 % rolling friction proportion	%	25.0	25.0	25.0	25.1

braking rate z laden 0.562 for rdyn min
z = sum (TR)/PRmax 0.562 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: 480 102 ... 0 WABCO
EBS trailer modulator

brake cylinder: Meritor 1624HTLD64

axle 2:
valve 1: 971 002 ... 0 WABCO
EBS emergency valve

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

brake cylinder: Meritor 1624HTLD64

axle 3:
valve 1: 971 002 ... 0 WABCO
EBS emergency valve

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

brake cylinder: Meritor 16HSCLD64

axle 4:

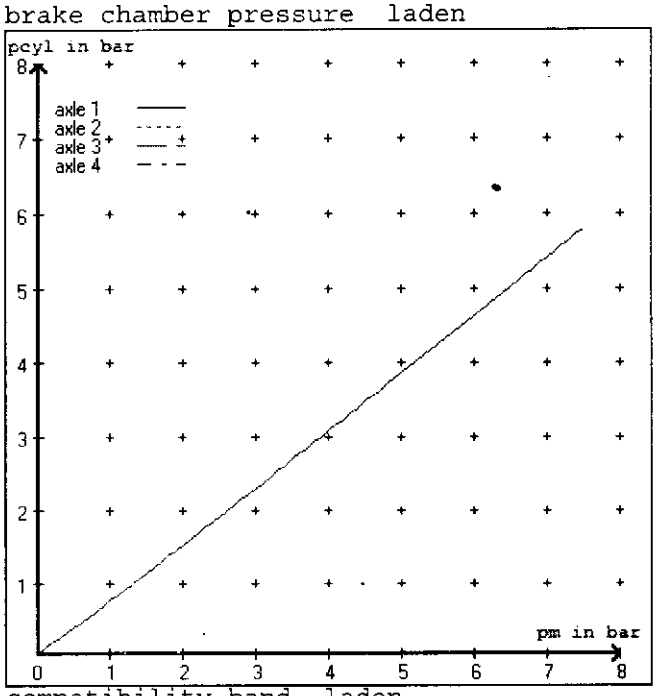
valve 1: 971 002 ... 0 WABCO
EBS emergency valve

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

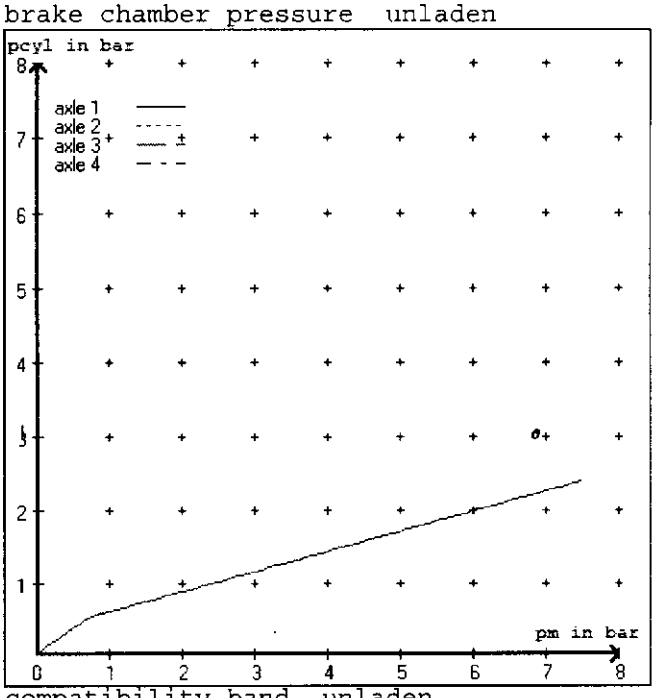
brake cylinder: Meritor 16HSCLD64

test type III (zIII = 0.30)	for rdyn min :	axle1	axle2	axle3	axle4
at pm 3.7 bar =>	pcha in bar :	2.8	2.8	2.8	2.8
test type III (zIII = 0.06)	for rdyn min :	axle1	axle2	axle3	axle4
at pm 1.2 bar =>	pcha in bar :	0.9	0.9	0.9	0.9

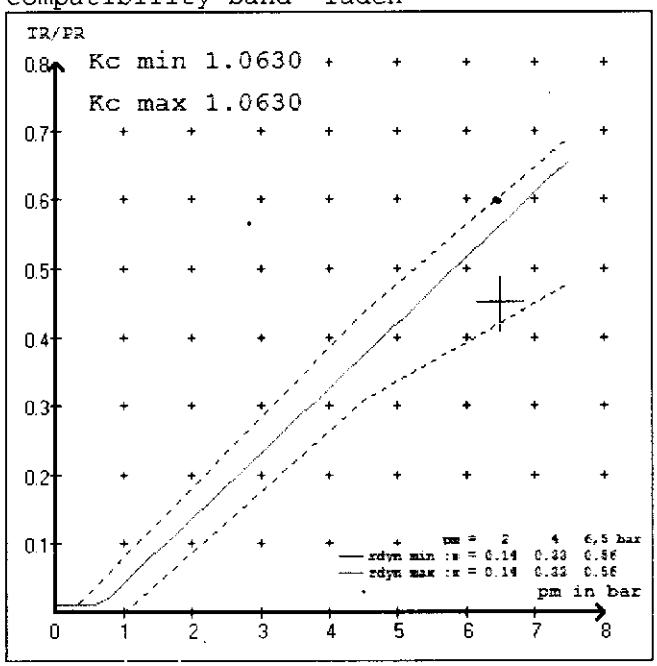
brake chamber pressure laden



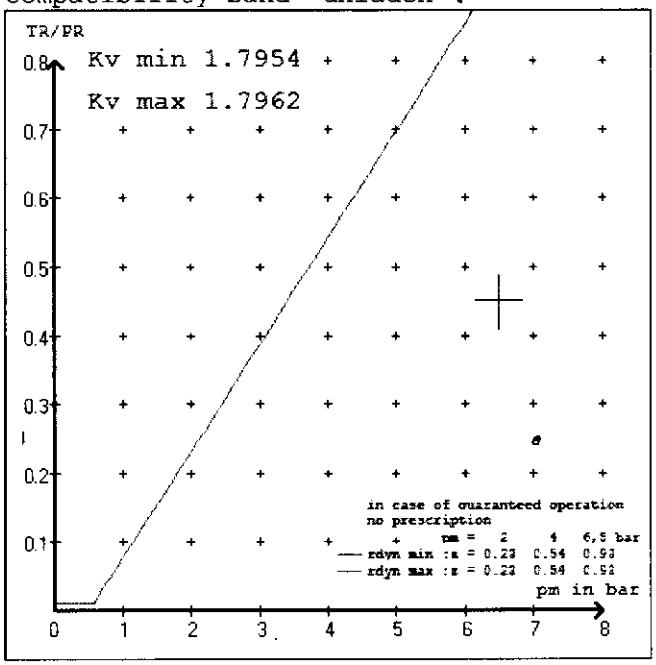
brake chamber pressure unladen



compatibility band laden



compatibility band unladen



vehicle manufacturer: DOMETT T&T
trailer model : 4AS PLATFORM
trailer type : 4-axle-semi-trailer

brake chamber and lever length :
axle 1 : 2 x type/diameter T.16/24 (Meritor) lever length 74 mm
axle 2 : 2 x type/diameter T.16/24 (Meritor) lever length 74 mm
axle 3 : 2 x type/diameter 16. (Meritor) lever length 74 mm
axle 4 : 2 x type/diameter 16. (Meritor) lever length 74 mm

brake diagram :

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

EBS input data
==========
vehicle manufacturer: DOMETT T&T
trailer model : 4AS PLATFORM
trailer type : 4-axle-semi-trailer
brake calculation no. : TP 50708S

tire circumference main axle : 2825 for rdyn max
tire circumference auxiliary axle : 2825 for rdyn max

assignment pm / deceleration z: pm 0.7 bar z = 0.010
(laden condition) 2.0 bar z = 0.134
6.5 bar z = 0.565

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	1300	to be entered by the vehicle manufact.	2.1	6000	to be entered by the vehicle manufact.	0.5	1.5	5.0
2	1300		2.1	6000		0.5	1.5	5.0
3	1300		2.1	6000		0.5	1.5	5.0
4	1300		2.1	6000		0.5	1.5	5.0
5	0		0,0	0		0,0	0,0	0,0

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 load	pcyl	axle load	pcyl	axle load	pcyl	axle load	pcyl
1300	2.1	1300	2.1	1300	2.1	1300	2.1
1800	2.4	1800	2.4	1800	2.4	1800	2.4
2300	2.7	2300	2.7	2300	2.7	2300	2.7
2800	3.0	2800	3.0	2800	3.0	2800	3.0
3300	3.3	3300	3.3	3300	3.3	3300	3.3
3800	3.6	3800	3.6	3800	3.6	3800	3.6
4300	4.0	4300	4.0	4300	4.0	4300	4.0
4800	4.3	4800	4.3	4800	4.3	4800	4.3
6000	5.0	6000	5.0	6000	5.0	6000	5.0

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

axle 1 : reference axle: ROR .../... .../K brake lining: ROR 8616 AF
test report : 36102202 date : 07.06.2002
axle 2 : reference axle: ROR .../... .../K brake lining: ROR 8616 AF
test report : 36102202 date : 07.06.2002
axle 3 : reference axle: ROR .../... .../K brake lining: ROR 8616 AF
test report : 36102202 date : 07.06.2002
axle 4 : reference axle: ROR .../... .../K brake lining: ROR 8616 AF
test report : 36107104 ECE date : 30.10.2006

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

axle 1	(rdyn 449 mm)	T = 16.3 % Fe
axle 2	(rdyn 449 mm)	T = 16.3 % Fe
axle 3	(rdyn 449 mm)	T = 16.3 % Fe
axle 4	(rdyn 449 mm)	T = 16.6 % Fe

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

axle 1	(sp = 57 mm)	s = 40 mm
axle 2	(sp = 57 mm)	s = 40 mm
axle 3	(sp = 57 mm)	s = 40 mm
axle 4	(sp = 57 mm)	s = 40 mm

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

axle1	ThA = 4983 N
axle2	ThA = 4983 N
axle3	ThA = 4983 N
axle4	ThA = 4983 N

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

axle 1	(rdyn 449 mm)	T = 26937 N
axle 2	(rdyn 449 mm)	T = 26937 N
axle 3	(rdyn 449 mm)	T = 26937 N
axle 4	(rdyn 449 mm)	T = 35655 N

	basic test of subject trailer (E)	type III (calculated) residual (hot) braking
braking rate of the vehicle (item 4.3.2 to appendix 2 to annex 11)	0.56	0.49
required braking rate (items 1.5.3 and 1.7.2 to annex 11)		>= 0,4 and >= 0,6*E (0.34)

axle 1	(rdyn 449 mm)	T = 26937 N
axle 2	(rdyn 449 mm)	T = 26937 N
axle 3	(rdyn 449 mm)	T = 26937 N
axle 4	(rdyn 449 mm)	T = 35655 N

	basic test of subject trailer (E)	type III (calculated) residual (hot) braking
braking rate of the vehicle (item 4.3.2 to appendix 2 to annex 11)	0.56	0.49
required braking rate (items 1.5.3 and 1.7.2 to annex 11)		>= 0,4 and >= 0,6*E (0.34)

spring parking brake

		axle 1	axle 2
no of TRISTOP-actuators per axle line	KDZ	2	2
TRISTOP-actuator type		T.16/24	T.16/24
lever length	lBh in mm	74	74
stat. tyre radius	rstat max in mm	432	432
at a stroke of	s in mm	30	30
min. force of spring brake	TFZ in N	7605	7605
sp.brake chamber no Meritor.....		4	4
release pressure	pLs in bar	4.8	4.8

calculation:

ratio until road iFb = lBh*Eta*C*rBt/(rBn*rstat)		3.4773	3.4773
	for rstat in mm	432	432
brake force of spring br. Tf Tf = (TFZ*KDZ-2*Co/lBh)*iFb	in N	51950	51950

braking rate zf laden 0.262
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 = 7889 mm for E = 9200 mm
==========
min Ef = 7889 mm for E = 9200 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	=	2200 mm	height of center of gravity - laden
PR	=	24000 kg	maximum bogie mass - laden
P	=	42000 kg	maximum total mass - laden
nf	=	2	no. of axle(s) with TRISTOP spring brake actuators
ng	=	4	no. of bogie axle(s)

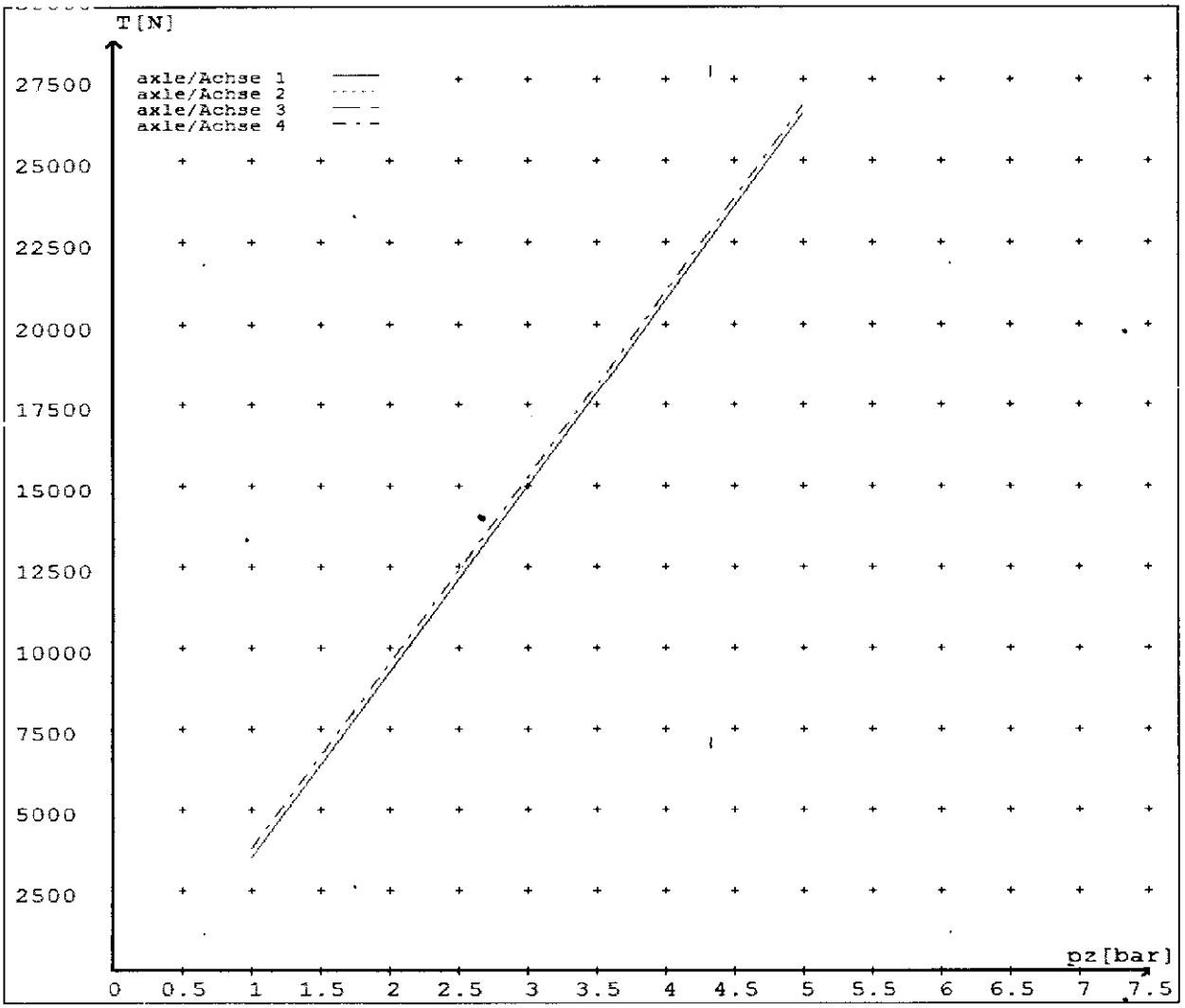
reference values

reference values for z = 45% for max rdyn: 449 mm

	pz [bar]	T [N]	T [N]
axle 1	1.0 5.0	3492 26445	
axle 2	1.0 5.0	3492 26445	
axle 3	1.0 5.0	3492 26445	
axle 4	1.0 5.0		3775 26683

VIN - no.:

	Axle(s) / Achse(n)				
brake cylinder type (service / parking) Bremszylinder Typ (Betrieb / Fest)	T.16/24	T.16/24	16./	16./	/
Maximum stroke smax = ...mm maximaler Hub smax = ...mm	64	64	64	64	
Lever length = ...mm Hebellänge = ...mm	74	74	74	74	



HVBR WORKSHEET

(PROCEDURE & COMPLIANCE DOCUMENTATION SHEET)

CERTIFICATE No. JH121111

CUSTOMER NAME: Domett Trailers Ltd

CUSTOMER ORDER No.: 3933 DATE RECEIVED: 15.11.12

VEHICLE TYPE: 4 AXLE SEMI TRAILER

REG No.: CHASSIS No.: 7A9D15027C1023109

BRIEF SPECIFICATION AS CERTIFIED TO HVBR

BRAKE CHAMBERS:
Type: 1624 (TSE): Max stroke = 64 mm Lever length = 74 mm
Type: 16 (TSE): Max stroke = 64 mm Lever length = 74 mm

BRAKE VALVES: Ratio Valve Setting: EBS CONTROL
Test Points: 3 4 5 7

FRICTION LINING: OEM Aftermarket
(All) Lining Brand ROR 8616 AF

EBS CONTROL: SPECIAL CONDITIONS APPLY – SEE INSTRUCTION ON LT400

VALVES: AS PER DATA SHEET ATTACHED

TYRE SIZE: 355 50 R 22.5

NOTES
PACKING SLIP NO. SO1519735 PROCESS TIME: 1

BRAKE CALCULATION TP50708: ROR DISC BRAKE.
MERITOR CHAMBERS IN TP50708 ARE TSE

COMPLETION DATE : 15th Nov 2012 SIGNATURE

Statement of Compliance with the New Zealand Heavy Brake Rule

Documentation required to support 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: 15th Nov 2012 Signed:

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 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**

C J Clarke (CJC HVEK)

NOTICE TO VEHICLE OPERATOR

This trailer is equipped with an **E**lectronic **B**rake **S**ystem.

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.

C J Clarke (CJC HVEK)