



# 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

7A9E20015C1023122

Component being certified:

Chassis Modification

Load Anchorage

Log Bolsters

Towing Connection

✓ Brakes

SRT

Certification Category

HUEK.

Description of Work

CARRY OUT SET UP OF TRAILER EBS SYSTEM.

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

Code/Standard Certified to

HUBJZ 32015/2 SCHED 5.

Component-Load Rating(s)

~~32500~~ 32500 KG.

General Drawing Number(s)

N/A

Supporting Documents

Brake Design Certificate - JH 130108  
Prob Exemption Ref - HUBJ2/394.

\*Special Conditions

WARNING LAMP MUST ILLUMINATE WHEN IGNITION IS 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

428552

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	<u>30-Jan-13</u>	BRAKE SYSTEM	<u>WABCO EBS-E</u>
CERT. NO.	<u>JH130108</u>	PREV EXEMPTION	<u>HVB12/394</u>
VIN / CHASSIS	<u>7A9E20015C1023122</u>		
BRAKE CHAMBERS FRONT	24S TSE (Max stroke = 67mm)		
BRAKE CHAMBERS REAR	2430GC TSE (Max stroke = 64mm)		
SLACK LENGTH FRONT	<u>127 mm</u>	TYRE SIZE FRONT	<u>265 70 R 19.5</u>
SLACK LENGTH REAR	<u>127 mm</u>	TYRE SIZE REAR	<u>265 70 R 19.5</u>
THIS VEHICLE COMPLIES WITH THE NZ HVBR 32015/2 - SCHEDULE 5	LINING MATERIAL FRONT		<u>ROR 685 AF</u>
	LINING MATERIAL REAR		<u>ROR 685 AF</u>

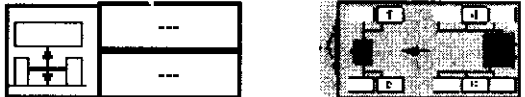
# WABCO START-UP PROTOCOL

System	Trailer EBS-E	WABCO part number	480 102 080 0
Production date	2012-12-07	Serial number	897001053600D
Serial number (modulator)	000000018496		
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  
TDB0855

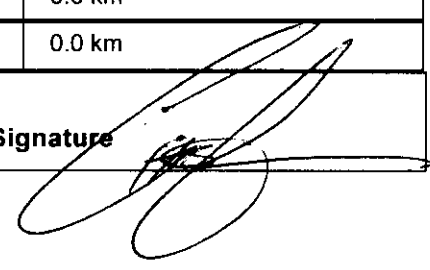
HERSTELLER MANUFACTURER CONSTRUCTEUR	DOMETT			GIO	Pin1	Pin3	Pin4
TYP TYPE	5AFT C/SIDE			1	---	---	---
FAHRZEUG IDENT.NR. CHASSIS NUMBER NUMERO DE CHASSIS	7A9E20015C1023122			2	---	---	---
BREMSBERECHNUNGS-NR. BRAKE CALCULATION NO. CALCUL DE FREINAGE NO.	TP50767			3	ALS2	ALS2	---
POLRADZAHNZAHL c-d   e-f POLE WHEEL TEETH c-d   e-f DENTS ROUE DENTÉE c-d   e-f	90	90	ABS System ABS-System Système ABS	4	---	---	---
RSS RSS RSS	Einfachbereifung Single Tyre Monte simple		Lenkachse Steering axle Essieu vireur	5	DIAG	DIAG	DIAG
	Zwillingbereifung Twin Tyre Monte jumelle	X	Kippkritisches Fahrzeug Critical Trailer Véhicule critique	6	---	---	---
Subsystems	I/O			7	---	---	---



ACHSE AXLE ESSIEU	6.5		0.7				2.0		6.5		TYP TYPE	(mm)	(mm)	(bar)	
	pm	6.5	pm	0.7	2.0	---	6.5	1.0	Pz						
1	1600	0.6	2.0	7250	4.7	0.3	1.4	---	5.9	-	24	67	127	490	3681
2	1600	0.6	2.0	7250	4.7	0.3	1.4	---	5.9	-	24	67	127	490	3681
3	1400	0.5	1.7	6000	3.9	0.4	1.4	---	4.5	-	24 / 30	64	127	514	2861
4	1400	0.5	1.7	6000	3.9	0.4	1.4	---	4.5	-	24 / 30	64	127	514	2861
5	1400	0.5	1.7	6000	3.9	0.4	1.4	---	4.5	-	24 / 30	64	127	514	2861

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	7A9E20015C1023122
Vehicle type	5AFT C/SIDE	Odometer reading	0.0 km
next Service	0 km	Trip reading	0.0 km
Tested by	Chris Clarke	Signature 	
Date	2013-01-30 9:15:14 a.m.		



NZ TRANSPORT AGENCY  
WAKA KOTAHI

**NATIONAL OFFICE**

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Private Bag 6995  
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New Zealand

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Exemption: HVB12/394

**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 T & T Ltd, 5 axle full-trailer**  
VIN/CHASSIS: **7A9E20015C1023122**


**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 6<sup>th</sup> day of December 2012.

  
Jackie Hartley  
Administrator (Assessments)

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

distribution: DOMETT  
 7A9E20015C1023122  
 JH130108 (SODC)  
 HVB12/394

please note!

This brake calculation is made under consideration of  
 -the legal prescriptions 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!  
 WABCO Brake V6.12.08.27 db 30.09.2012

vehicle manufacturer: DOMETT  
 trailer model : 5AFT 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 : Assali Stefen, B (350x200), TDB 0855 ECE,

		<u>unladen</u>	<u>laden</u>
total mass	P in kg	7400	32500
axle 1	P1 in kg	1600	7250
axle 2	P2 in kg	1600	7250
axle 3	P3 in kg	1400	6000
axle 4	P4 in kg	1400	6000
axle 5	P5 in kg	1400	6000
wheel base	E in mm	7285 -	7285
centre of gravity height	h in mm	1090	2050

	<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	25.0	25.0	25.0	25.0	25.0

calculation:

chamber pressure(rdyn min)pH at z=22,5%bar	2.2	2.2	1.9	1.9 <sup>o</sup>	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	5.9	5.9	4.5	4.5	4.5
piston force ThA at pm6,5bar N	8128	8128	6355	6355	6355
brake force(rdyn min)T lad. at pm6,5bar N	44258	44258	34398	34398	34398
brake force(rdyn max)T lad. at pm6,5bar N	44258	44258	34398	34398	34398
brake force within 1 % rolling friction					
proportion %	19.6	19.6	20.3	20.3	20.3

braking rate z laden 0.601 for rdyn min  
 z = sum (TR)/PRmax 0.601 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:

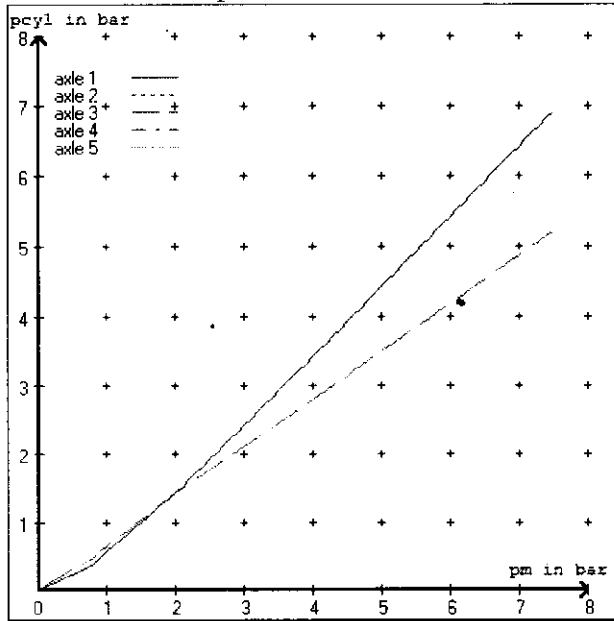
valve 1: 971 002 ... 0 WABCO  
EBS emergency valve

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

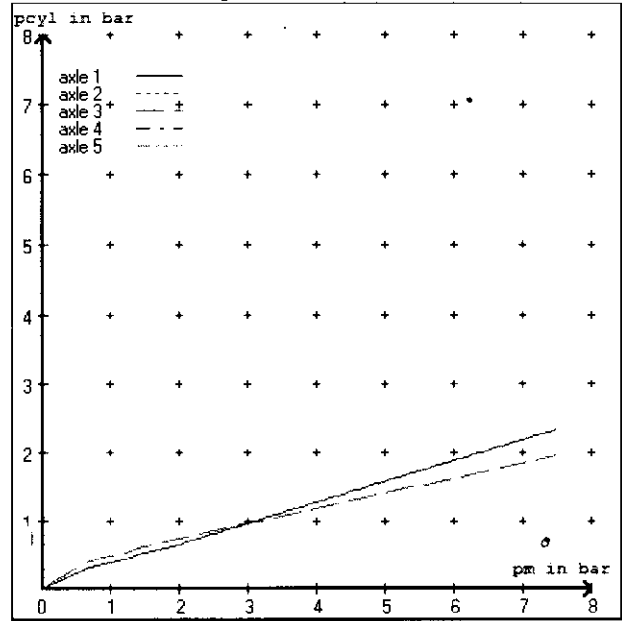
brake cylinder: WABCO 925 376 005 0 / 925 376 2.. 0

test type III (zIII = 0.30)	for rdyn min :	axle1	axle2	axle3	axle4	axle5	
at pm 3.5 bar =>	pcha in bar :	2.9	2.9	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	

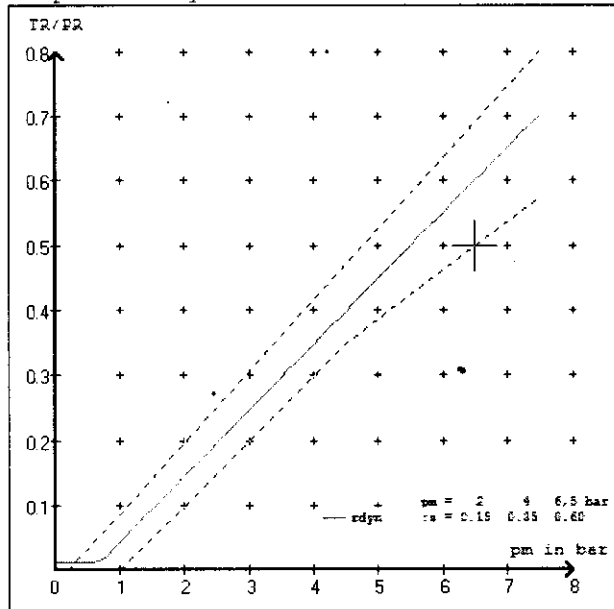
brake chamber pressure laden



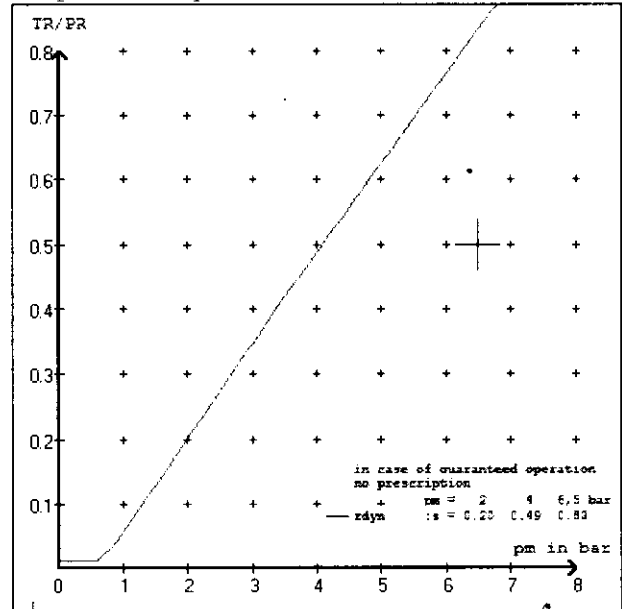
brake chamber pressure unladen



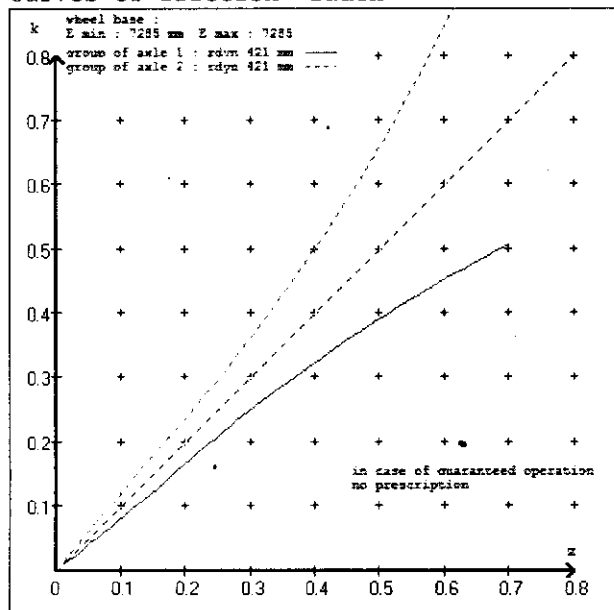
compatibility band laden



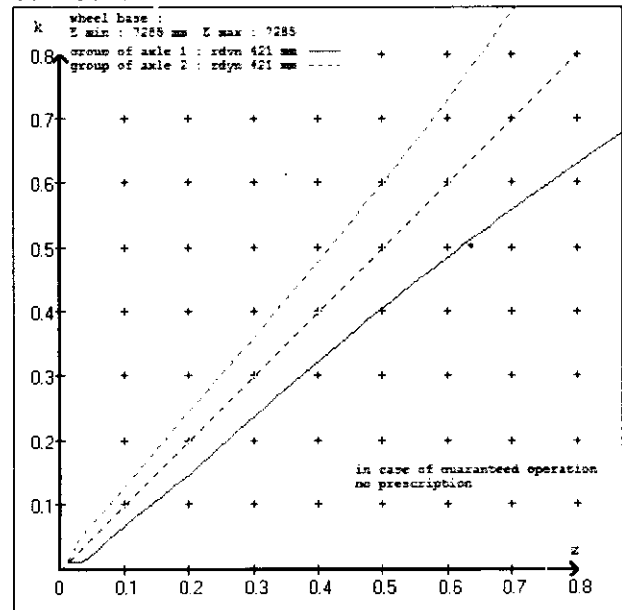
compatibility band unladen



curves of friction laden



curves of friction unladen





vehicle manufacturer: DOMETT  
 trailer model : 5AFT 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 : 5AFT C/SIDE  
 trailer type : 5-axle-full-trailer  
 brake calculation no. : TP 50767A

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	1600	to be	2.0	7250	to be	0.3	1.4	5.9	
2	1600	entered by	2.0	7250	entered by	0.3	1.4	5.9	
3	1400	the vehicle	1.7	6000	the vehicle	0.4	1.4	4.5	
4	1400	manufact.	1.7	6000	manufact.	0.4	1.4	4.5	
5	1400		1.7	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
1600 2.0	1600 2.0	1400 1.7	1400 1.7	1400 1.7
2100 2.3	2100 2.3	1900 2.0	1900 2.0	1900 2.0
2600 2.7	2600 2.7	2400 2.3	2400 2.3	2400 2.3
3100 3.0	3100 3.0	2900 2.6	2900 2.6	2900 2.6
3600 3.4	3600 3.4	3400 2.9	3400 2.9	3400 2.9
4100 3.7	4100 3.7	3900 3.2	3900 3.2	3900 3.2
4600 4.1	4600 4.1	4400 3.5	4400 3.5	4400 3.5
5100 4.4	5100 4.4	4900 3.8	4900 3.8	4900 3.8
7250 5.9	7250 5.9	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: Assali StefTM / LM / LCE brake lining: ROR 685 AF  
 test report : TDB 0855 FCE date : 20110721  
 axle 2 : reference axle: Assali StefTM / LM / LCE brake lining: ROR 685 AF  
 test report : TDB 0855 ECE date : 20110721  
 axle 3 : reference axle: Assali StefTM / LM / LCE brake lining: ROR 685 AF  
 test report : TDB 0855 ECE date : 20110721  
 axle 4 : reference axle: Assali StefTM / LM / LCE brake lining: ROR 685 AF  
 test report : TDB 0855 ECE date : 20110721  
 axle 5 : reference axle: Assali StefTM / LM / LCE brake lining: ROR 685 AF  
 test report : TDB 0855 ECE date : 20110721

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

axle 1	(rdyn 421 mm)	T = 20.4 % Fe
axle 2	(rdyn 421 mm)	T = 20.4 % Fe
axle 3	(rdyn 421 mm)	T = 17.4 % Fe
axle 4	(rdyn 421 mm)	T = 17.4 % Fe
axle 5	(rdyn 421 mm)	T = 17.4 % Fe

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

axle 1	(sp = 73 mm)	s = 54 mm
axle 2	(sp = 73 mm)	s = 54 mm
axle 3	(sp = 63 mm)	s = 54 mm
axle 4	(sp = 63 mm)	s = 54 mm
axle 5	(sp = 63 mm)	s = 54 mm

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

axle1	ThA = 8128 N
axle2	ThA = 8128 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 = 36635 N
axle 2	(rdyn 421 mm)	T = 36635 N
axle 3	(rdyn 421 mm)	T = 28481 N
axle 4	(rdyn 421 mm)	T = 28481 N
axle 5	(rdyn 421 mm)	T = 28481 N

basic test	type III
of subject	(calculated)
trailer (E)	residual

braking rate of the vehicle (item 4.3.2 to appendix 2 to annex 11)	0.60	0.50
---	------	------

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

axle 1	(rdyn 421 mm)	T = 36635 N
axle 2	(rdyn 421 mm)	T = 36635 N
axle 3	(rdyn 421 mm)	T = 28481 N
axle 4	(rdyn 421 mm)	T = 28481 N
axle 5	(rdyn 421 mm)	T = 28481 N

basic test	type III
of subject	(calculated)
trailer (E)	residual

braking rate of the vehicle (item 4.3.2 to appendix 2 to annex 11)	0.60	0.50
---	------	------

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

spring parking brake

	axle 3	axle 4	axle 5
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
$iFb = lBh * E\eta a * C * rBt / (2 * rBn * rstat)$ for rstat    in mm	401	401	401
brake force of spring br. Tf    in N	35525	35525	35525
$Tf = (TFZ * KDZ - 2 * Co / lBh) * iFb$			
braking rate                      zf laden	0.344		
$zf = \text{sum}(Tf) / P + 0,01$			

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 = 4670 mm    for E = 7285 mm  
 =====  
 min Ef = 4670 mm    for E = 7285 mm  
 =====

min Ef =                      minimum distance between front axle(s) (trailer) or support (semitrailer)  
 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                        =                      2050 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)

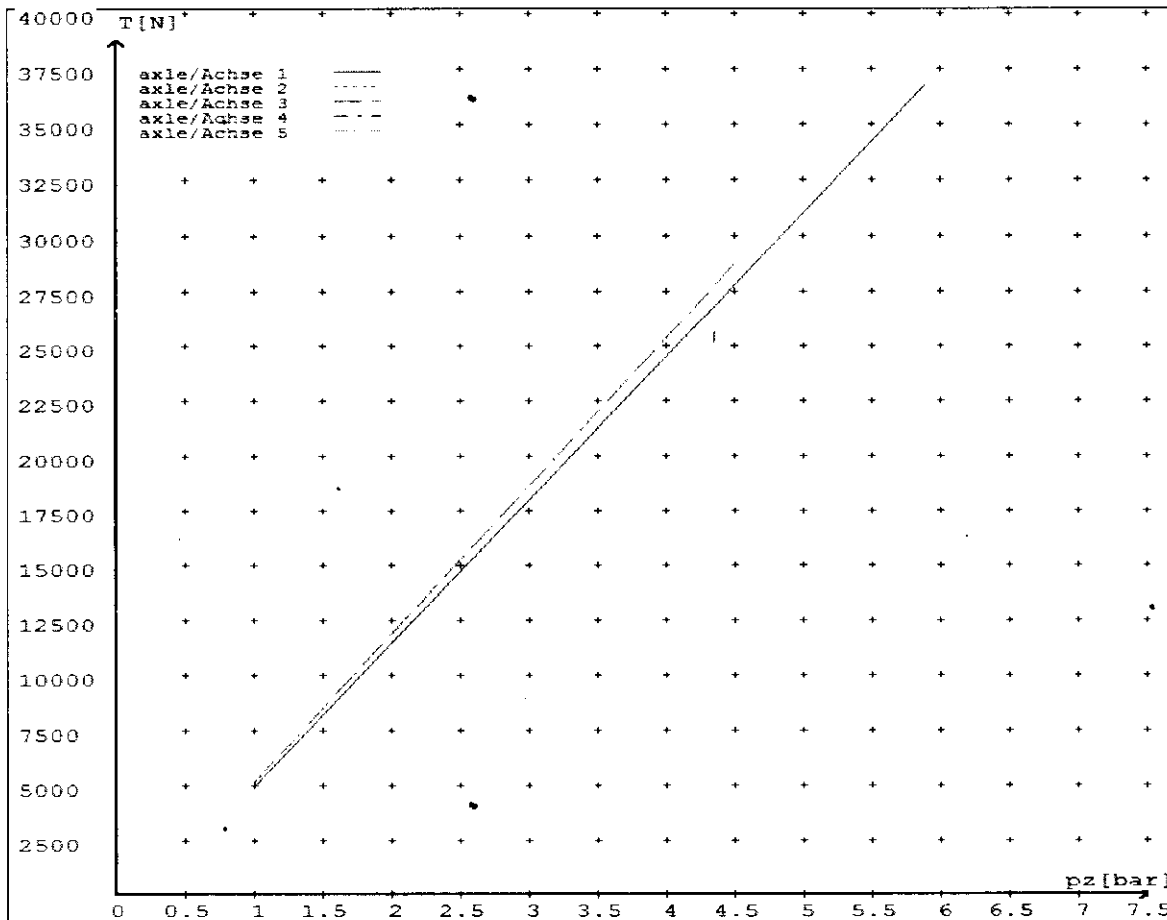
**reference values**

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

	pz [bar]	T [N]	T [N]
axle 1	1.0	4904	
	5.9	36820	
axle 2	1.0	4904	
	5.9	36820	
axle 3	1.0		5149
	4.5		28618
axle 4	1.0		5149
	4.5		28618
axle 5	1.0		5149
	4.5		28618

VIN - no.:

	Axle(s) / Achse(n)				
	24/	24/	24/30	24/30	24/30
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



**HVBR WORKSHEET**  
(PROCEDURE & COMPLIANCE DOCUMENTATION SHEET)

CERTIFICATE No. JH130108

CUSTOMER NAME

DOMETT T&T

CUSTOMER ORDER No.

3958

DATE RECEIVED

05.12.12

VEHICLE TYPE

5 AXLE FULL TRAILER

REG No.

CHASSIS No.

7A9E20015C1023122

**BRIEF SPECIFICATION AS CERTIFIED TO HVBR**

**BRAKE CHAMBERS:**

Type: 24 (TSE): Max stroke = 67 mm    Lever length = 127 mm

Type: 2430 (TSE) ; Max stroke = 64 mm    Lever length = 127 mm

**BRAKE VALVES:**

Ratio Valve Setting:    **EBS CONTROL**

Test Points:    3   4   5   7

**FRICITION LINING:**

(All) Lining Brand

OEM  
**ROR 685 AF**

Aftermarket

**EBS CONTROL:** IF SPECIAL CONDITIONS APPLY – SEE INSTRUCTION ON LT400

**VALVES:** AS PER BRAKE CALCULATION# TP50767

**TYRE SIZE:** 265 70 R 19.5

**NOTES**

PACKING SLIP NO.

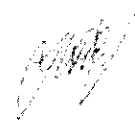
SO1521329

PROCESS TIME:

1

COMPLETION DATE : 29<sup>th</sup> Jan 2013

SIGNATURE (pp.):



## Statement of Compliance with the New Zealand Heavy Brake Rule,

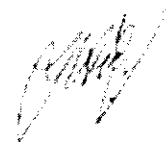
Documentation required supporting Statements of Compliance with the New Zealand Heavy Brake Rule, to be made available to the Statutory Authority on request, must include all calculations and test reports.

### 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: 29<sup>th</sup> Jan 2013

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 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.*

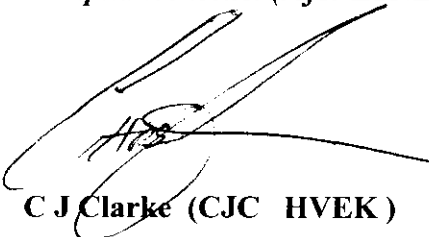
#### **10.5 Responsibilities of manufactures and retailers**

*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 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.

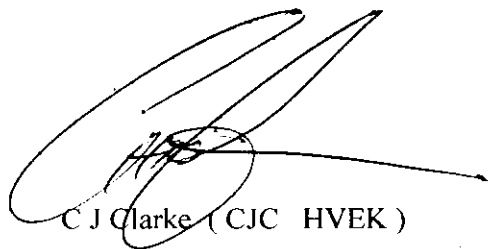
The trailer ABS/EBS warning light on the towing vehicle dashboard must illuminate when the ignition is switched on, and extinguish when the vehicle is in motion.

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.**



C J Clarke (CJC HVEK)