



Heavy Vehicle Specialist Certificate

Heavy Vehicle Specialist Inspector and Inspecting Organisation

Inspector's Name (last, first)

CHRIS CLARKE

ID

CJK

Vehicle Make

VIN / Chassis Number

7A9E20011D1023135

Component being certified

Chassis Modification

Load Anchorage

Log Bolsters

Certificate Category

Towing Connection

✓ Brakes

SRT

HUEK

Description of Work

CARRY OUT SET UP OF TRAILOR ABS SYSTEM.

Roll Stability Function (RSF) ACTIVATED + TESTED AS PER START UP PROTOCOL.

Only/Standard Certificate

Component Load Rating(s)

HUBNZ 32015/2 SCHED 5.

32500 KG.

General Division Approval

N/A.

Supporting Documents

Brake Design Certificate - JH130303.
PRE EXEMPTION REF HUB13/017.

Special Conditions

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

Certificate Issue Date (yy/mm/dd)

or Hubodometer Reading (vehicle number)

N/A

Declaration

I the undersigned declare that I am the Heavy Vehicle Specialist Inspector identified above and I hold a current valid appointment to certify that the above mentioned vehicle component is correctly manufactured and installed, and this certificate 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 (last, first)

Date

Number

12.03.2013

429801

COI Vehicle Inspector Signature

COI Vehicle Inspector Signature

Date

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



NZ TRANSPORT AGENCY
WAKA KOTAHI

NATIONAL OFFICE

50 Victoria Street
Private Bag 6995
Wellington 6141
New Zealand
T 64 4 894 5400
F 64 4 894 6100

Exemption: HVB13/017

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: **7A9E20011D1023135**


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 28th day of January 2013.


Jackie Hartley
Administrator (Assessments)

GOUGH**Transpecs**

P.O.Box 98-971

South Auckland Mail Centre

J.HIRST (JEH)

DATE	<u>6-Mar-13</u>	BRAKE SYSTEM	<u>WABCO EBS-E</u>
CERT. NO.	<u>JH130303</u>	PREV EXEMPTION	<u>HVB13/017</u>
VIN / CHASSIS	<u>7A9E20011D1023135</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	2012-10-12	Serial number	897000555400E
Serial number (modulator)	000000016869		
Fingerprint Customer EOL / Customer Development / Flash Program	W503643 / 2013-03-08 ; 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
TYPE TYPE TYPE	5AFT C/SIDE		1	---	---	---
FAHRZEUG IDENTIF. CHASSIS NUMBER NUMERO DE CHASSIS	7A9E20011D1023135		2	---	---	---
BREMSEBERECHNUNGS-NR. BRAKE CALCULATION NO. CALCUL DE FREINAGE NO.	TP50767		3	ALS2	ALS2	---
POLRADZAHNEZAHL, c-d e-f POLE WHEEL TEETH c-d e-f DENTS ROUE DENTEE c-d e-f	90	90	4	---	---	---
			5	DIAG	DIAG	DIAG
			6	---	---	---
			7	---	---	---
RSS Single Tyre Monte simple		Lenkachse Steering axle Essieu vireur				
RSS Zwillingsbereifung Twin Tyre Monte jumellee	X	Kippkritisches Fahrzeug Critical Trailer Vehicule critique				
Subsystems		I/O				

ACHSE AXLE ESSEU	pm (bar)		6.5		pm (bar)		0.7		2.0		---		6.5		TR (daN)
	1	2	3	4	5	6	7	8	9	10	11	12	13		
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 out juts 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	7A9E20011D1023135
Vehicle type	5AFT C/SIDE	Odometer reading	0.0 km
next Service	0 km	Trip reading	0.0 km
Tested by	Chris Clarke		
Date	2013-03-08 10:47:42 a.m.		

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

distribution: DOMETT
 7A9E20011D1023135
 JH130303 (SODC)
 HVB13/017

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!
 WABCOBrake V6.12.08.27 db 30.08.2012

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,

		unladen	laden
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 - 7320	
centre of gravity height	h in mm	1090	2050

	axle 1	axle 2	axle 3	axle 4	axle 5
no. of combined axles	1	1	1	1	1
no. of brake chambers per axle line	2	2	2	2	2
The power output corresponds to	FE 747	FE 747BC	0051.0BC	0051.0BC	0051.0
brake chamber manufacturer	TSE	TSE	TSE	TSE	TSE
chamber size	24	24	24/30	24/30	24/30
lever length	lBh in mm	127	127	127	127
brake factor	[-]	9.10	9.10	9.10	9.10
dyn. rolling radius	rdyn min in mm	421	421	421	421
dyn. rolling radius	rdyn max in mm	421	421	421	421
threshold torque	Co Nm	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	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	5.9	5.9	4.5	4.5	4.5	
piston force	ThA at pm6,5bar	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: TSE 24S

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: TSE 24S

axle 3:

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

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

brake cylinder: TSE 2430GC

axle 4:

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

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

brake cylinder: TSE 2430GC

axle 5:

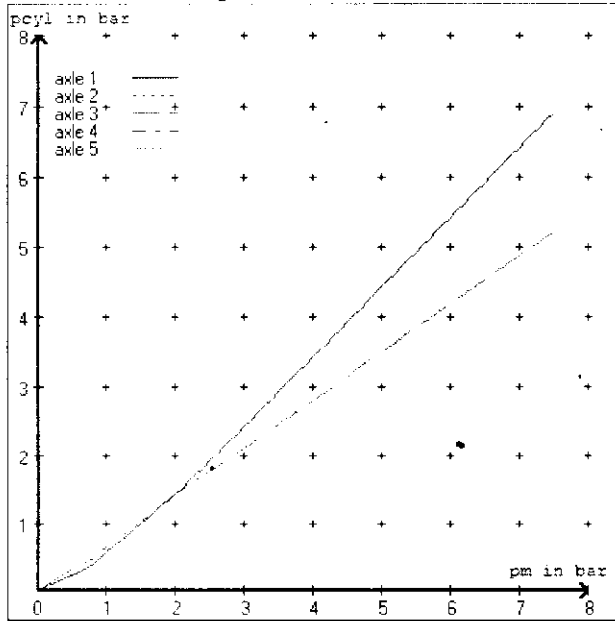
valve 1: 971 002 ... 0 WABCO
EBS emergency valve

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

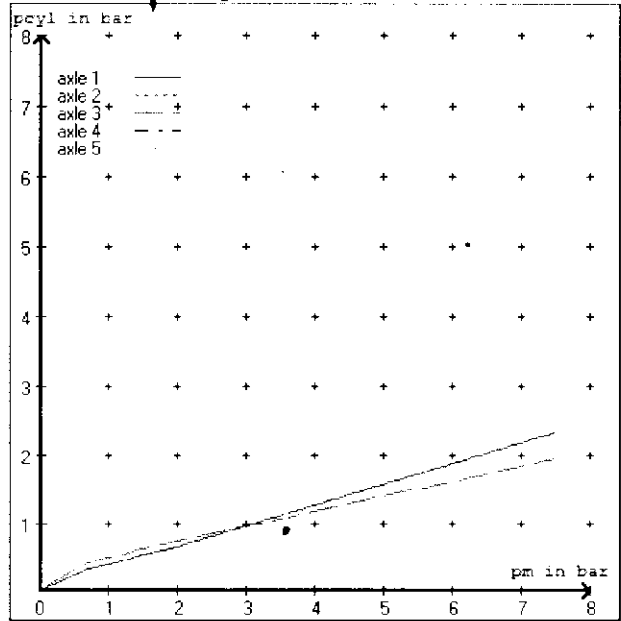
brake cylinder: TSE 2430GC

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	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

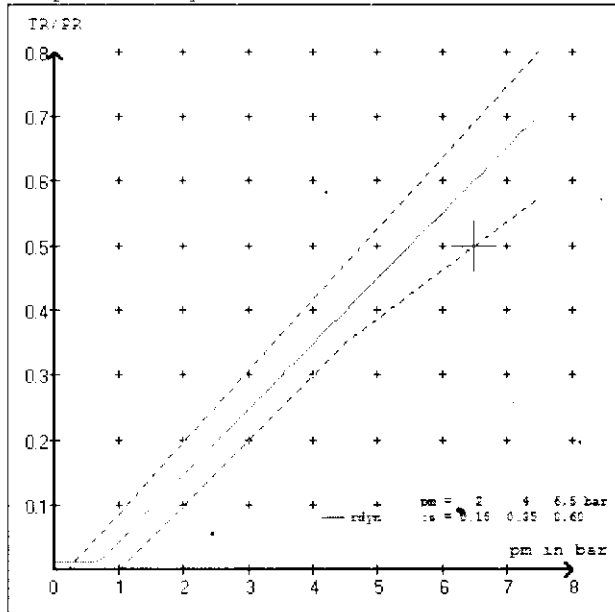
brake chamber pressure laden



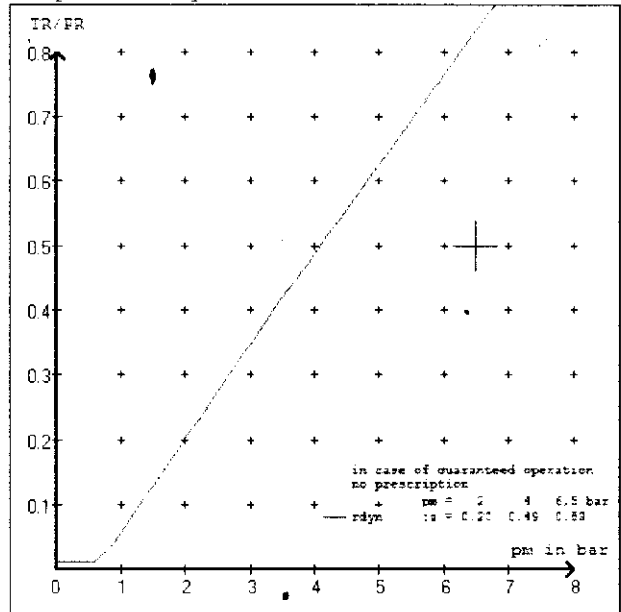
brake chamber pressure unladen



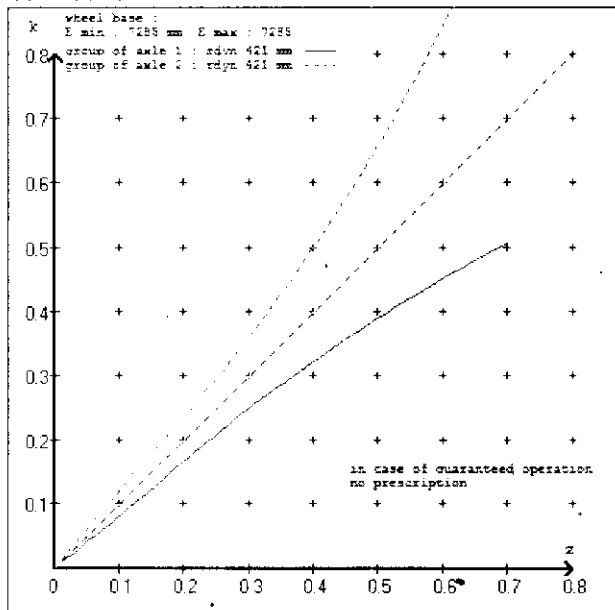
compatibility band laden



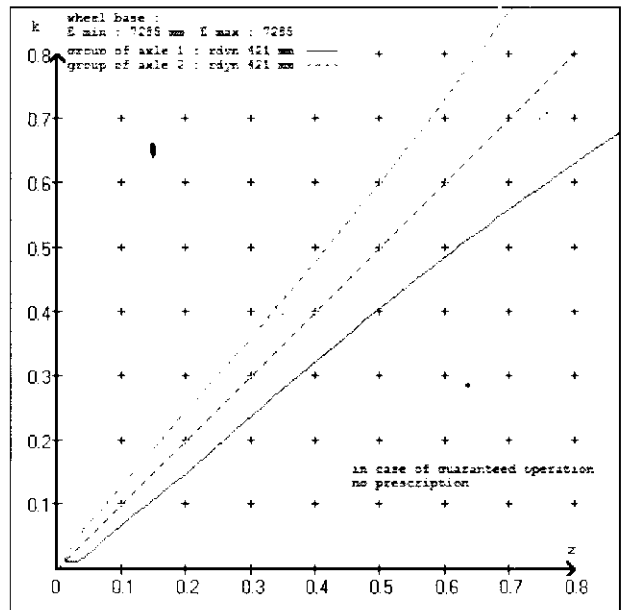
compatibility band unladen



curves of friction laden



curves of friction unladen



vehicle manufacturer: DOMETT
 trailer model : SAFT C/SIDE
 trailer type : 5-axle-full-trailer

brake chamber and lever length :

axle 1 : 2 x type/diameter 24 (TSE) lever length 127 mm
 axle 2 : 2 x type/diameter 24 (TSE) lever length 127 mm
 axle 3 : 2 x type/diameter 24/30 (TSE) lever length 127 mm
 axle 4 : 2 x type/diameter 24/30 (TSE) lever length 127 mm
 axle 5 : 2 x type/diameter 24/30 (TSE) 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 : SAFT 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	pcyl	axle load	pcyl	axle load	pcyl	axle load	pcyl	axle load	pcyl
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 ECE 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	(hot)braking 0.50
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required braking rate (items 1.5.3 and 1.7.2 to annex 11)	>= 0,4 and >= 0,6*E (0.36)
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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	(hot)braking 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
$iFb = lBh \cdot \eta \cdot C \cdot rBt / (2 \cdot rBn \cdot rstat)$ for rstat in mm	401	401	401
brake force of spring br. Tf in N	35525	35525	35525
$Tf = (TFZ \cdot KDZ - 2 \cdot Co / lBh) \cdot iFb$			
braking rate zf laden	0.344		
$zf = \sum (Tf) / P + 0,01$			

Test of the frictional connection required by the parking brake

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

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

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)

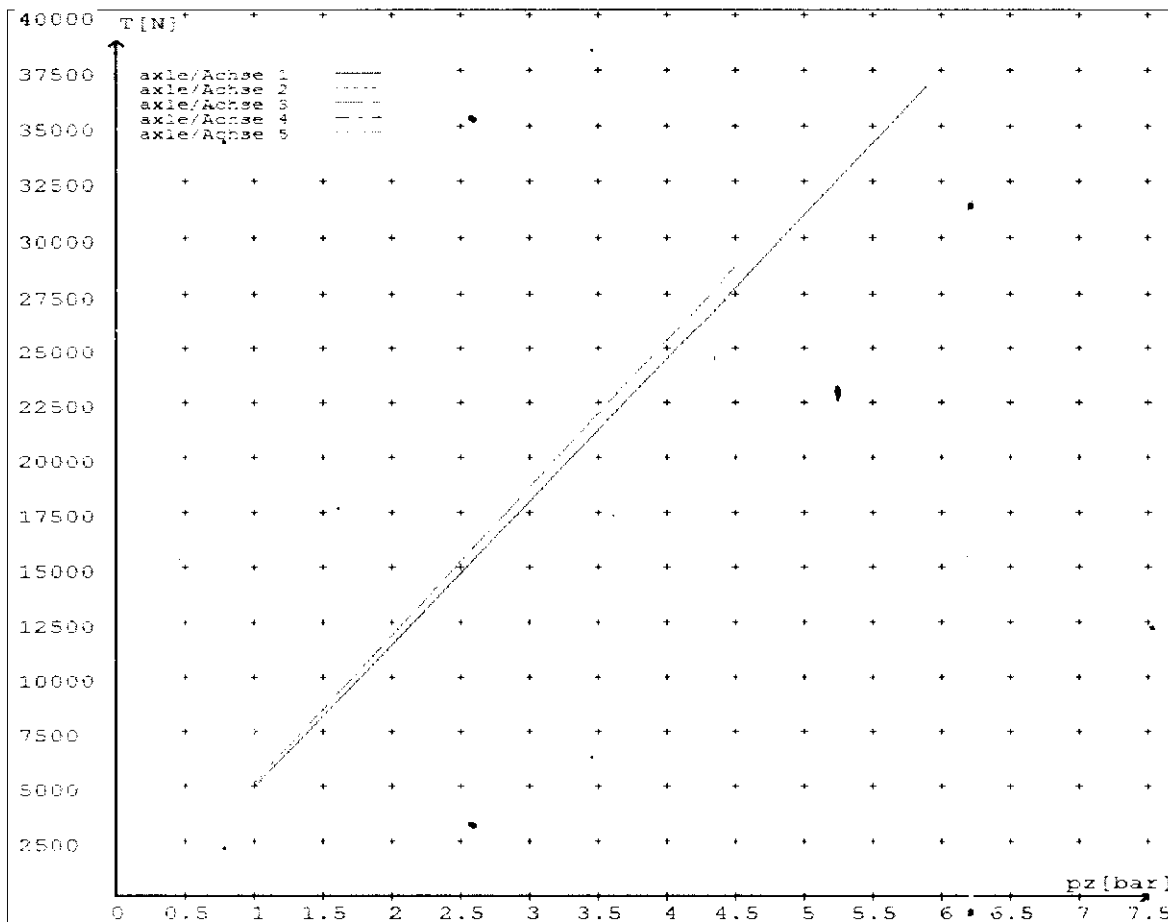
reference values

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)				
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	67	67	64	64	64
Lever length = ...mm Hebellänge = ...mm	127	127	127	127	127



HVBR WORKSHEET
(PROCEDURE & COMPLIANCE DOCUMENTATION SHEET)

CERTIFICATE No. JH130303

CUSTOMER NAME

DOMETT T&T

CUSTOMER ORDER No.

3973

DATE RECEIVED

05.01.13

VEHICLE TYPE

5 AXLE FULL TRAILER

REG No.

CHASSIS No.

7A9E20011D1023135

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.

SO1525096

PROCESS TIME:

1

COMPLETION DATE : 6th Mar 2013

SIGNATURE (pp.):



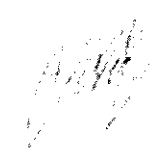
Statement of Compliance with the New Zealand Heavy Brake Rule

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: 6th Mar 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 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.

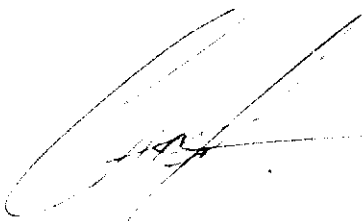
The trailer ABS/EBS warning light on the towing vehicle dashboard must illuminate when the ignition is switched on and extinguish when the vehicle is in motion.

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)

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)