NZ TRANSPORT AGENCY

Heavy Vehicle Specialist Certificate

Must be presented to a Transport Service Delivery Agent

Heavy Vehicle Specialist Inspector and Inspecting Organisation

Heavy Vehicle Specialist Inspector's Name (please print) ID

CHRIS CLARKE CJC

Vehicle Registration VIN / Chassis Number

7A9E20018D1023181

Component being certified:

Chassis Modification	Load Anchorage	Log Bolsters
Towing Connection	✓ Brakes	SRT
PSV Stability	PSV Rollover	Swept Path
PBS		

Certification Standard

HUEK

Description of Work

CARRY OUT SET UP OF TRAILER EBS SYSTEM.

ROLL STABILITY FUNCTION (RSS) ACTIVATED.

Code/Standard Cert filed to

HUBNZ 3205/2 SCHED 5.

Component Load Rating(s)

33000 KG.

General Drawing Number(s)

N/A.

Supporting Documents

BRAKE DESIGN CERTIFICATE - JH130805.
NEW EXEMPTION REF - HUB13/205.

*Special Conditions

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

Certification Expiry Date (if applicable) N/A

or Hubodometer Reading (whichever comes first)

Declaration

I declare that I am the Heavy Vehicle Specialist Inspector named above and I hold a current certificate. I certify that the above mentioned vehicle component has been manufactured and installed, and that it complies in all respects with the Land Transport Rule: Vehicle Dimensions and Mass 2002 and my Deed of Approval. To the best of my knowledge the information contained in this form is true and correct.

Designer's ID (if applicable)

Inspector's / Delegate's Signature

*Delegate's Inspector's Name (please print)

Date Number

15.08.2013 445068

*Delegate's Signature Date

All fields including 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
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Exemption: HVB13/208

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: Vehicle Details:

Make/Model: **Domett Trailers Ltd, 5 Axle Full Trailer**
VIN/Chassis: **7A9E20018D1023181**

Schedule 2: Exempted Requirement:

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 postion 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) The 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 17th day of June 2013

Jackie Hartley
Administrator (Assessments)

WABCO START-UP PROTOCOL

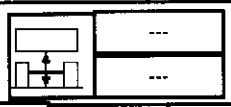
System	Trailer EBS-E	**WABCO part number**	480 102 080 0
Production date	2013-04-12	**Serial number**	897001305700G
Serial number (modulator)	000000021309		
Fingerprint Customer EOL / Customer Development / Flash Program	W503643 / 2013-08-15 ; 00000000 / 0000-00-00 ; 00000000 / 0000-00-00		

WABCO TRAILER EBS-E

GGVS/ADR TUEH TB 2007 - 019.00
TDB0855

HERSTELLER MANUFACTURER CONSTRUCTEUR	DOMETT T&T
TYP TYPE TYPE	5AFT C/SIDE
FAHRZEUG IDENTNR CHASSIS NUMBER NUMERO DE CHASSIS	7A9E20018D1023181
BREMSBERECHNUNGS-NR BRAKE CALCULATION NO CALCUL DE FREINAGE NO.	TP50862A
POLRADZAHNEZAHL c-d | e-f POLE WHEEL TEETH c-d | e-f DENTS ROUE DENTEE 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	
RSS RSS RSS Zwillingsbereifung Twin Tyre Monte jumelee	X
Kippkritisches Fahrzeug Critical Trailer Vehicule critique	
Subsystems	SB / I/O / 24N

GIO	Pin1	Pin3	Pin4
1	---	---	24V-O1
2	---	---	---
3	ALS2	ALS2	---
4	---	---	---
5	DIAG	DIAG	DIAG
6	---	---	---
7	---	---	---



Axle	pm (bar)		6.5	pm (bar)		0.7	2.0	---	6.5		Type	(mm)	(mm)	(bar) 1.0 TR (daN)	Pz
1	1650	0.7	1.9	7500	4.7	0.4	1.5	---	6.1	-	24	67	127	488	3991
2	1650	0.7	1.9	7500	4.7	0.4	1.5	---	6.1	-	24	67	127	488	3991
3	1400	0.5	1.4	6000	3.8	0.4	1.4	---	4.2	-	24 / 30	64	127	529	2738
4	1400	0.5	1.4	6000	3.8	0.4	1.4	---	4.2	-	24 / 30	64	127	529	2738
5	1400	0.5	1.4	6000	3.8	0.4	1.4	---	4.2	-	24 / 30	64	127	529	2738

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**	7A9E20018D1023181
Vehicle type	5AFT C/SIDE	**Odometer reading**	0.0 km
next Service	0 km	**Trip reading**	0.0 km
Tested by	Chris Clarke		
Date	2013-08-15 7:08:19 p.m.	**Signature**	

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

distribution: DOMETT T&T
7A9E20018D1023181
SODC: JH130805
PREV: HVB13/208

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 (V6.13.06.12).
-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 V6.13.06.12 db 12.06.2013

vehicle manufacturer: DOMETT T&T
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	7500	33000
axle 1	P1 in kg	1650	7500
axle 2	P2 in kg	1650	7500
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	7335 - 7335	
centre of gravity height	h in mm	1090	2054

		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	KDZ	2	2	2	2	2
The power output corresponds to		BC 0029.0BC	0029.0BC	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	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	2.3	2.3	1.9	1.9	1.9
chamber pressure(rdyn max)	pH at z=22,5%bar	2.3	2.3	1.9	1.9	1.9
chamber press.(servo)	pcha at pm6,5bar bar	6.1	6.1	4.2	4.2	4.2
piston force	ThA at pm6,5bar N	8554	8554	5915	5915	5915
brake force(rdyn min)	T lad. at pm6,5bar N	46619	46619	31981	31981	31981
brake force(rdyn max)	T lad. at pm6,5bar N	46619	46619	31981	31981	31981
brake force within 1 % rolling friction proportion	%	19.8	19.8	20.1	20.1	20.1

braking rate z laden 0.584 for rdyn min
z = sum (TR)/PRmax 0.584 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 EBS emergency valve	WABCO	
valve 2:	480 207 0.. 0 EBS relay valve	WABCO	or 480 207 2.. 0

brake cylinder: TSE24S

axle 2:

valve 1:	971 002 ... 0 EBS emergency valve	WABCO	
valve 2:	480 207 0.. 0 EBS relay valve	WABCO	or 480 207 2.. 0

brake cylinder: TSE24S

axle 3:

valve 1:	971 002 ... 0 EBS emergency valve	WABCO
valve 2:	480 102 ... 0 EBS trailer modulator	WABCO

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

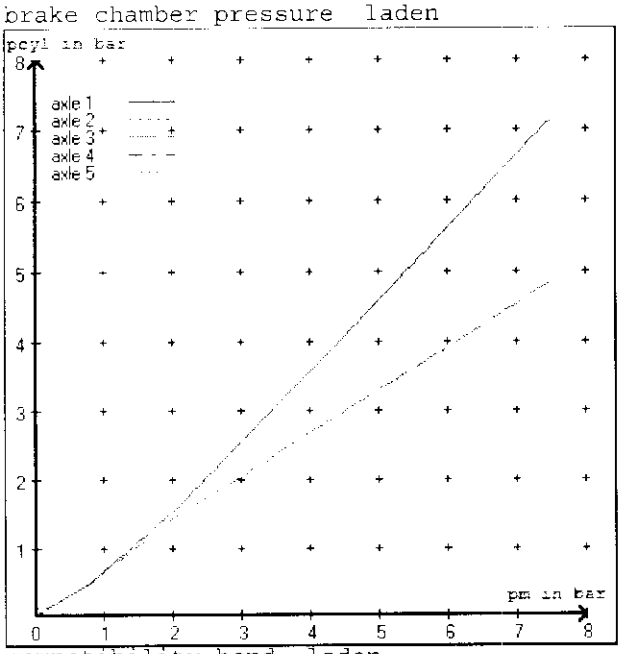
axle 5:
valve 1: 971 002 ... 0 WABCO
EBS emergency valve

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

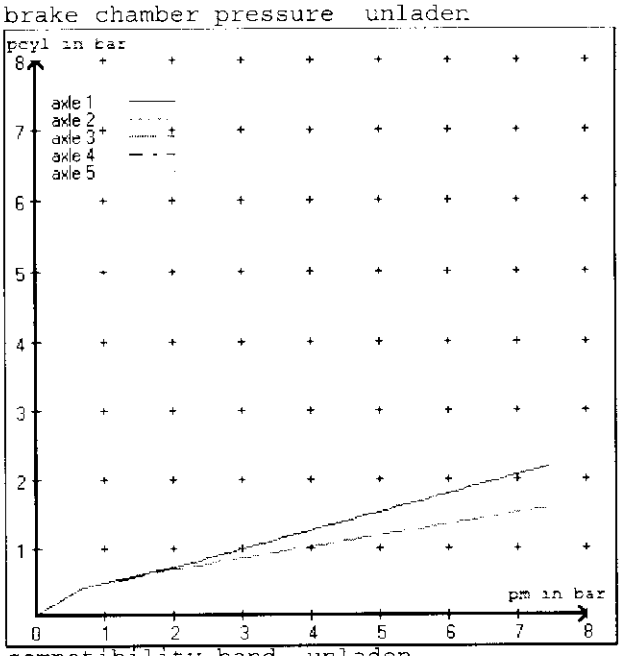
brake cylinder: TSE 2430GC

test type III (zIII = 0.30)	for rdyn min :	axle1	axle2	axle3	axle4	axle5
at pm 3.6 bar =>	pcha in bar :	3.1	3.1	2.4	2.4	2.4
test type III (zIII = 0.06)	for rdyn min :	axle1	axle2	axle3	axle4	axle5
at pm 1.2 bar =>	pcha in bar :	0.8	0.8	0.7	0.7	0.7

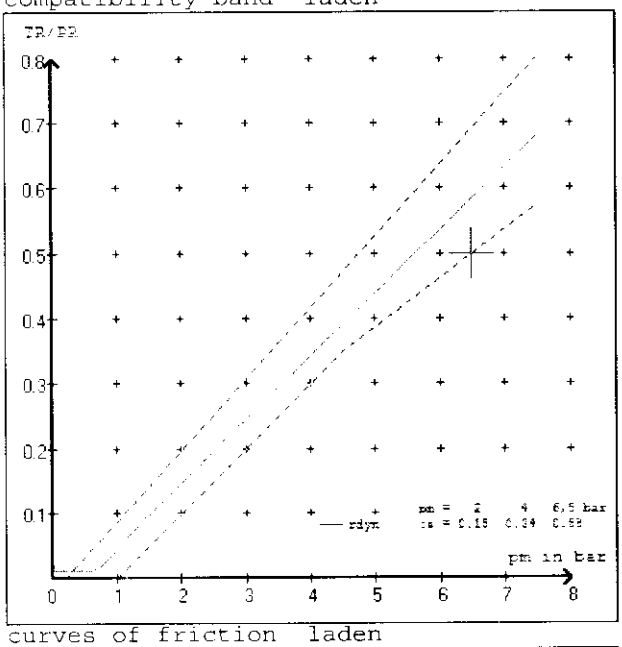
brake chamber pressure laden



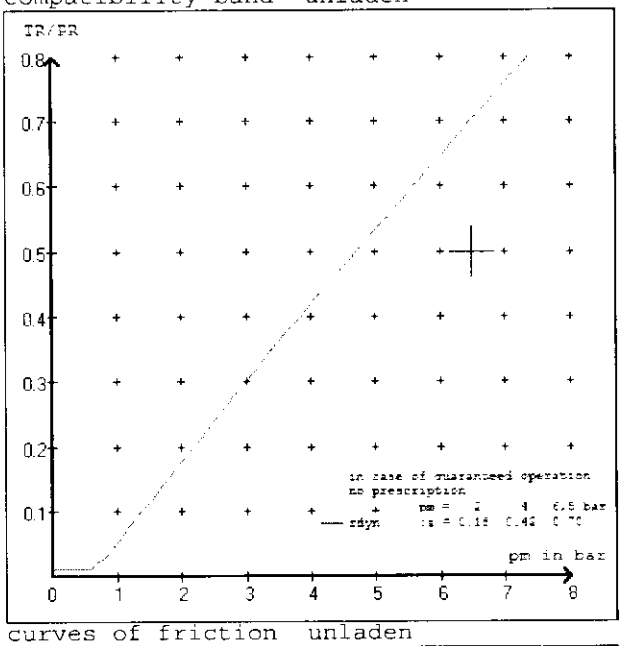
brake chamber pressure unladen



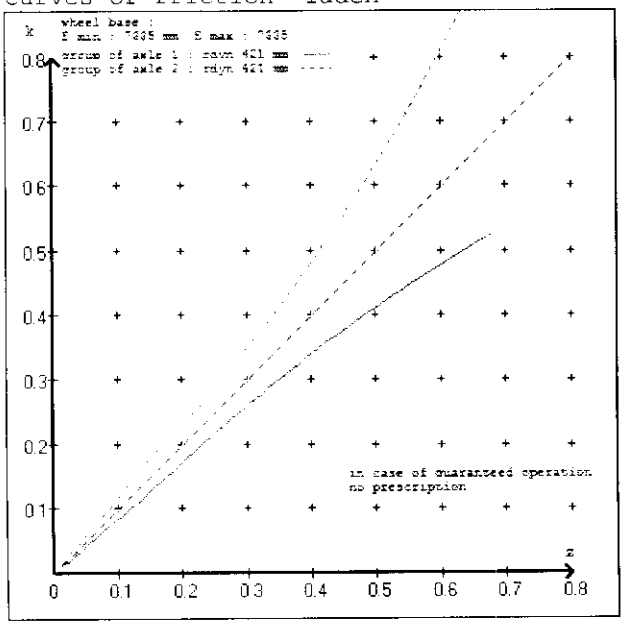
compatibility band laden



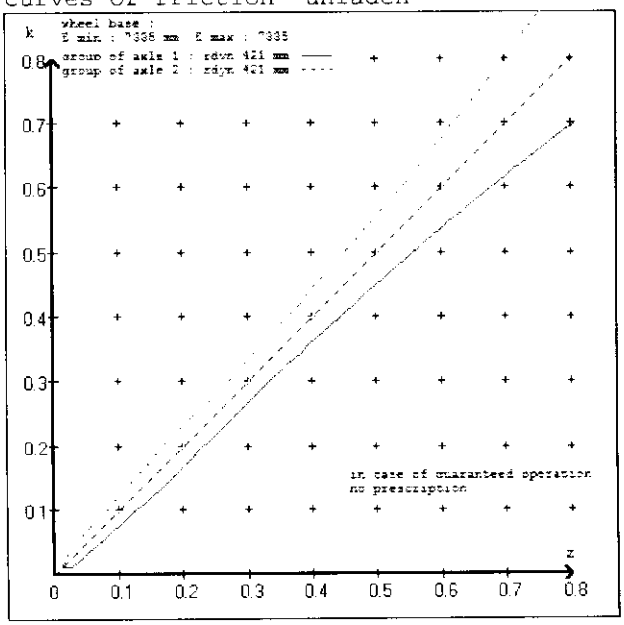
compatibility band unladen



curves of friction laden



curves of friction unladen



vehicle manufacturer: DOMETT T&T
trailer model : 5AFT 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 T&T
trailer model : 5AFT C/SIDE
trailer type : 5-axle-full-trailer
brake calculation no. : TP 50862A

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 = 0.138
6.5 bar z = 0.580

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	1650	to be entered by the vehicle manufact.	1.9	7500	to be entered by the vehicle manufact.	0.4	1.5	6.1
2	1650		1.9	7500		0.4	1.5	6.1
3	1400		1.4	6000		0.4	1.4	4.2
4	1400		1.4	6000		0.4	1.4	4.2
5	1400		1.4	6000		0.4	1.4	4.2

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
1650	1.9	1650	1.9	1400	1.4	1400	1.4	1400	1.4
2150	2.3	2150	2.3	1900	1.7	1900	1.7	1900	1.7
2650	2.6	2650	2.6	2400	2.0	2400	2.0	2400	2.0
3150	3.0	3150	3.0	2900	2.3	2900	2.3	2900	2.3
3650	3.3	3650	3.3	3400	2.6	3400	2.6	3400	2.6
4150	3.7	4150	3.7	3900	2.9	3900	2.9	3900	2.9
4650	4.1	4650	4.1	4400	3.2	4400	3.2	4400	3.2
5150	4.4	5150	4.4	4900	3.5	4900	3.5	4900	3.5
7500	6.1	7500	6.1	6000	4.2	6000	4.2	6000	4.2

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 = 22.0 % Fe
axle 2	(rdyn 421 mm)	T = 22.0 % Fe
axle 3	(rdyn 421 mm)	T = 16.8 % Fe
axle 4	(rdyn 421 mm)	T = 16.8 % Fe
axle 5	(rdyn 421 mm)	T = 16.8 % Fe

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

axle 1	(sp = 71 mm)	s = 54 mm
axle 2	(sp = 71 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 = 8554 N
axle2	ThA = 8554 N
axle3	ThA = 5915 N
axle4	ThA = 5915 N
axle5	ThA = 5915 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 = 38587 N
axle 2	(rdyn 421 mm)	T = 38587 N
axle 3	(rdyn 421 mm)	T = 26487 N
axle 4	(rdyn 421 mm)	T = 26487 N
axle 5	(rdyn 421 mm)	T = 26487 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)	0.58	0.48
required braking rate (items 1.5.3 and 1.7.2 to annex 11)		>= 0,4 and >= 0,6*E (0.35)

axle 1	(rdyn 421 mm)	T = 38587 N
axle 2	(rdyn 421 mm)	T = 38587 N
axle 3	(rdyn 421 mm)	T = 26487 N
axle 4	(rdyn 421 mm)	T = 26487 N
axle 5	(rdyn 421 mm)	T = 26487 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)	0.58	0.48
required braking rate (items 1.5.3 and 1.7.2 to annex 11)		>= 0,4 and >= 0,6*E (0.35)

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 0	376 005 0	376 005 0
sp.brake chamber no 925		376 2.. 0	376 2.. 0	376 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	35525	35525	35525
Tf = (TFZ*KDZ-2*Co/lBh)*iFb				
braking rate	zf laden	0.339		
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 = 4779 mm for E = 7335 mm

min Ef = 4779 mm for E = 7335 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	=	2054 mm	height of center of gravity - laden
PR	=	18000 kg	maximum bogie mass - laden
P	=	33000 kg	maximum total mass - laden
nf	=	3	no. of axle(s) with TRISTOP spring brake actuators
ng	=	3	no. of bogie axle(s)

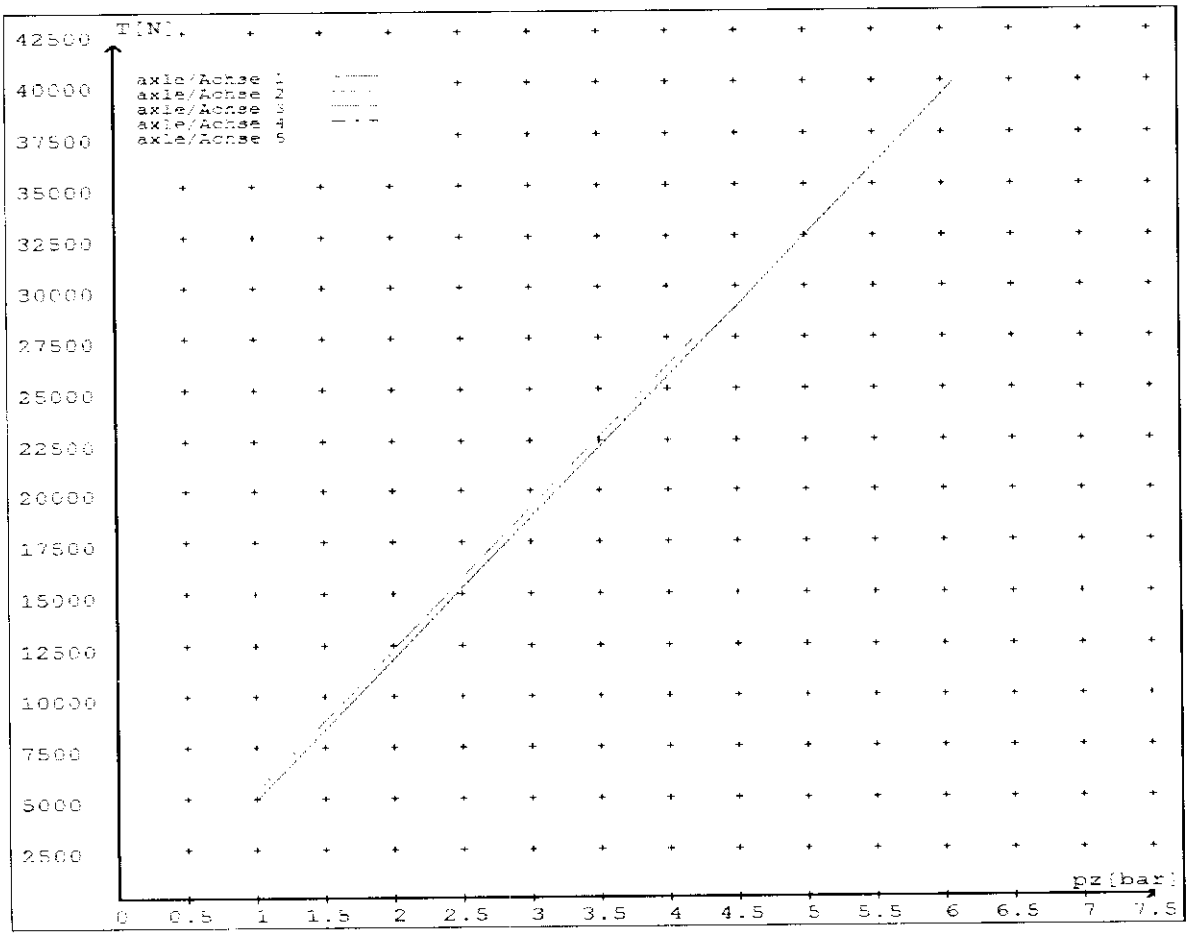
reference values

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

	pz [bar]	T [N]	T [N]
axle 1	1.0 6.1	4889 39914	
axle 2	1.0 6.1	4889 39914	
axle 3	1.0 4.2		5299 27381
axle 4	1.0 4.2		5299 27381
axle 5	1.0 4.2		5299 27381

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. JH130805

CUSTOMER NAME: DOMETT T&T

CUSTOMER ORDER No.: 4057 DATE RECEIVED: 13.06.13

VEHICLE TYPE: 5 AXLE FULL TRAILER

REG No.: CHASSIS No.: 7A9E20018D1023181

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

FRICTION LINING: OEM Aftermarket
(All) Lining Brand ROR 685 AF

EBS CONTROL: IF SPECIAL CONDITIONS APPLY - SEE INSTRUCTION ON LT400

VALVES: AS PER BRAKE CALCULATION# TP50862

TYRE SIZE: 265 70 R 19.5

NOTES
PACKING SLIP NO. SO1536081 PROCESS TIME: 1

COMPLETION DATE : 14th August 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: 14th August 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 **E**lectronic **B**rake **S**ystem.

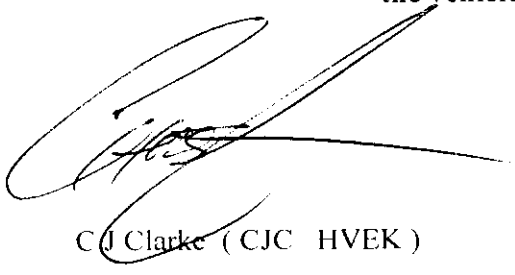
To comply with the New Zealand Heavy Vehicle Brake RULE, it must be used only in conjunction with a truck/tractor equipped with a 5 or 7 pin ABS/EBS power supply socket.
Failure to connect to such supply invalidates Brake Rule compliance.

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)