



# Heavy Vehicle Specialist Certificate

Must be presented to a Transport Service Delivery Agent  
Heavy Vehicle Specialist Inspector and Inspecting Organisation

Inspector's Name (print name)

ID

CHRIS CLARKE

CEJC

Vehicle Description

VIN / Chassis Number

7A9E30017D1023184

Component being certified

Chassis Modification

Load Anchorage

Log Bolsters

Towing Connection

✓ Brakes

SFF

Component used

PSV Stability

PSV Rollover

Swept Path

HUEK

PBS

Description of Work

CARRY OUT SET UP OF TRAILER EBS SYSTEM.

Roll stability function (RSS) ACTIVATED.

Code/Standard Certificate

Component Load Rating(s)

HUBINZ 32015/2 SCHED 5.

34800 KG.

General Drawing Number(s)

N/A.

Supporting Documents

Brake Design Certificate - JH130904.  
PRE-EXEMPTION REF - HUBI3/259

Special Comments

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

Condition of tyre (print)

or

Hubodometer Reading (never complete)

N/A.

### Declaration

I, the undersigned, am a Heavy Vehicle Specialist Inspector and I hold a current valid licence to certify that the above mentioned vehicle components have been correctly manufactured and installed in accordance with the Land Transport Rule Vehicle (Manufacturing) 2002 and my Best of Knowledge and Belief and my knowledge the information contained herein is true and correct.

Inspector's ID (print name)

Inspector's / Delegate's Signature

Inspector's / Delegate's Name (print name)

ID number

Date

Number

10.09.2013

447112

1

Official Use Only

Date

\* Fields marked with \* must be completed before this certificate can be accepted

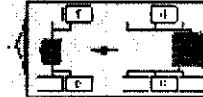
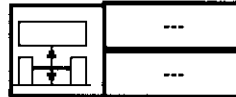
# WABCO START-UP PROTOCOL

System	Trailer EBS-E	WABCO part number	480 102 080 0
Production date	2013-04-12	Serial number	897001319200B
Serial number (modulator)	000000021402		
Fingerprint Customer EOL / Customer Development / Flash Program	W503643 / 2013-09-10 ; 00000000 / 0000-00-00 ; 00000000 / 0000-00-00		

<b>WABCO</b>	<b>TRAILER EBS-E</b>	GGVS/ADR TUEH TB 2007 - 019.00 TDB0749
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HERSTELLER MANUFACTURER CONSTRUCTEUR	DOMETT		
TYP TYPE TYPE	5AFT (TIPPER)		
FAHRZEUG IDENTNR. CHASSIS NUMBER NUMERO DE CHASSIS	7A9E30017D1023184		
BREMSBERECHNUNGS-NR. BRAKE CALCULATION NO. CALCUL DE FREINAGE NO.	TP50888A		
POLRADZAHNZAHL c-d   e-f POLE WHEEL TEETH c-d   e-f DENTS ROUE DENTEE c-d   e-f	90	90	ABS-System ABS-System Système ABS 4S/3M
RSS RSS RSS	Einfachbereifung Single Tyre Monte simple	Lenkachse Steering axle Essieu vireur	
	Zwillingsbereifung Twin Tyre Monte jumellee	Rippkritisches Fahrzeug Critical Trailer Vehicule critique	X
Subsystems	---	I/O	24N

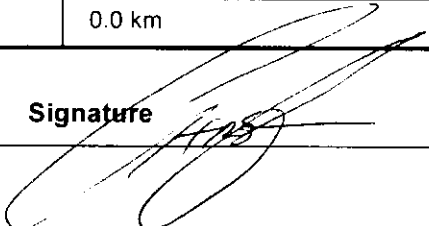
GIO	Pin1	Pin3	Pin4
1	---	---	---
2	---	---	---
3	ALS2	ALS2	---
4	---	---	---
5	DIAG	DIAG	DIAG
6	---	---	---
7	---	---	---



ACHSE AXLE ESSIEU	6.5			0.7			2.0			6.5			TYP TYPE	(mm)	(mm)	(bar)	
	pm	1.0	2.8	pm	4.9	0.4	1.4	---	6.6	-	18	64				69	1.0
1	1800	1.0	2.8	7500	4.9	0.4	1.4	---	6.6	-	18	64	69	511	4630		
2	1800	1.0	2.8	7500	4.9	0.4	1.4	---	6.6	-	18	64	69	511	4630		
3	1100	0.5	1.4	6600	4.3	0.4	1.5	---	4.2	-	14 / 16	64	69	507	2604		
4	1100	0.5	1.4	6600	4.3	0.4	1.5	---	4.2	-	14 / 16	64	69	507	2604		
5	1100	0.5	1.4	6600	4.3	0.4	1.5	---	4.2	-	14	64	69	507	2604		

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	7A9E30017D1023184
Vehicle type	5AFT (TIPPER)	Odometer reading	0.0 km
next Service	0 km	Trip reading	0.0 km
Tested by	Chris Clarke	Signature 	
Date	2013-09-10 1:05:16 p.m.		



Exemption: HVB13/259

**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 T & T Ltd, 5 Axle Full Trailer**  
VIN/Chassis: **7A9E30017D1023184**

**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 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) 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 23rd day of July 2013

Jackie Hartley  
Administrator (Assessments)

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

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

distribution: DOMETT  
 7A9E30017D1023184  
 SODC: JH130904  
 PREV: HVB13/259

vehicle manufacturer: DOMETT  
 trailer model : SAFT (TIPPER)  
 trailer type : 5-axle-full-trailer  
 remarks : air / hydraulic / VA suspension  
 WABCO TRAILER - EBS  
 TRISTOP 3+4: T.14/16  
 265/70 R 19,5

axle 1 + 2 + 3 + 4 + 5 : SAF, PAN 19-1, TDB 0749 ECE,

		<u>unladen</u>	<u>laden</u>
total mass	P in kg	6900	34800
axle 1	P1 in kg	1800	7500
axle 2	P2 in kg	1800	7500
axle 3	P3 in kg	1100	6600
axle 4	P4 in kg	1100	6600
axle 5	P5 in kg	1100	6600
wheel base	E in mm	5975 - 5975	
centre of gravity height	h in mm	1200	2300

	<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 KDZ	2	2	2	2	2
The power output corresponds to	BZ 122.1	BZ 122.1	BZ 119.6	BZ 119.6	BZ 122.1
brake chamber manufacturer	Meritor	Meritor	Meritor	Meritor	Meritor
chamber size	18.	18.	T.14/16	T.14/16	14.
lever length lbh in mm	69	69	69	69	69
brake factor [-]	23.03	23.03	23.03	23.03	23.03
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	6.0	6.0	6.0	6.0	6.0

calculation:

chamber pressure(rdyn min)pH at z=22,5%bar	2.4	2.4	2.0	2.0	2.0
chamber pressure(rdyn max)pH at z=22,5%bar	2.4	2.4	2.0	2.0	2.0
chamber press.(servo)pcha at pm6,5bar bar	6.6	6.6	4.2	4.2	4.2
piston force ThA at pm6,5bar N	7072	7072	3984	3984	3984
brake force(rdyn min)T lad. at pm6,5bar N	53528	53528	30104	30104	30104
brake force(rdyn max)T lad. at pm6,5bar N	53528	53528	30104	30104	30104
brake force within 1 % rolling friction proportion %	21.2	21.2	19.2	19.2	19.2

braking rate z laden 0.578 for rdyn min  
 z = sum (TR)/PRmax 0.578 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: Meritor    18HSCLD64

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: Meritor    18HSCLD64

axle 3:

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

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

brake cylinder: Meritor    1416HTLD64

## axle 4:

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

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

brake cylinder: Meritor 1416HTLD64

## axle 5:

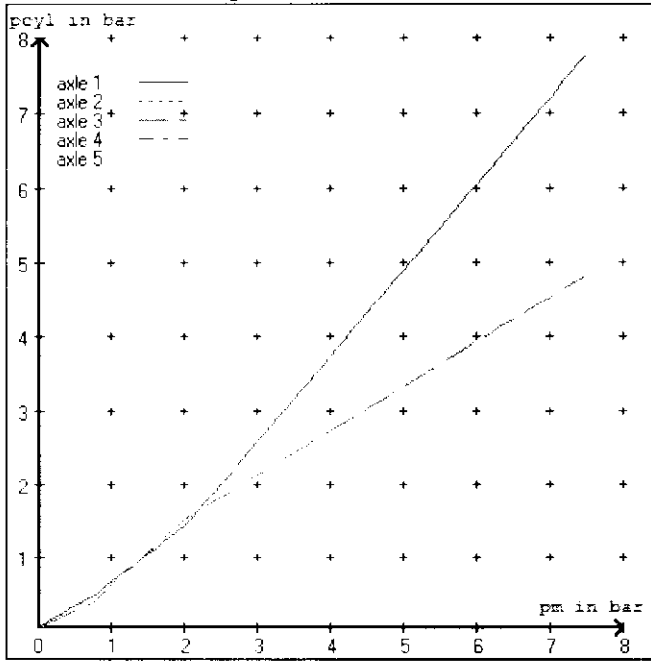
valve 1: 971 002 ... 0 WABCO  
EBS emergency valve

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

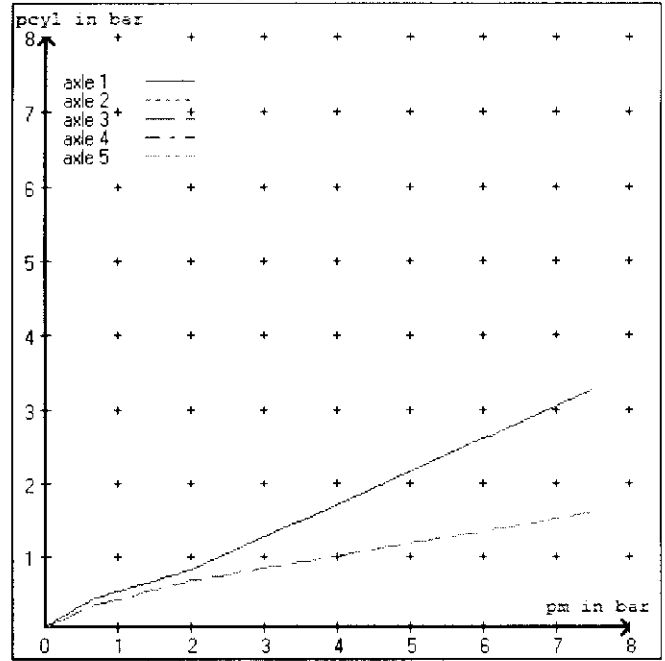
brake cylinder: Meritor 14HSCLD64

test type III (zIII = 0.30)	for rdyn min :	axle1	axle2	axle3	axle4	axle5	
at pm 3.6 bar =>	pcha in bar :	3.3	3.3	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 :	0.8	0.8	0.8	0.8	0.8	

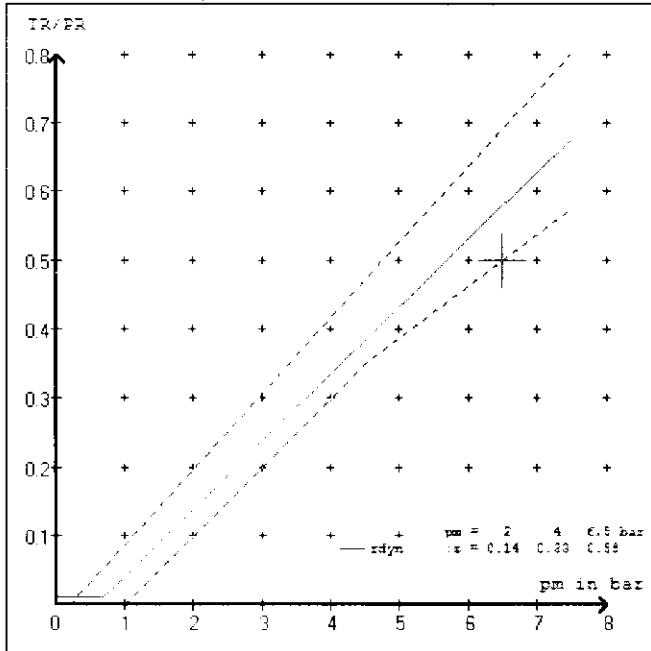
brake chamber pressure laden



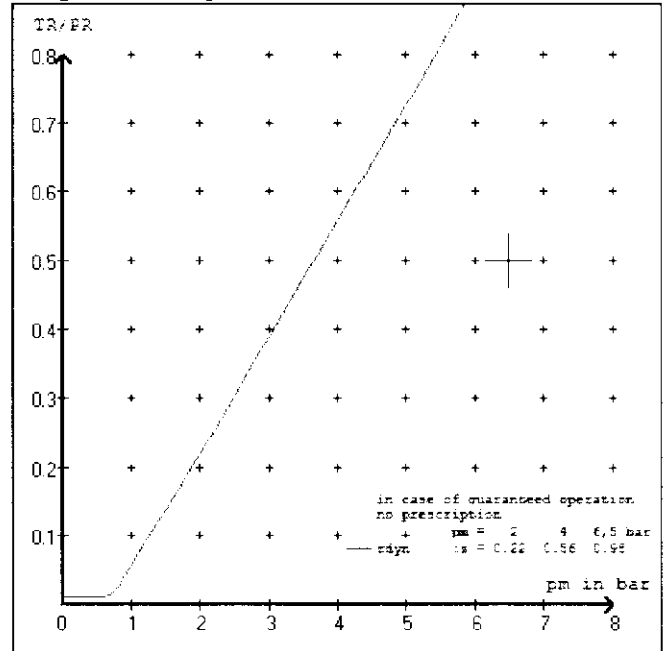
brake chamber pressure unladen



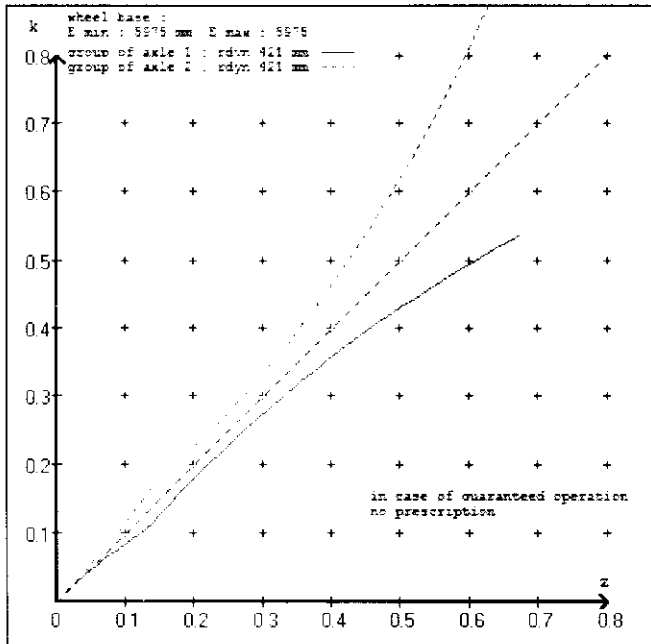
compatibility band laden



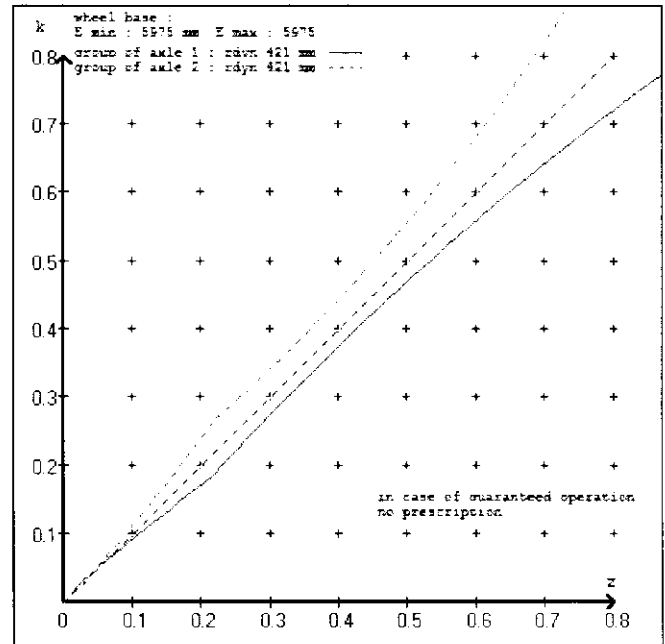
compatibility band unladen



curves of friction laden



curves of friction unladen



vehicle manufacturer: DOMETT  
 trailer model : 5AFT (TIPPER)  
 trailer type : 5-axle-full-trailer

brake chamber and lever length :

axle 1 : 2 x type/diameter 18. (Meritor) lever length 69 mm  
 axle 2 : 2 x type/diameter 18. (Meritor) lever length 69 mm  
 axle 3 : 2 x type/diameter T.14/16 (Meritor) lever length 69 mm  
 axle 4 : 2 x type/diameter T.14/16 (Meritor) lever length 69 mm  
 axle 5 : 2 x type/diameter 14. (Meritor) lever length 69 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 (TIPPER)  
 trailer type : 5-axle-full-trailer  
 brake calculation no. : TP 50888A

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	1800	to be	2.8	7500	to be	0.4	1.4	6.6	
2	1800	entered by the vehicle manufact.	2.8	7500	entered by the vehicle manufact.	0.4	1.4	6.6	
3	1100		1.4	6600		0.4	1.5	4.2	
4	1100		1.4	6600		0.4	1.5	4.2	
5	1100		1.4	6600		0.4	1.5	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 pcy1	axle load pcy1	axle load pcy1	axle load pcy1	axle load pcy1					
1800	2.8	1800	2.8	1100	1.4	1100	1.4	1100	1.4
2300	3.1	2300	3.1	1600	1.7	1600	1.7	1600	1.7
2800	3.5	2800	3.5	2100	1.9	2100	1.9	2100	1.9
3300	3.8	3300	3.8	2600	2.2	2600	2.2	2600	2.2
3800	4.1	3800	4.1	3100	2.4	3100	2.4	3100	2.4
4300	4.5	4300	4.5	3600	2.7	3600	2.7	3600	2.7
4800	4.8	4800	4.8	4100	2.9	4100	2.9	4100	2.9
5300	5.1	5300	5.1	4600	3.2	4600	3.2	4600	3.2
7500	6.6	7500	6.6	6600	4.2	6600	4.2	6600	4.2



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

axle 1	: reference axle: SAF	SBW 1937-...	brake lining: Jurid 539
	test report :	TDB 0749 ECE	date : 13.10.2008
axle 2	: reference axle: SAF	SBW 1937-...	brake lining: Jurid 539
	test report :	TDB 0749 ECE	date : 13.10.2008
axle 3	: reference axle: SAF	SBW 1937-...	brake lining: Jurid 539
	test report :	TDB 0749 ECE	date : 13.10.2008
axle 4	: reference axle: SAF	SBW 1937-...	brake lining: Jurid 539
	test report :	TDB 0749 ECE	date : 13.10.2008
axle 5	: reference axle: SAF	SBW 1937-...	brake lining: Jurid 539
	test report :	TDB 0749 ECE	date : 13.10.2008

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 = 25.5 % Fe
axle 2	(rdyn 421 mm)	T = 25.5 % Fe
axle 3	(rdyn 421 mm)	T = 17.1 % Fe
axle 4	(rdyn 421 mm)	T = 17.1 % Fe
axle 5	(rdyn 421 mm)	T = 17.1 % Fe

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

axle 1	(sp = 58 mm)	s = 39 mm
axle 2	(sp = 58 mm)	s = 39 mm
axle 3	(sp = 56 mm)	s = 39 mm
axle 4	(sp = 56 mm)	s = 39 mm
axle 5	(sp = 56 mm)	s = 39 mm

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

axle1	ThA = 7072 N
axle2	ThA = 7072 N
axle3	ThA = 3984 N
axle4	ThA = 3984 N
axle5	ThA = 3984 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 = 42127 N
axle 2	(rdyn 421 mm)	T = 42127 N
axle 3	(rdyn 421 mm)	T = 23747 N
axle 4	(rdyn 421 mm)	T = 23747 N
axle 5	(rdyn 421 mm)	T = 23747 N

	basic test	type III
	of subject	(calculated)
braking rate of the vehicle	trailer (E)	residual
(item 4.3.2 to appendix 2 to annex 11)	0.58	(hot)braking
		0.46

required braking rate	>= 0,4 and
(items 1.5.3 and 1.7.2 to annex 11)	>= 0,6*E (0.35)

axle 1	(rdyn 421 mm)	T = 42127 N
axle 2	(rdyn 421 mm)	T = 42127 N
axle 3	(rdyn 421 mm)	T = 23747 N
axle 4	(rdyn 421 mm)	T = 23747 N
axle 5	(rdyn 421 mm)	T = 23747 N

	basic test	type III
	of subject	(calculated)
braking rate of the vehicle	trailer (E)	residual
(item 4.3.2 to appendix 2 to annex 11)	0.58	(hot)braking
		0.46

required braking rate	>= 0,4 and
(items 1.5.3 and 1.7.2 to annex 11)	>= 0,6*E (0.35)

spring parking brake

		<u>axle 3</u>	<u>axle 4</u>
no of TRISTOP-actuators per axle line KDZ		2	2
TRISTOP-actuator type		T.14/16	T.14/16
lever length	lBh in mm	69	69
stat. tyre radius	rstat max in mm	401	401
at a stroke of	s in mm	30	30
min. force of spring brake	TFZ in N	6160	6160
sp.brake chamber no Meritor.....		4	4
release pressure	pLs in bar	4.5	4.5

calculation:

ratio until road		3.9674	3.9674
$iFb = lBh * \eta * C * rBt / (rBn * rstat)$			
	for rstat in mm	401	401
brake force of spring br. Tf in N		48188	48188
$Tf = (TFZ * KDZ - 2 * Co / lBh) * iFb$			
braking rate	zf laden	0.292	
$zf = \text{sum}(Tf) / P + 0,01$			

Test of the frictional connection required by the parking brake

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

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

min Ef = 4512 mm for E = 5975 mm

=====  
min Ef = 4512 mm for E = 5975 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 = 2300 mm height of center of gravity - laden  
PR = 19800 kg maximum bogie mass - laden  
P = 34800 kg maximum total mass - laden  
nf = 2 no. of axle(s) with TRISTOP spring brake actuators  
ng = 3 no. of bogie axle(s)

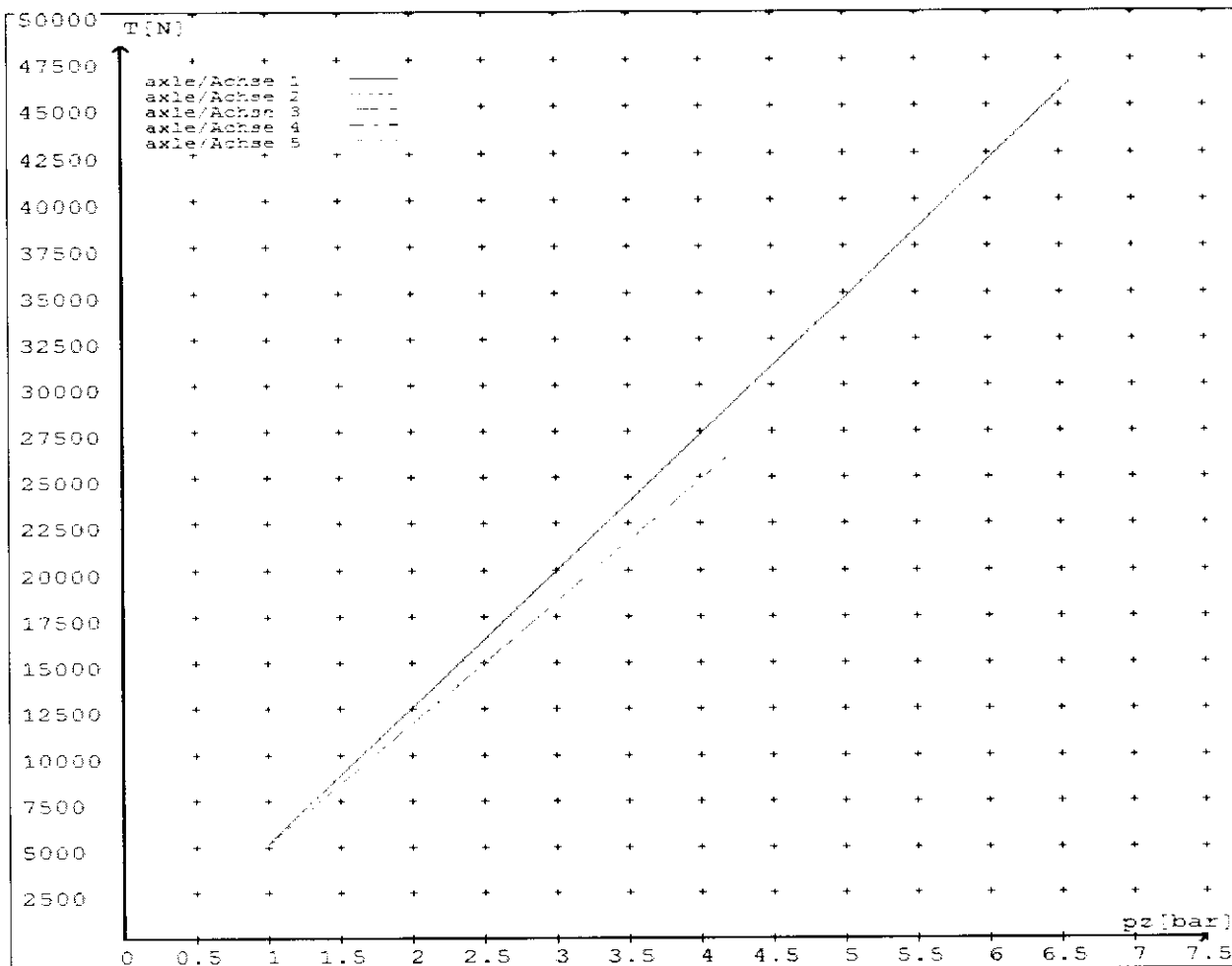
reference values

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

	pz [bar]	T [N]	T [N]
axle 1	1.0	5116	
	6.6	46304	
axle 2	1.0	5116	
	6.6	46304	
axle 3	1.0		5079
	4.2		26042
axle 4	1.0		5079
	4.2		26042
axle 5	1.0		5079
	4.2		26042

VIN - no.:

	Axle(s) / Achse(n)				
brake cylinder type (service / parking) Bremszylinder Typ (Betrieb / Fest)	18./	18./	T.14/16	T.14/16	14./
Maximum stroke smax = ...mm maximaler Hub smax = ...mm	64	64	64	64	64
Lever length - ...mm Hebellänge = ...mm	69.08	69.08	69.08	69.08	69.08



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

CERTIFICATE No. JH130904

CUSTOMER NAME

DOMETT TRAILERS

CUSTOMER ORDER No.

4063

DATE RECEIVED

18.07.13

VEHICLE TYPE

5 AXLE FULL TRAILER

REG No.

CHASSIS No.

7A9E30017D1023184

**BRIEF SPECIFICATION AS CERTIFIED TO HVBR**

**BRAKE CHAMBERS:**

<u>Ax #</u>	<u>Make/model</u>	<u>Max stroke</u>	<u>Lever length</u>
1,2:	TSE/18HSCLD65	65 mm	69 mm
3&4:	TSE/1416HTLD64	64 mm	69 mm
5:	TSE/14HSCLD64	64 mm	69 mm

BRAKE VALVES: 1-EBS CONTROL – RRS ACTIVATED

TEST POINTS:                    3 4 5 7

FRICITION LINING:

(All) Lining Brand

OEM

JURID 539

Aftermarket

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

VALVES: AS PER BRAKE CALCULATION TP 50888 & SO1534842

TYRE SIZE: 265 70 R 19.5

NOTES

PACKING SLIP NO.

SO1534834

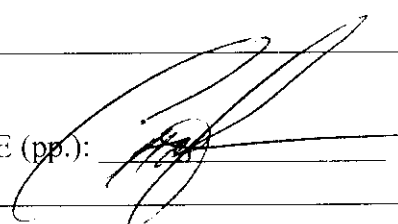
PROCESS TIME:

1

BRAKE CALC #TP50888 – THE MERITOR CHAMBERS ARE THE TSE VARIANT.

COMPLETION DATE : 4<sup>th</sup> Sept 2013

SIGNATURE (pp.):



# Statement of Compliance with the New Zealand Heavy Brake Rule

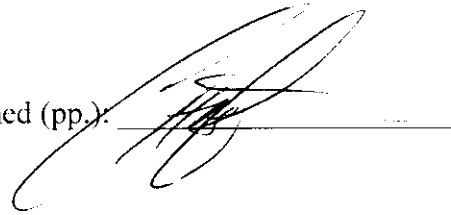
Documentation required supporting Statements of Compliance with the New Zealand Heavy Brake Rule, to be made available to the Statutory Authority on request, must include all calculations and test reports.

## 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: 4<sup>th</sup> Sept 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.

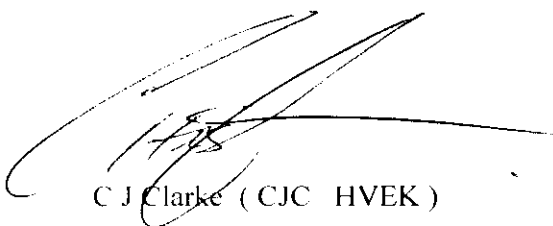
The trailer ABS/EBS warning light on the towing vehicle dashboard must illuminate when the ignition is switched on and extinguish when the vehicle is in motion.

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)