



# Heavy Vehicle Specialist Certificate

Issue Date: 12/02/2013  
Valid Until: 12/02/2016

CHRIS CLARKE

GTC

7A9E20016D1023213



HUEK

CARRY OUT COMPLIANCE TO THE NZ HEAVY VEHICLE BRAKE RULE.

Roll STABILITY FUNCTION ACTUATED

GVW (kg) 32500

HUBINZ 32015/2 SCHEDS.

32500 KG

N/A

BRAKE DESIGN CERTIFICATE - JH13114  
PRE-EXEMPTION REF 13/445.

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

or Hub, Junction Box or separate

N/A



Signature of Chris Clarke

12/02/2013

454300



Exemption: HVB13/445

**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: **7A9E20016D1023213**

**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 1st day of November 2013

Jackie Hartley  
Administrator (Assessments)



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

distribution: DOMETT  
 7A9E20016D1023213  
 SODC: JH131114  
 PREV: HVB13/445

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 (V6.13.06.12).  
 -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  
 trailer model : 5AFT C/SIDE  
 trailer type : 5-axle-full-trailer  
 remarks : air / hydraulic / VA suspension  
 WABCO TRAILER - EBS E  
 TRISTOP 3+4+5: 14/24  
 265/70 R 19,5

axle 1 + 2 + 3 + 4 + 5 : BPW, TSB 3709, 361-041-08 ECE,

		unladen	lader
total mass	P in kg	8200	32500
axle 1	P1 in kg	2000	7250
axle 2	P2 in kg	2000	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	7565 - 7565	
centre of gravity height	h in mm	1090	2030

	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	BC 0055.2BC	BC 0055.2BC	BC 0056.2BC	BC 0056.2BC	BC 0056.2
brake chamber manufacturer	BPW	BPW	BPW	BPW	BPW
chamber size	15.	15.	14/24	14/24	14/24
lever length	lBh in mm	80	80	80	80
brake factor	[-]	20.50	20.50	20.50	20.50
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	12.0	12.0	12.0	12.0

calculation:

chamber pressure(rdyn min)pH at z=22,5%bar	2.5	2.5	2.5	2.5	2.5	
chamber pressure(rdyn max)pH at z=22,5%bar	2.5	2.5	2.5	2.5	2.5	
chamber press.(servo)pcha at pm6,5bar bar	6.4	6.4	5.2	5.2	5.2	
piston force	ThA at pm6,5bar N	5759	5759	4162	4162	4162
brake force(rdyn min)T lad. at pm6,5bar N	44412	44412	31843	31843	31843	
brake force(rdyn max)T lad. at pm6,5bar N	44412	44412	31843	31843	31843	
brake force within 1 % rolling friction proportion	%	21.3	21.3	19.1	19.1	19.1

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: BPW    05.444.31...

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: BPW    05.444.31...

axle 3:

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

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

brake cylinder: BPW    05.444.38...

axle 4:

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

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

brake cylinder: BPW 05.444.38...

axle 5:

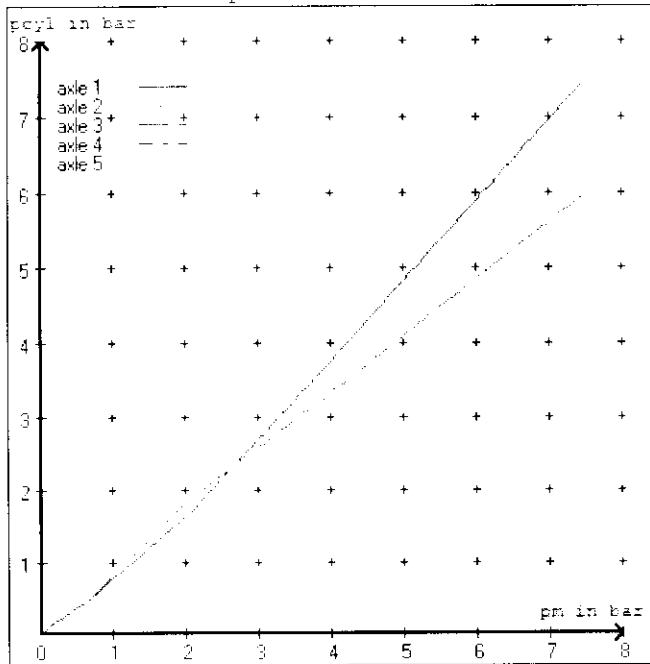
valve 1: 971 002 ... 0 WABCO  
EBS emergency valve

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

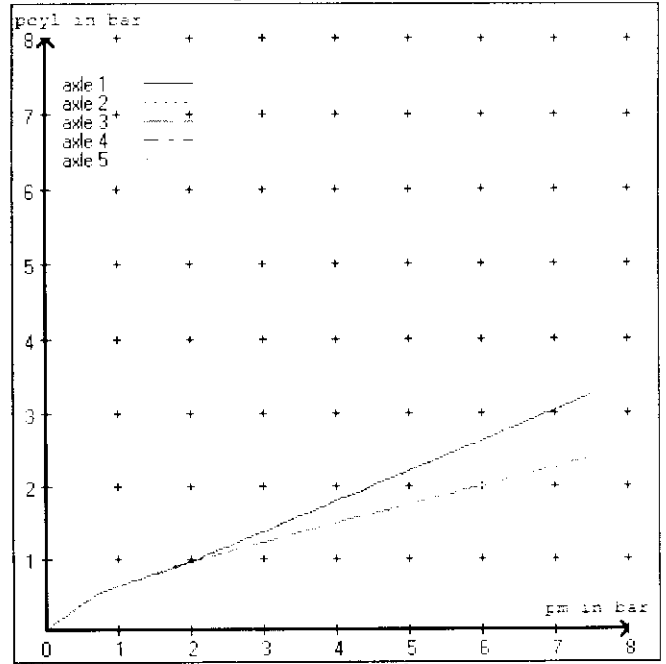
brake cylinder: BPW 05.444.38...

test type III (zIII = 0.30)	for rdyn min :	axle1	axle2	axle3	axle4	axle5	
at pm 3.6 bar =>	pcha in bar :	3.4	3.4	3.0	3.0	3.0	
test type III (zIII = 0.06)	for rdyn min :	axle1	axle2	axle3	axle4	axle5	
at pm 1.2 bar =>	pcha in bar :	0.9	0.9	1.0	1.0	1.0	

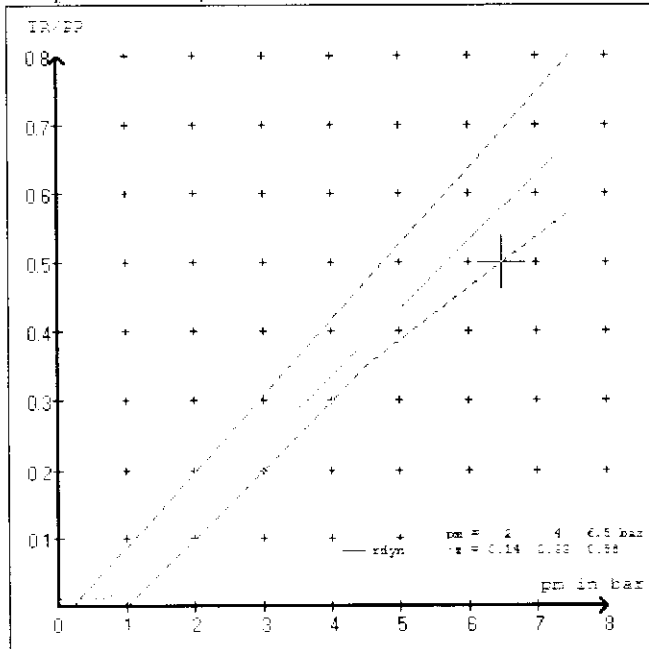
brake chamber pressure laden



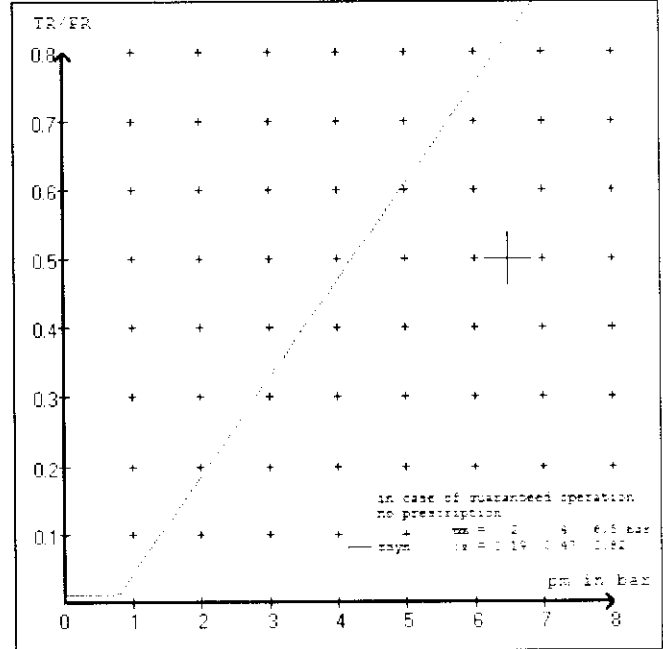
brake chamber pressure unladen



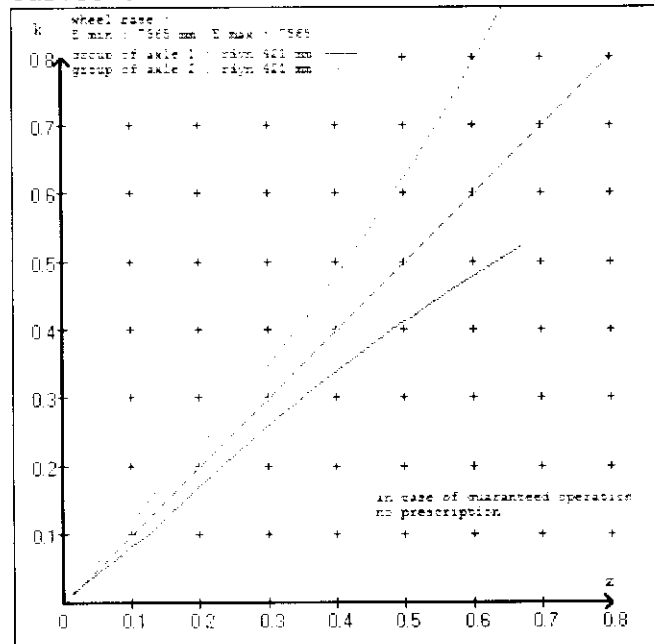
compatibility band laden



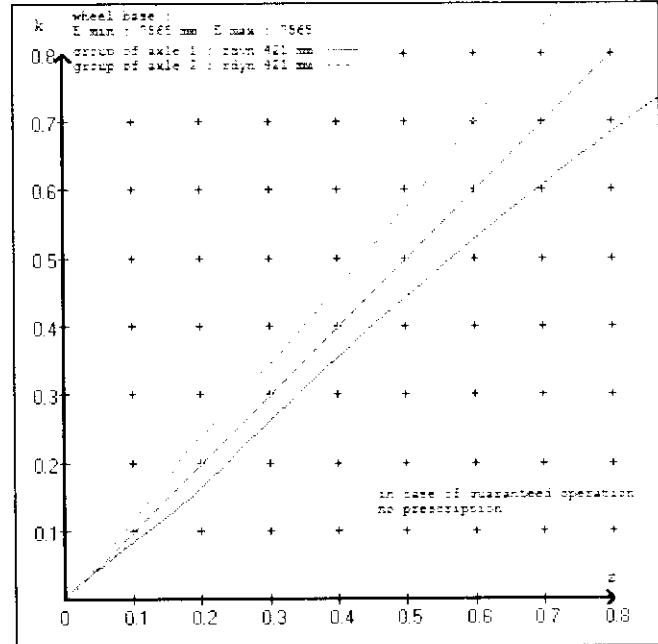
compatibility band unladen



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 15. (BPW) lever length 80 mm  
 axle 2 : 2 x type/diameter 15. (BPW) lever length 80 mm  
 axle 3 : 2 x type/diameter 14/24 (BPW) lever length 80 mm  
 axle 4 : 2 x type/diameter 14/24 (BPW) lever length 80 mm  
 axle 5 : 2 x type/diameter 14/24 (BPW) lever length 80 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 50949A

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	2000	to be	2.8	7250	to be	0.5	1.6	6.4	
2	2000	entered by	2.8	7250	entered by	0.5	1.6	6.4	
3	1400	the vehicle	2.1	6000	the vehicle	0.5	1.8	5.2	
4	1400	manufact.	2.1	6000	manufact.	0.5	1.8	5.2	
5	1400		2.1	6000		0.5	1.8	5.2	

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.

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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					
2000	2.8	2000	2.8	1400	2.1	1400	2.1	1400	2.1
2500	3.1	2500	3.1	1900	2.4	1900	2.4	1900	2.4
3000	3.5	3000	3.5	2400	2.8	2400	2.8	2400	2.8
3500	3.8	3500	3.8	2900	3.1	2900	3.1	2900	3.1
4000	4.2	4000	4.2	3400	3.4	3400	3.4	3400	3.4
4500	4.5	4500	4.5	3900	3.8	3900	3.8	3900	3.8
5000	4.9	5000	4.9	4400	4.1	4400	4.1	4400	4.1
5500	5.2	5500	5.2	4900	4.5	4900	4.5	4900	4.5
7250	6.4	7250	6.4	6000	5.2	6000	5.2	6000	5.2



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

axle 1	: reference axle: BPW	D 115-2	brake lining: BPW 8101
	test report :	361-041-08	EC date : 01.04.2011
axle 2	: reference axle: BPW	D 115-2	brake lining: BPW 8101
	test report :	361-041-08	EC date : 01.04.2011
axle 3	: reference axle: BPW	D 115-2	brake lining: BPW 8101
	test report :	361-041-08	EC date : 01.04.2011
axle 4	: reference axle: BPW	D 115-2	brake lining: BPW 8101
	test report :	361-041-08	EC date : 01.04.2011
axle 5	: reference axle: BPW	D 115-2	brake lining: BPW 8101
	test report :	361-041-08	EC date : 01.04.2011

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 = 19.2 % Fe
axle 2	(rdyn 421 mm)	T = 19.2 % Fe
axle 3	(rdyn 421 mm)	T = 15.4 % Fe
axle 4	(rdyn 421 mm)	T = 15.4 % Fe
axle 5	(rdyn 421 mm)	T = 15.4 % Fe

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

axle 1	(sp = 56 mm)	s = 48 mm
axle 2	(sp = 56 mm)	s = 48 mm
axle 3	(sp = 50 mm)	s = 48 mm
axle 4	(sp = 50 mm)	s = 48 mm
axle 5	(sp = 50 mm)	s = 48 mm

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

axle1	ThA = 5759 N
axle2	ThA = 5759 N
axle3	ThA = 4162 N
axle4	ThA = 4162 N
axle5	ThA = 4162 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 = 40250 N
axle 2	(rdyn 421 mm)	T = 40250 N
axle 3	(rdyn 421 mm)	T = 28867 N
axle 4	(rdyn 421 mm)	T = 28867 N
axle 5	(rdyn 421 mm)	T = 28867 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)	0.58	(hot)braking 0.52
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required braking rate (items 1.5.3 and 1.7.2 to annex 11)	>= 0,4 and >= 0,6*E (0.35)
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axle 1	(rdyn 421 mm)	T = 40250 N
axle 2	(rdyn 421 mm)	T = 40250 N
axle 3	(rdyn 421 mm)	T = 28867 N
axle 4	(rdyn 421 mm)	T = 28867 N
axle 5	(rdyn 421 mm)	T = 28867 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)	0.58	(hot)braking 0.52
---	------	----------------------

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

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

axle 1	: reference axle: BPW	D 115-2	brake lining: BPW 8200
	test report :	361-041-08	EC date : 02.04.2011
axle 2	: reference axle: BPW	D 115-2	brake lining: BPW 8200
	test report :	361-041-08	EC date : 02.04.2011
axle 3	: reference axle: BPW	D 115-2	brake lining: BPW 8200
	test report :	361-041-08	EC date : 02.04.2011
axle 4	: reference axle: BPW	D 115-2	brake lining: BPW 8200
	test report :	361-041-08	EC date : 02.04.2011
axle 5	: reference axle: BPW	D 115-2	brake lining: BPW 8200
	test report :	361-041-08	EC date : 02.04.2011

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 = 19.2 % Fe
axle 2	(rdyn 421 mm)	T = 19.2 % Fe
axle 3	(rdyn 421 mm)	T = 15.4 % Fe
axle 4	(rdyn 421 mm)	T = 15.4 % Fe
axle 5	(rdyn 421 mm)	T = 15.4 % Fe

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

axle 1	(sp = 56 mm)	s = 47 mm
axle 2	(sp = 56 mm)	s = 47 mm
axle 3	(sp = 50 mm)	s = 47 mm
axle 4	(sp = 50 mm)	s = 47 mm
axle 5	(sp = 50 mm)	s = 47 mm

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

axle1	ThA = 5759 N
axle2	ThA = 5759 N
axle3	ThA = 4162 N
axle4	ThA = 4162 N
axle5	ThA = 4162 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 = 41810 N
axle 2	(rdyn 421 mm)	T = 41810 N
axle 3	(rdyn 421 mm)	T = 29983 N
axle 4	(rdyn 421 mm)	T = 29983 N
axle 5	(rdyn 421 mm)	T = 29983 N

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

braking rate of the vehicle (hot)braking  
(item 4.3.2 to appendix 2 to annex 11) 0.58 0.54

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 = 41810 N
axle 2	(rdyn 421 mm)	T = 41810 N
axle 3	(rdyn 421 mm)	T = 29983 N
axle 4	(rdyn 421 mm)	T = 29983 N
axle 5	(rdyn 421 mm)	T = 29983 N

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

braking rate of the vehicle (hot)braking  
(item 4.3.2 to appendix 2 to annex 11) 0.58 0.54

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

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

axle 1	: reference axle: BPW	D 115-2	brake lining: BPW 8302
	test report :	361-041-08	EC date : 03.04.2011
axle 2	: reference axle: BPW	D 115-2	brake lining: BPW 8302
	test report :	361-041-08	EC date : 03.04.2011
axle 3	: reference axle: BPW	D 115-2	brake lining: BPW 8302
	test report :	361-041-08	EC date : 03.04.2011
axle 4	: reference axle: BPW	D 115-2	brake lining: BPW 8302
	test report :	361-041-08	EC date : 03.04.2011
axle 5	: reference axle: BPW	D 115-2	brake lining: BPW 8302
	test report :	361-041-08	EC date : 03.04.2011

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 = 19.2 % Fe
axle 2	(rdyn 421 mm)	T = 19.2 % Fe
axle 3	(rdyn 421 mm)	T = 15.4 % Fe
axle 4	(rdyn 421 mm)	T = 15.4 % Fe
axle 5	(rdyn 421 mm)	T = 15.4 % Fe

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

axle 1	(sp = 56 mm)	s = 39 mm
axle 2	(sp = 56 mm)	s = 39 mm
axle 3	(sp = 50 mm)	s = 39 mm
axle 4	(sp = 50 mm)	s = 39 mm
axle 5	(sp = 50 mm)	s = 39 mm

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

axle1	ThA = 5759 N
axle2	ThA = 5759 N
axle3	ThA = 4162 N
axle4	ThA = 4162 N
axle5	ThA = 4162 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 = 42688 N
axle 2	(rdyn 421 mm)	T = 42688 N
axle 3	(rdyn 421 mm)	T = 30611 N
axle 4	(rdyn 421 mm)	T = 30611 N
axle 5	(rdyn 421 mm)	T = 30611 N

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

braking rate of the vehicle (hot)braking  
(item 4.3.2 to appendix 2 to annex 11) 0.58 0.56

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 = 42688 N
axle 2	(rdyn 421 mm)	T = 42688 N
axle 3	(rdyn 421 mm)	T = 30611 N
axle 4	(rdyn 421 mm)	T = 30611 N
axle 5	(rdyn 421 mm)	T = 30611 N

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

braking rate of the vehicle (hot)braking  
(item 4.3.2 to appendix 2 to annex 11) 0.58 0.56

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>	<u>axle 5</u>
no of TRISTOP-actuators per axle line KDZ	2	2	2
TRISTOP-actuator type	14/24	14/24	14/24
lever length	80	80	80
stat. tyre radius	401	401	401
at a stroke of	30	30	30
min. force of spring brake	5809	5809	5809
sp.brake chamber no BPW	05.444.3805	05.444.3805	05.444.3805
release pressure	5.2	5.2	5.2

calculation:

ratio until road	4.0898	4.0898	4.0898
$iF_b = \frac{lBh \cdot \eta \cdot C \cdot r_{Bt}}{r_{Bn} \cdot r_{stat}}$			
for rstat in mm	401	401	401
brake force of spring br. $T_f$ in N	46288	46288	46288
$T_f = (TFZ \cdot KDZ - 2 \cdot C_o / lBh) \cdot iF_b$			
braking rate	0.446		
zf = sum ( $T_f$ ) / P + 0,01			

Test of the frictional connection required by the parking brake

minimum wheelbase/minimum supporting width min  $E_f$  necessary to fulfil the regulations

$$\min E_f = E \cdot (1 - PR/P + z_{ferf} \cdot h/E) / (1 - z_{ferf} / (f_{zul} \cdot n_f/n_g))$$

min  $E_f$  = 4827 mm for  $E$  = 7565 mm  
 =====  
 min  $E_f$  = 4827 mm for  $E$  = 7565 mm  
 =====

- min  $E_f$  = minimum distance between front axle(s) (trailer) or support (semitraile) and the rear axle(s) (resultant of the bogie)
- $E$  = wheel base
- $f_{zul}$  = 0.80 maximum permissible frictional connection required
- $z_{ferf}$  = 0.18 maximum required braking ratio of the parking brake
- $h$  = 2030 mm height of center of gravity - laden
- $PR$  = 18000 kg maximum bogie mass - laden
- $P$  = 32500 kg maximum total mass - laden
- $n_f$  = 3 no. of axle(s) with TRISTOP spring brake actuators
- $n_g$  = 3 no. of bogie axle(s)

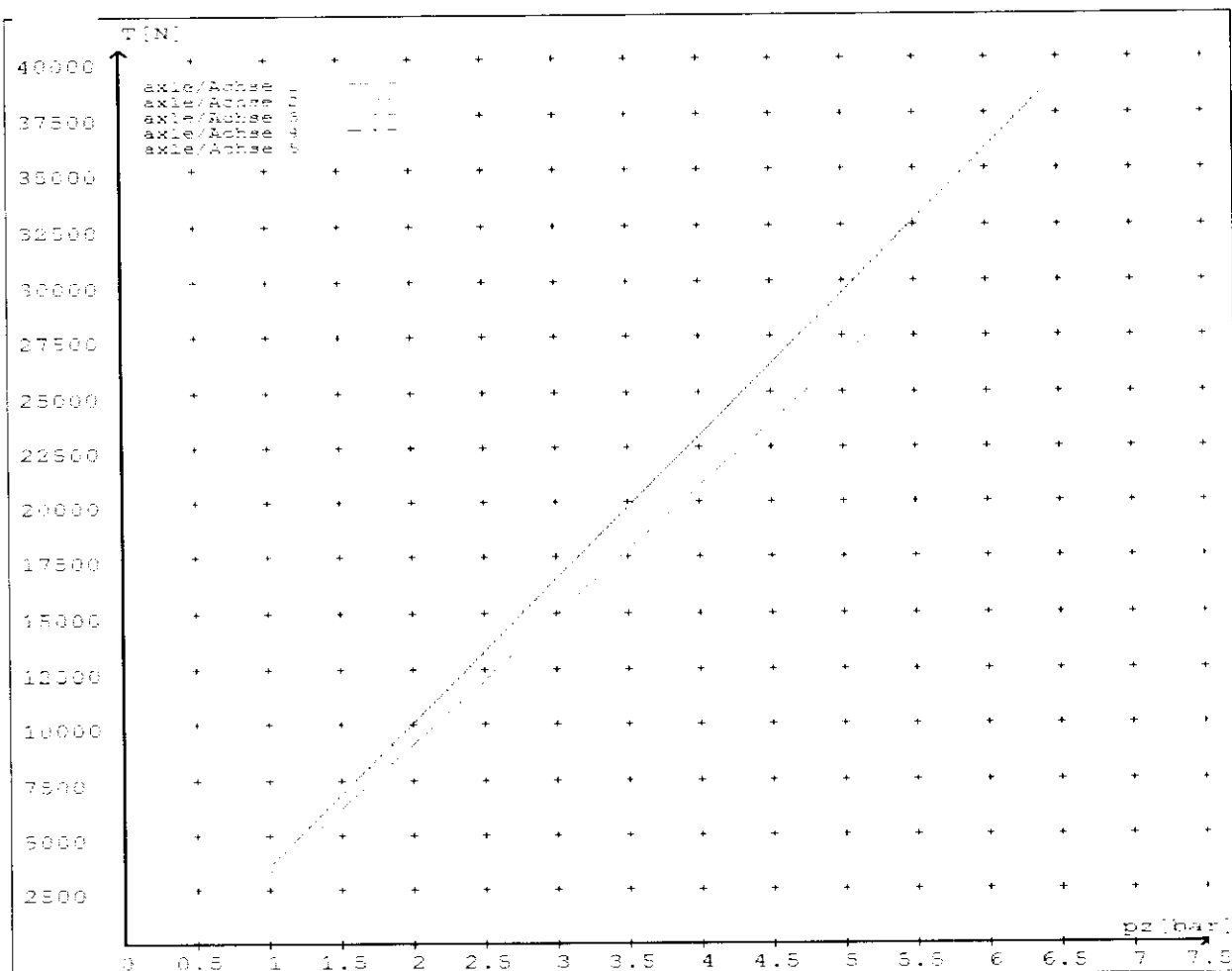
reference values

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

	pz [bar]	T [N]	T [N]
axle 1	1.0	3554	
	6.4	38419	
axle 2	1.0	3554	
	6.4	38419	
axle 3	1.0		3259
	5.2		27546
axle 4	1.0		3259
	5.2		27546
axle 5	1.0		3259
	5.2		27546

VIN - no.:

brake cylinder type (service / parking) Bremszylinder Typ (Betrieb / Fest)	Axle(s) / Achse(n)				
	15./	15./	14/24	14/24	14/24
Maximum stroke smax = ...mm maximaler Hub smax = ....mm	60	60	61	61	61
Lever length = .....mm Hebellänge = ....mm	80	80	80	80	80



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

CERTIFICATE No.

JH131114

CUSTOMER NAME

DOMETT TRUCK & TRAILER LTD

CUSTOMER ORDER No.

4104

DATE RECEIVED

Nov 2013

VEHICLE TYPE

5 AXLE FULL TRAILER

REG No.

CHASSIS No.

7A9E20016D1023213

**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	BPW15 (05.444.31.)	60 mm	80 mm
3,4&5	BPW1424 (05.444.38.)	64 mm	80 mm

**BRAKE SYSTEM:**

WABCO EBS : RSS ACTIVATED

# TEST POINTS FITTED:

3 4 5 7

**FRICITION LINING:**

(All) Lining Brand

OEM

BPW 8101

Aftermarket

EBS CONTROL: SPECIAL CONDITIONS APPLY – SEE INSTRUCTION ON ET400

VALVES: AS PER DATA SHEET ATTACHED & SO1541765

TYRE SIZE: 265 70 R 19.5

NOTES

PACKING SLIP NO.

SO1541765

PROCESS TIME:

1

Brake calculation TP50949:

COMPLETION DATE : 30<sup>th</sup> Nov 2013

SIGNATURE

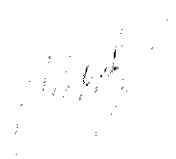
# Statement of Compliance with the New Zealand Heavy Brake Rule

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

## Confirmation of compliance

I confirm that the vehicle identified on page 1 of this Statement of Compliance complies with all relevant requirements of the current New Zealand Heavy Vehicle Brake Rule 32015/2, Schedule 5.

Date: 30<sup>th</sup> Nov 2013

Signed: 

## Certifier's identification

Name: J E Hirst

Phone (bus): (09) 980 7300

Fax (bus): (09) 980 7306

Postal address: Transport Specialties, Cnr Kerrs & Ash Roads

Wiri, Auckland, PO Box 98 971 Manukau City 2241

Position: JEH

## Confirmation of continued compliance of modification

I confirm the brake system of the vehicle identified on page 1 of this Statement of Compliance as modified by myself, continues to comply with all the relevant requirements of the current New Zealand Heavy Vehicle Brake Rule 32015/2, Schedule 5.

Date: \_\_\_\_\_ Signed: \_\_\_\_\_

Certifier's identification: JEH

Name:

Phone (bus): (09) 980 7300

Fax (bus): (09) 980 7306

Postal address: Transport Specialties Ltd

Cnr Kerrs & Ash Roads, Wiri, Auckland

PO Box 98 971, Manukau City 2241