



Heavy Vehicle Specialist Certificate

Appointed by the New Zealand Transport Agency under section 127 of the Resource Management Act 1991

Signature of Specialist
CHRIS CLARKE

Signature of Applicant
CJC

Vehicle Identification Number
7A9E15C12E1023226

Vehicle Make
HUEK

CARRY OUT COMPLIANCE TO THE NZ HEAVY VEHICLE BRAKE RULE.

Roll STABILITY FUNCTION ACTIVATED

Vehicle Specification (make, model)

HUBN2 32015/3 SCHED 5.

Component (load/drag)

34 800 KG.

General Description of Vehicle

N/A.

Supporting Documents

**BRAKE DESIGN CERTIFICATE - JH140113
CAPTURED EXEMPTION - H14RE14/012**

Special Conditions

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

Certification Expiry Date (day, month, year)

N/A.

or

Hubodometer Reading (kilometres)

Declaration

I, the undersigned, being a duly appointed Heavy Vehicle Specialist have issued this certificate in accordance with my valid appointment. I warrant that the information provided is true and correct and that the component, system or equipment is in compliance with the relevant New Zealand Heavy Vehicle Rules and that the vehicle is in compliance with the relevant New Zealand Heavy Vehicle Rules. The information on the Certificate is true and correct.

Signature of Specialist

Date

17-02-2014.

Signature

458197



NZ TRANSPORT AGENCY
WAKA KOTAHI

NATIONAL OFFICE

50 Victoria Street
Private Bag 6995
Wellington 6141
New Zealand

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www.nzta.govt.nz

Exemption: HMRE14/012

**EXEMPTION FROM SPECIFIED REQUIREMENTS OF LAND TRANSPORT RULE:
Heavy Vehicles 2004 and Vehicle Dimensions and Mass 2002**

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 Vehicles 2004 and Vehicle Dimensions and Mass 2002 listed in Schedule 2, subject to the conditions specified in Schedule 3.

SCHEDULE 1:

Make/Model: **Domett Trailers Ltd, 5 Axle Flat Deck Trailer**

VIN/CHASSIS: **7A9E15012E1023226**

SCHEDULE 2: - Exempted Requirement

Heavy Vehicles 2004

- Clause 3.5(2)

Vehicle Dimensions and Mass 2002

- Clause 4.2(7)

SCHEDULE 3: - Conditions of this exemption:

- 1) The Wabco OptiTurn function of the TEBS-E system is to be activated.
- 2) The vehicle must not be modified in any way while operating under this exemption.
- 3) This original exemption must be kept by Gough Transpecs.
- 4) A copy of this exemption including the OptiTurn function (printed on a silver WABCO Sticker) must be affixed to the exempted vehicle.
- 5) The sticker in 4) must be legible and include all printed areas of this original exemption letter.
- 6) This exemption can be revoked at any time in writing by the NZ Transport Agency.

Signed at Wellington this 28th day of January 2014.

Jackie Hartley
Administrator (Assessments)

WABCO

START-UP PROTOCOL

System	Trailer EBS-E	WABCO part number	480 102 080 0
Production date	2013-08-07	Serial number	897001470300K
Serial number (modulator)	000000022802		
Fingerprint Customer EOL / Customer Development / Flash Program	W503643 / 2014-02-17 ; 00000000 / 0000-00-00 ; 00000000 / 0000-00-00		

WABCO		TRAILER EBS-E		GGVS/ADR TUEH TB 2007 - 019.00 TDB0749														
HERSTELLER MANUFACTURER CONSTRUCTEUR	DOMETT																	
TYP TYPE TYPE	5AFT (FLAT DECK)																	
FAHRZEUG IDENT.NR. CHASSIS NUMBER NUMERO DE CHASSIS	7A9E15012E1023226																	
BREMSBERECHNUNGS-NR. BRAKE CALCULATION NO. CALCUL DE FREINAGE NO.	TP50976A																	
POLRADZAHNENZAHL c-d e-f POLE WHEEL TEETH c-d e-f DENTS ROUE DENTEE c-d e-f	90	90	ABS-System ABS-System Systeme ABS	4S/3M														
RSS RSS RSS	Einfachbereifung Single Tyre Monte simple		Lenkachse Steering axle Essieu avant															
	Zwillingsbereifung Twin Tyre Monte jumelle	X	Kippkräftiges Fahrzeug Critical Trailer Vehicule critique															
Subsystems	SB	I/O	24N															
	pm (bar)		6.5	pm (bar)		0.7	2.0	---	6.5									
ACHSE AXLE ESSIEU											TYP TYPE	(mm)	(mm)	(bar)	10	Pz		
1	1600	0.8	2.0	7500	4.9	0.4	1.4	---	5.5	-	18	65	69	507	3788			
2	1600	0.8	2.0	7500	4.9	0.4	1.4	---	5.5	-	18	65	69	507	3788			
3	1330	0.6	1.7	6600	4.3	0.3	1.5	---	5.1	-	14 / 16	64	69	503	3166			
4	1330	0.6	1.7	6600	4.3	0.3	1.5	---	5.1	-	14 / 16	64	69	503	3166			
5	1330	0.6	1.7	6600	4.3	0.3	1.5	---	5.1	1	14	64	69	503	3166			

Diagnostic memory	OK	Warning lamp control	OK
Parameter setting	carried out	Stop light power supply	OK
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	7A9E15012E1023226
Vehicle type	5AFT (FLAT DECK)	Odometer reading	0.0 km
next Service	0 km	Trip reading	0.0 km
Tested by	Chris Clarke	Signature	
Date	2014-02-17 5:33:44 p.m.		

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

distribution: DOMETT
 7A9E15012E1023226
 SCDC: JH140113
 OPT1: HMRE14/012

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 (V6.13.11.12).
 -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 sector 9.0):
 In any case we commend to do a braking harmonisation!
 WABCOBrake V6.13.11.12 db 09.12.2013

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

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

		unladen	laden
total mass	P in kg	7190	34800
axle 1	P1 in kg	1600	7500
axle 2	P2 in kg	1600	7500
axle 3	P3 in kg	1330	6600
axle 4	P4 in kg	1330	6600
axle 5	P5 in kg	1330	6600
wheel base	E in mm	8095 - 8095	
centre of gravity height	h in mm	1113	2094

	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	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
brake factor	[-]	23.03	23.03	23.03	23.03
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	6.0	6.0	6.0	6.0

calculation:

chamber pressure(rdyn min)pH at z=22,5%bar	2.2	2.2	2.2	2.2	2.2
chamber pressure(rdyn max)pH at z=22,5%bar	2.2	2.2	2.2	2.2	2.2
chamber press.(servo)pcha at pm6,5bar bar	5.5	5.5	5.1	5.1	5.1
piston force ThA at pm6,5bar N	5835	5835	4886	4886	4886
brake force(rdyn min)T lad. at pm6,5bar N	44175	44175	36920	36920	36920
brake force(rdyn max)T lad. at pm6,5bar N	44175	44175	36920	36920	36920
brake force within 1 % rolling friction proportion %	21.2	21.2	19.2	19.2	19.2

braking rate z laden 0.583 for rdyn min
 z = sum (TR)/PRmax 0.583 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:

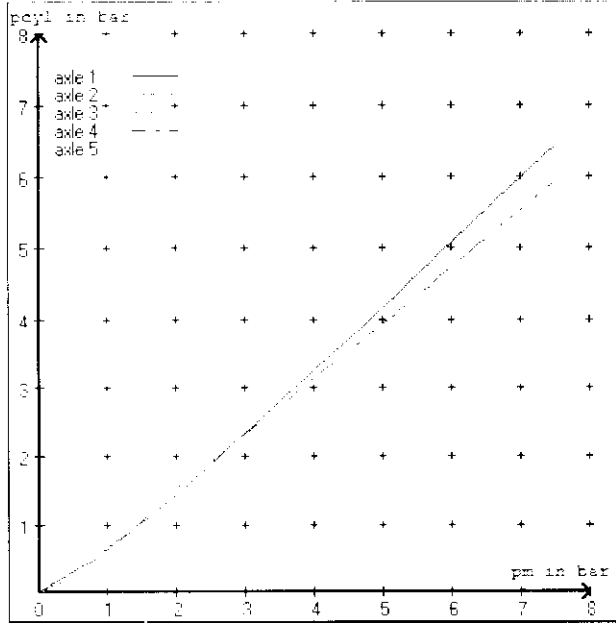
valve 1: 971 002 ... 0 WABCO
EBS emergency valve

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

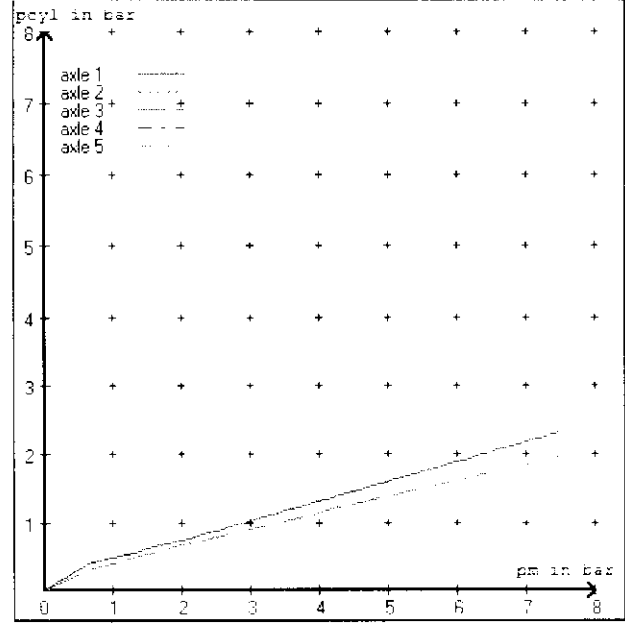
brake cylinder: Meritor 14HSCLD64

test type III (zIII = 0.30)	for rdyn min :	axle1	axle2	axle3	axle4	axle5	
at pm 3.6 bar =>	pcha in bar :	2.9	2.9	2.8	2.8	2.8	
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	

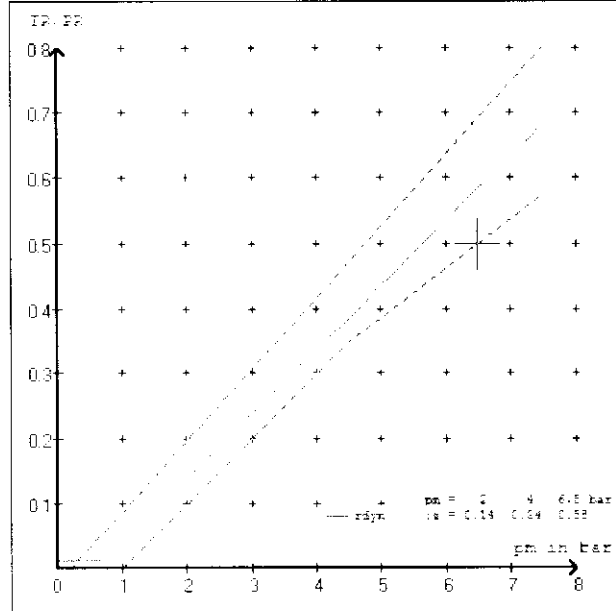
brake chamber pressure laden



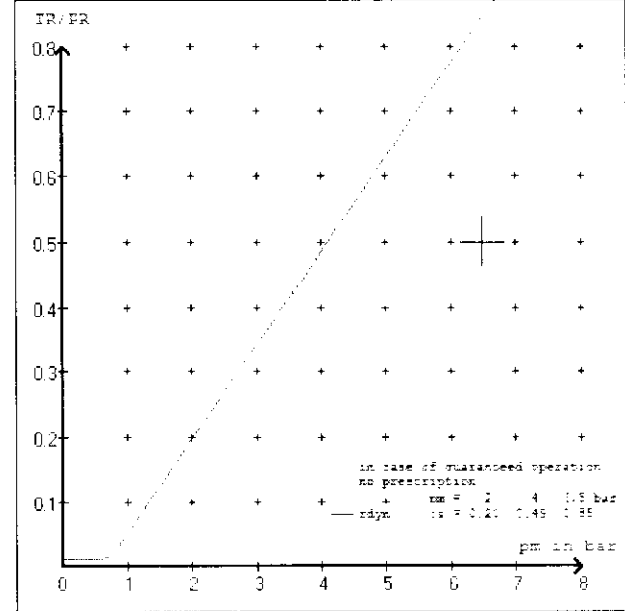
brake chamber pressure unladen



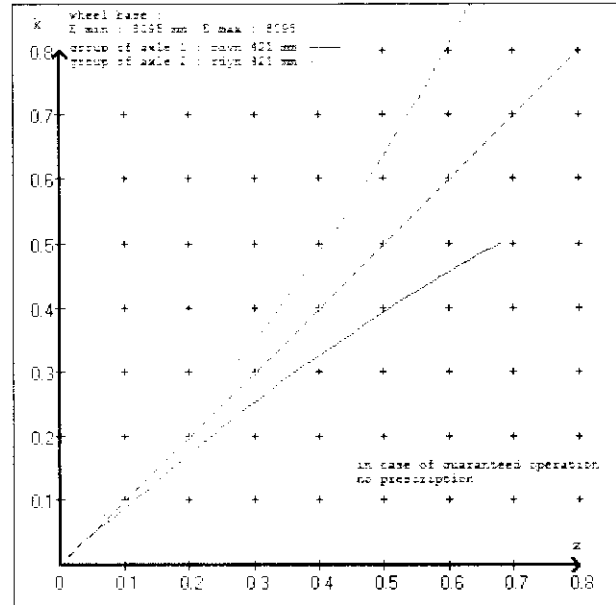
compatibility band laden



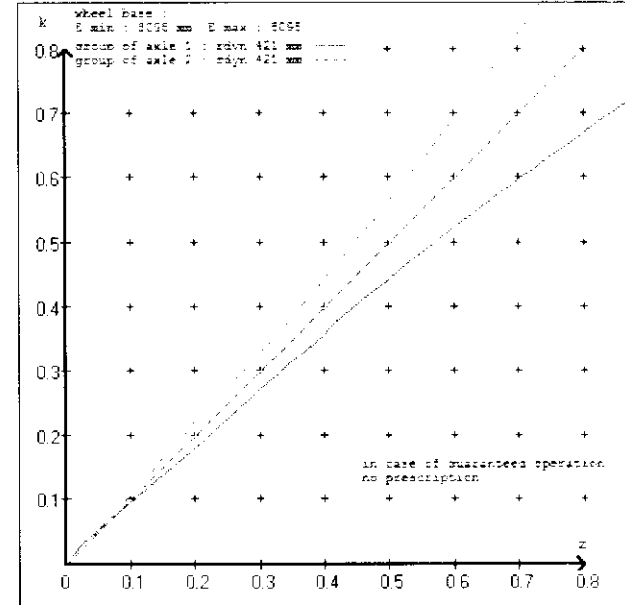
compatibility band unladen



curves of friction laden



curves of friction unladen



vehicle manufacturer: DOMETT
 trailer model : SAFT (FLAT DECK)
 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 : SAFT (FLAT DECK)
 trailer type : 5-axle-full-trailer
 brake calculation no. : TP 50976A

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	1600	to be	2.0	7500	to be	0.4	1.4	5.5	
2	1600	entered by	2.0	7500	entered by	0.4	1.4	5.5	
3	1330	the vehicle	1.7	6600	the vehicle	0.3	1.5	5.1	
4	1330	manufact.	1.7	6600	manufact.	0.3	1.5	5.1	
5	1330		1.7	6600		0.3	1.5	5.1	

The unladen values indicated in the above table are values for the basic parameter set. Higher unladen axle loads and liftaxles are automatically recognized and do not require separate adjustment. The above unladen axle loads must not be fallen below.

=====

axle 1	axle 2	axle 3	axle 4	axle 5
axle load pcy1	axle load pcy1	axle load pcy1	axle load pcy1	axle load pcy1
1600 2.0	1600 2.0	1330 1.7	1330 1.7	1330 1.7
2100 2.3	2100 2.3	1830 2.0	1830 2.0	1830 2.0
2600 2.6	2600 2.6	2330 2.3	2330 2.3	2330 2.3
3100 2.9	3100 2.9	2830 2.7	2830 2.7	2830 2.7
3600 3.2	3600 3.2	3330 3.0	3330 3.0	3330 3.0
4100 3.5	4100 3.5	3830 3.3	3830 3.3	3830 3.3
4600 3.8	4600 3.8	4330 3.6	4330 3.6	4330 3.6
5100 4.1	5100 4.1	4830 4.0	4830 4.0	4830 4.0
7500 5.5	7500 5.5	6600 5.1	6600 5.1	6600 5.1

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 = 21.9 % Fe
axle 2	(rdyn 421 mm)	T = 21.9 % Fe
axle 3	(rdyn 421 mm)	T = 19.5 % Fe
axle 4	(rdyn 421 mm)	T = 19.5 % Fe
axle 5	(rdyn 421 mm)	T = 19.5 % 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 = 5835 N
axle2	ThA = 5835 N
axle3	ThA = 4886 N
axle4	ThA = 4886 N
axle5	ThA = 4886 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 = 34796 N
axle 2	(rdyn 421 mm)	T = 34796 N
axle 3	(rdyn 421 mm)	T = 29089 N
axle 4	(rdyn 421 mm)	T = 29089 N
axle 5	(rdyn 421 mm)	T = 29089 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 = 34796 N
axle 2	(rdyn 421 mm)	T = 34796 N
axle 3	(rdyn 421 mm)	T = 29089 N
axle 4	(rdyn 421 mm)	T = 29089 N
axle 5	(rdyn 421 mm)	T = 29089 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

	axle 3	axle 4
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
$iFb = lBh * rBt * C * rBt / (rBn * rstat)$ for rstat in mm	401	401
brake force of spring br. Tf in N	48188	48188
$Tf = (TFZ * KDZ - 2 * Cc / lBh) * iFb$		
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 = 5836 mm for E = 8095 mm

min Ef = 5836 mm for E = 8095 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 = 2094 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)

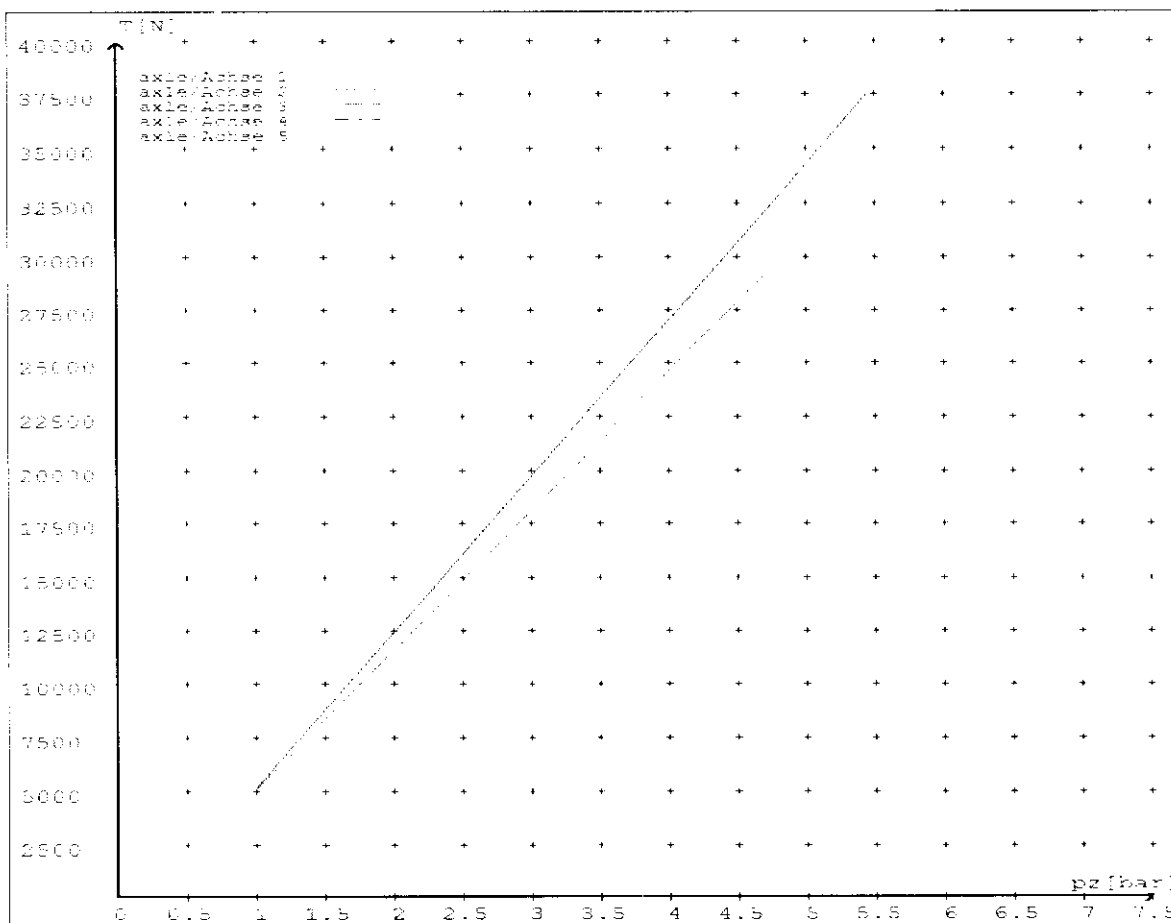
reference values

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

	pz [bar]	T [N]	T [N]
axle 1	1.0	5072	
	5.5	37886	
axle 2	1.0	5072	
	5.5	37886	
axle 3	1.0		5035
	5.1		31664
axle 4	1.0		5035
	5.1		31664
axle 5	1.0		5035
	5.1		31664

VIN - no.:

brake cylinder type (service / parking) Bremszylinder Typ (Betrieb / Fest)	Axle(s) / Achse(n)				
	18./	18./	T.14/16	T.14/16	14./
Maximum stroke smax - ...mm maximaler Hub smax - ...mm	65	65	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. JH140113

CUSTOMER NAME

DOMETT TRAILERS LTD

CUSTOMER ORDER No.

4134

DATE RECEIVED

Dec 13

VEHICLE TYPE

5 AXLE FULL TRAILER

REG No.

CHASSIS No.

7A9E15012E1023226

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 SYSTEM:

WABCO EBS : RSS ACTIVATED

TEST POINTS FITTED:

3 4 5 7

FRICITION LINING:

(All) Lining Brand

OEM
JURID 539

Aftermarket

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

VALVES: AS PER BRAKE CALCULATION TP 50976 & SO1545434

TYRE SIZE: 265 70 R 19.5

NOTES

PACKING SLIP NO.

SO1545434

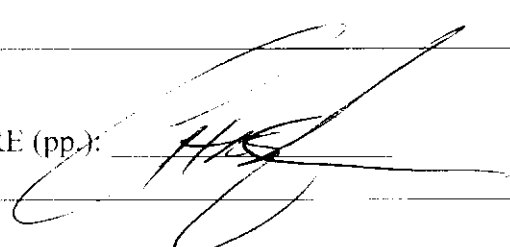
PROCESS TIME:

1

BRAKE CALC #TP50976

COMPLETION DATE : 25th Jan 2014

SIGNATURE (pp.):



Statement of Compliance with the New Zealand Heavy Brake Rule

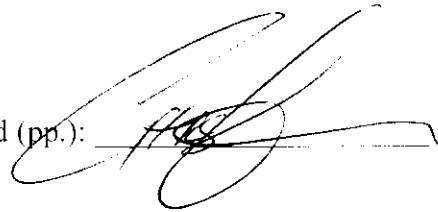
Documentation required supporting Statements of Compliance with the New Zealand Heavy Brake Rule, to be made available to the Statutory Authority on request, must include all calculations and test reports.

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: 25th Jan 2014

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.*

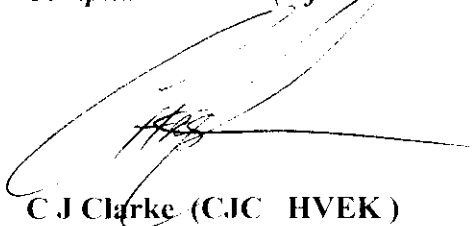
10.5 Responsibilities of manufactures and retailers

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)