

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 or Manufacturing Inspecting Organisation's Name (PRINT IN CAPS) ID

CHRIS CLARKE **CJC**

Vehicle Registration* VIN/Chassis Number

7A9E25013E1023264

Component being certified:

<input type="checkbox"/> Chassis Modification	<input type="checkbox"/> Load Anchorage	<input type="checkbox"/> Log Bolsters
<input type="checkbox"/> Towing Connection	<input checked="" type="checkbox"/> Brakes	<input type="checkbox"/> SRT
<input type="checkbox"/> PSV Stability	<input type="checkbox"/> PSV Rollover	<input type="checkbox"/> Swept Path
<input type="checkbox"/> PBS		

Certification Category

HUEK

Description of Work

CARRY OUT COMPLIANCE TO THE NZ HEAVY VEHICLE BRAKE RULE

ROLL STABILITY FUNCTION ACTIVATED

Code/Standard/Rule Certified to	Component Load Rating(s)
HVBNZ 32015/3 SCHED 5.	34800 KG
General Drawing Number(s)	
N/A.	

Supporting Documents

BRAKE DESIGN CERTIFICATE - JH140719.

Special Conditions*

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

Certification Expiry Date (if applicable)	or	Hubodometer Reading (whichever comes first)
N/A		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

Declaration

I the undersigned, declare that I am the Heavy Vehicle Specialist Inspector identified and I hold a current valid appointment. I certify that the above mentioned vehicle component's design, manufacture and installation, and this certification complies in all respects with the Land Transport Rule: Vehicle Standards Compliance 2002 and my Appointment. To the best of my knowledge the information contained in the Certificate is true and correct.

Designer's ID (if different from inspector below)

Inspector's Signature

Inspector's Name (PRINT IN CAPS) ID Number

Date **18-07-2013** Number **478410**

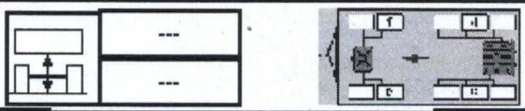
CoF Vehicle Inspector ID	CoF Vehicle Inspector Signature	Date
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All fields excluding those marked with * must be completed before this certificate can be accepted.

WABCO


START-UP PROTOCOL

System	Trailer EBS-E	WABCO part number	480 102 080 0
Production date	2012-10-10	Serial number	897000546000G
Serial number (modulator)	000000016796		
Fingerprint Customer EOL / Customer Development / Flash Program	W503643 / 2014-07-18 ; 00000000 / 0000-00-00 ; 00000000 / 0000-00-00		

WABCO		TRAILER EBS-E		GGVS/ADR TUEH TB 2007 - 019.00 TDB0749											
HERSTELLER MANUFACTURER CONSTRUCTEUR	DOMETT		GIO		Pin1	Pin3	Pin4								
TYP TYPE TYPE	5AFT STOCK		1	---	---	---	---								
FAHRZEUG IDENTNR. CHASSIS NUMBER NUMERO DE CHASSIS	7A9E25013E1023264		2	---	---	---	---								
BREMSBERECHNUNGS-NR. BRAKE CALCULATION NO. CALCUL DE FREINAGE NO.	TP51084A		3	ALS2	ALS2	---	---								
POLRADZÄHNEZAHL c-d e-f POLE WHEEL TEETH c-d e-f DENTS ROUE DENTÉE c-d e-f	90	90	4	---	---	---	---								
		ABS-System ABS system Système ABS	5	DIAG	DIAG	DIAG	---								
RSS RSS RSS	Einfachbereifung Single Tire Monte simple	Lenkachse Steering axle Essieu Vireur	6	---	---	---	---								
	Zwillingsbereifung Twin Tire Monte jumelée	Kippkritisches Fahrzeug Critical Trailer Véhicule critique	7	---	---	---	---								
Subsystems	---	I/O	24N												
ACHSE AXLE ESSEU	pm (bar)	6.5	pm (bar)	0.7	2.0	---	6.5	TYP TYPE	(mm)	(mm)	(bar)	1.0	Pz		
1	1400	0.7	1.7	7500	4.9	0.4	1.5	---	6.7	-	18	65	69	490	4508
2	1400	0.7	1.7	7500	4.9	0.4	1.5	---	6.7	-	18	65	69	490	4508
3	1060	0.4	1.1	6600	4.3	0.3	1.5	---	4.5	-	14 / 16	64	69	486	2684
4	1060	0.4	1.1	6600	4.3	0.3	1.5	---	4.5	-	14 / 16	64	69	486	2684
5	1060	0.4	1.1	6600	4.3	0.3	1.5	---	4.5	-	14	64	69	486	2684

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 height sensor calibration	Not tested
ABS sensor assignment	OK	Height sensor axle load	Not tested
RTR check	Not tested	Leak test	Not tested
Immobilizer test	Not tested	Signal outputs TEBS	Not tested
Signal inputs	Not tested	Tag axle test	Not tested

Diagnostic memory ELEX	Not tested	Signal outputs ELEX	Not tested
TailGUARDlight	Not tested	TailGUARD	Not tested

Manufacturer	DOMETT	Vehicle ident. no	7A9E25013E1023264
Vehicle type	5AFT STOCK	Odometer reading	0.0 km
next Service	0 km	Trip reading	0.0 km
Tester	Chris Clarke		
Date	2014-07-18 9:32:07 p.m.		

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

distribution: DOMETT
7A9E25013E1023264
SODC: JH140719

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 section 9.0).
In any case we commend to do a braking harmonisation!
WABCO Brake V6.13.11.12 db 20.02.2014

vehicle manufacturer: DOMETT
trailer model : 5AFT STOCK
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, SBW 1937, TDB 0749 ECE,

		unladen	laden
total mass	P in kg	5980	34800
axle 1	P1 in kg	1400	7500
axle 2	P2 in kg	1400	7500
axle 3	P3 in kg	1060	6600
axle 4	P4 in kg	1060	6600
axle 5	P5 in kg	1060	6600
wheel base	E in mm	6795 - 6800	
centre of gravity height	h in mm	1050	2458

	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 brake chamber manufacturer	BZ 122.1 Meritor	BZ 122.1 Meritor	BZ 119.6 Meritor	BZ 119.6 Meritor	BZ 122.1 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	6.7	6.7	4.5	4.5	4.5
piston force ThA at pm6,5bar N	7185	7185	4285	4285	4285
brake force (rdyn min) T lad. at pm6,5bar N	54378	54378	32376	32376	32376
brake force (rdyn max) T lad. at pm6,5bar N	54378	54378	32376	32376	32376
brake force within 1 % rolling friction proportion %	21.2	21.2	19.2	19.2	19.2

braking rate z laden 0.603 for rdyn min
z = sum (TR)/PRmax 0.603 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:

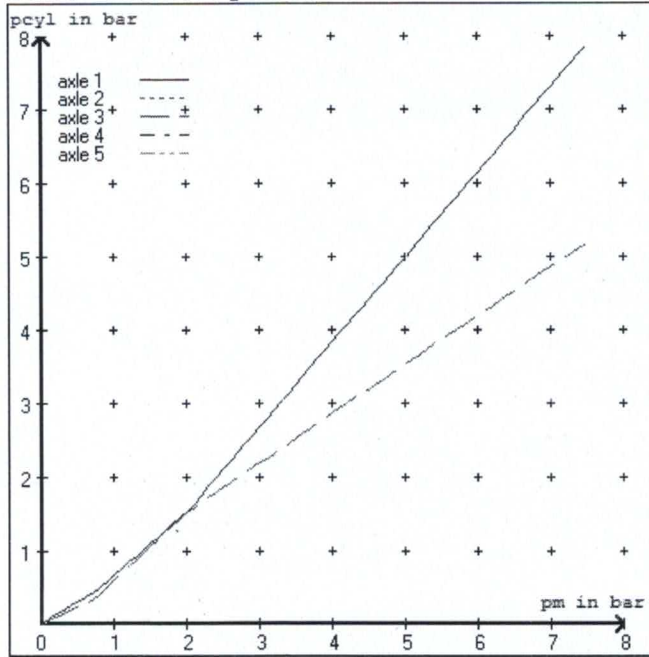
valve 1: 971 002 ... 0 WABCO
EBS emergency valve

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

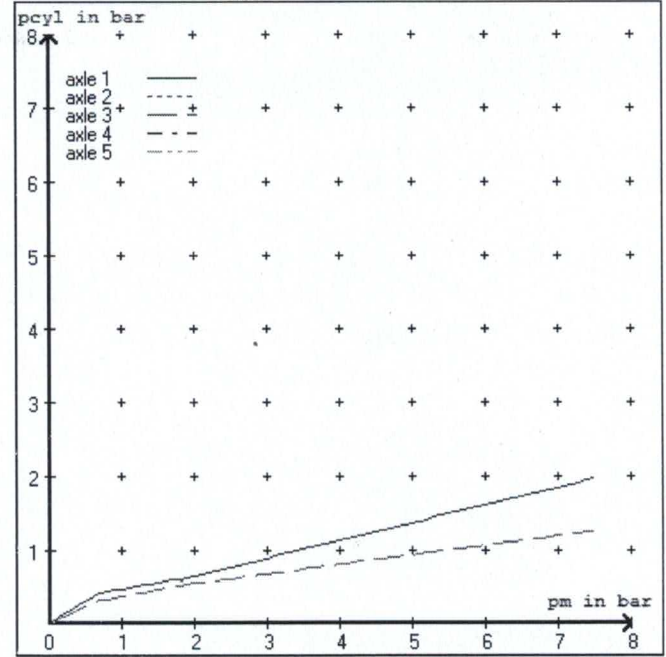
brake cylinder: Meritor 14HSCLD64

test type III (zIII = 0.30)	for rdyn min :	axle1	axle2	axle3	axle4	axle5	
at pm 3.5 bar =>	pcha in bar :	3.3	3.3	2.5	2.5	2.5	2.5
test type III (zIII = 0.06)	for rdyn min :	axle1	axle2	axle3	axle4	axle5	
at pm 1.2 bar =>	pcha in bar :	0.8	0.8	0.7	0.7	0.7	0.7

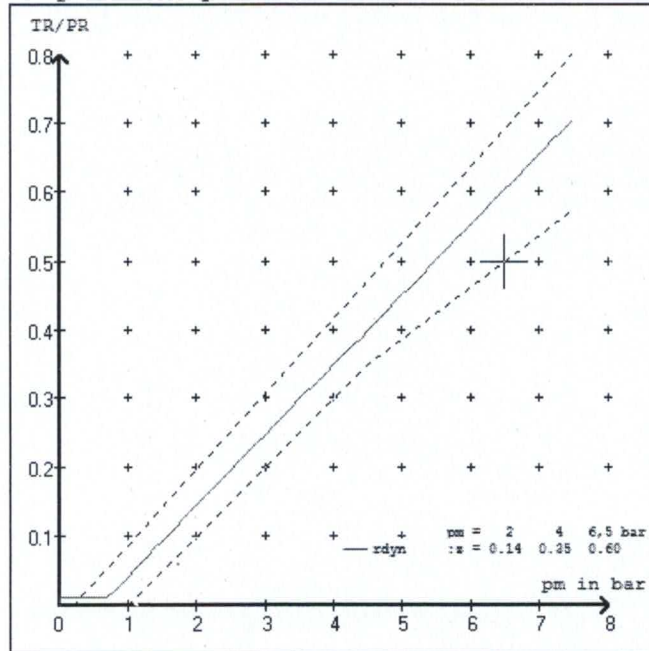
brake chamber pressure laden



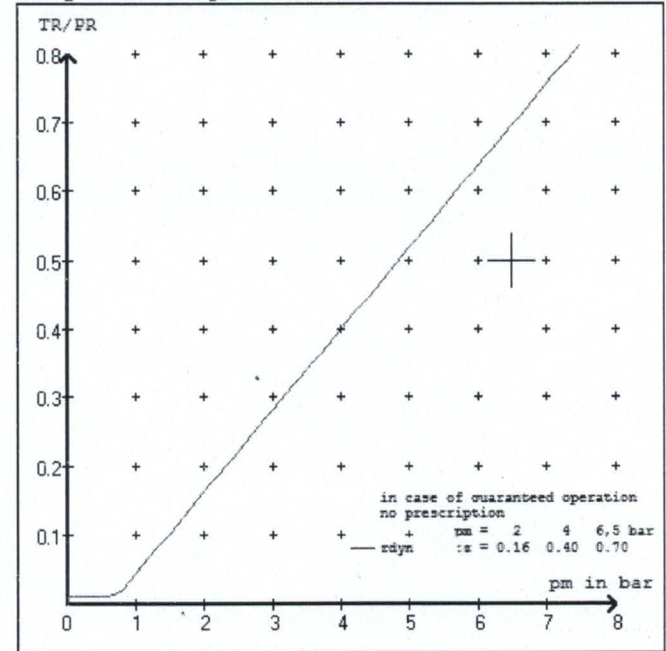
brake chamber pressure unladen



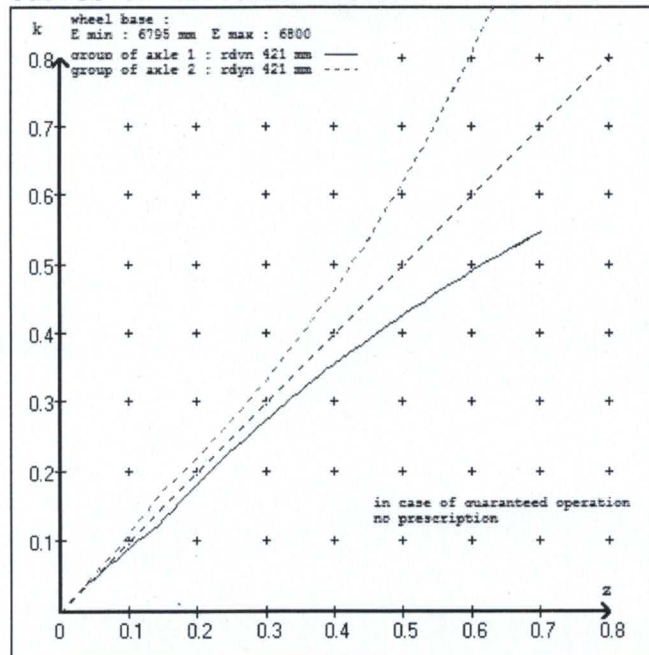
compatibility band laden



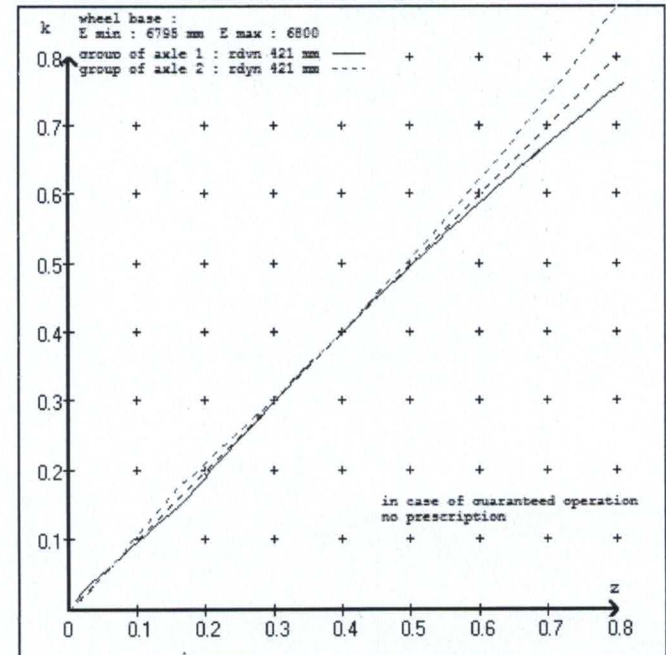
compatibility band unladen



curves of friction laden



curves of friction unladen



vehicle manufacturer: DOMETT
 trailer model : 5AFT STOCK
 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 STOCK
 trailer type : 5-axle-full-trailer
 brake calculation no. : TP 51084A

tire circumference main axle : 2650 for rdyn max
 tire circumference auxiliary axle : 2650 for rdyn max

assignment pm / deceleration z: pm 0.7 bar z = 0.010
 (laden condition) 2.0 bar z = 0.142
 6.5 bar z = 0.600

control pressure pm			6,5	control pressure pm			0.7	2.0	6.5
axle	axle load unladen	bellow pr. unladen	brake pr. unladen	axle load laden	bellow pr. laden	brake pr. laden			
1	1400	to be	1.7	7500	to be	0.4	1.5	6.7	
2	1400	entered by the vehicle manufact.	1.7	7500	entered by the vehicle manufact.	0.4	1.5	6.7	
3	1060		1.1	6600		0.3	1.5	4.5	
4	1060		1.1	6600		0.3	1.5	4.5	
5	1060		1.1	6600		0.3	1.5	4.5	

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

=====

axle 1	axle 2	axle 3	axle 4	axle 5
axle load pctl	axle load pctl	axle load pctl	axle load pctl	axle load pctl
1400 1.7	1400 1.7	1060 1.1	1060 1.1	1060 1.1
1900 2.1	1900 2.1	1560 1.4	1560 1.4	1560 1.4
2400 2.5	2400 2.5	2060 1.7	2060 1.7	2060 1.7
2900 2.9	2900 2.9	2560 2.0	2560 2.0	2560 2.0
3400 3.3	3400 3.3	3060 2.3	3060 2.3	3060 2.3
3900 3.7	3900 3.7	3560 2.6	3560 2.6	3560 2.6
4400 4.2	4400 4.2	4060 2.9	4060 2.9	4060 2.9
4900 4.6	4900 4.6	4560 3.2	4560 3.2	4560 3.2
7500 6.7	7500 6.7	6600 4.5	6600 4.5	6600 4.5

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 : 20130930 30.09.2013
axle 2	: reference axle: SAF	SBW 1937	brake lining: Jurid 539
	test report :	TDB 0749 ECE	date : 20130930 30.09.2013
axle 3	: reference axle: SAF	SBW 1937	brake lining: Jurid 539
	test report :	TDB 0749 ECE	date : 20130930 30.09.2013
axle 4	: reference axle: SAF	SBW 1937	brake lining: Jurid 539
	test report :	TDB 0749 ECE	date : 20130930 30.09.2013
axle 5	: reference axle: SAF	SBW 1937	brake lining: Jurid 539
	test report :	TDB 0749 ECE	date : 20130930 30.09.2013

calc. verific. of residual (hot) braking force type III
(item 4.2.1 of appendix 2 to annex 11)

axle 1	(rdyn 421 mm)	T = 25.1 % Fe
axle 2	(rdyn 421 mm)	T = 25.1 % Fe
axle 3	(rdyn 421 mm)	T = 17.4 % Fe
axle 4	(rdyn 421 mm)	T = 17.4 % Fe
axle 5	(rdyn 421 mm)	T = 17.4 % Fe

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

axle 1	(sp = 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 = 7185 N
axle2	ThA = 7185 N
axle3	ThA = 4285 N
axle4	ThA = 4285 N
axle5	ThA = 4285 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 = 42452 N
axle 2	(rdyn 421 mm)	T = 42452 N
axle 3	(rdyn 421 mm)	T = 25361 N
axle 4	(rdyn 421 mm)	T = 25361 N
axle 5	(rdyn 421 mm)	T = 25361 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)	0.60	(hot)braking
		0.47

required braking rate	>= 0,4 and
(items 1.5.3 and 1.7.2 to annex 11)	>= 0,6*E (0.36)

axle 1	(rdyn 421 mm)	T = 42452 N
axle 2	(rdyn 421 mm)	T = 42452 N
axle 3	(rdyn 421 mm)	T = 25361 N
axle 4	(rdyn 421 mm)	T = 25361 N
axle 5	(rdyn 421 mm)	T = 25361 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)	0.60	(hot)braking
		0.47

required braking rate	>= 0,4 and
(items 1.5.3 and 1.7.2 to annex 11)	>= 0,6*E (0.36)

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

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

min Ef = 5089 mm for E = 6795 mm
 =====
 min Ef = 5092 mm for E = 6800 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 = 2458 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)

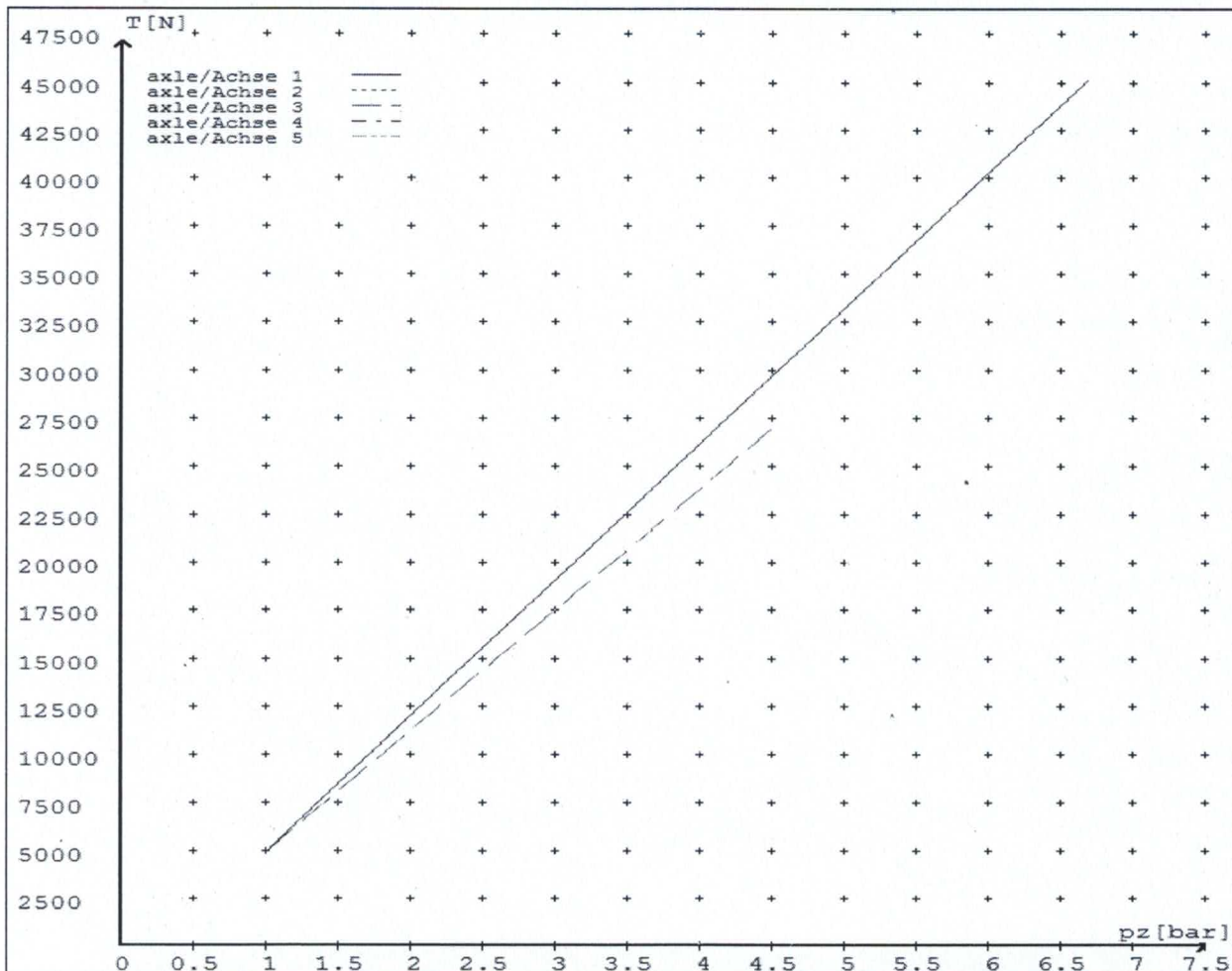
reference values

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

	pz [bar]	T [N]	T [N]
axle 1	1.0	4904	
	6.7	45090	
axle 2	1.0	4904	
	6.7	45090	
axle 3	1.0		4868
	4.5		26846
axle 4	1.0		4868
	4.5		26846
axle 5	1.0		4868
	4.5		26846

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	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. JH140719

CUSTOMER NAME DOMETT TRAILERS LTD

CUSTOMER ORDER No. 4212 DATE RECEIVED July 14

VEHICLE TYPE 5 AXLE FULL TRAILER

REG No. CHASSIS No. 7A9E25013E1023264

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: OEM Aftermarket
(All) Lining Brand JURID 539

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

VALVES: AS PER BRAKE CALCULATION TP 51084 & SO1555302

TYRE SIZE: 265 70 R 19.5

NOTES
PACKING SLIP NO. SO1555302 PROCESS TIME: 1

BRAKE CALC #TP51084
SODC# JH140719

COMPLETION DATE : 19th July 2014

SIGNATURE (pp.) 

Statement of Compliance with the New Zealand Heavy Brake Rule

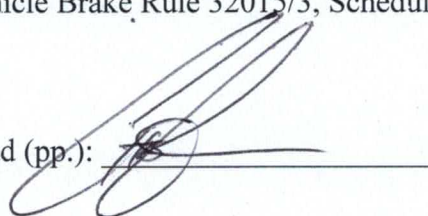
Documentation required supporting Statements of Compliance with the New Zealand Heavy Brake Rule, to be made available to the Statutory Authority on request, must include all calculations and test reports.

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 32015/3, Schedule 5.

Date: 19th July 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 32015/3, 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:

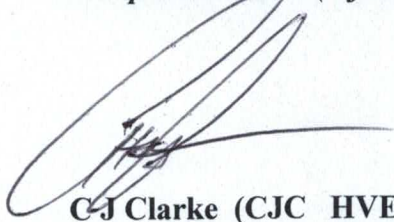
- (a) complies with this Rule: and*
- (b) does not prevent a repair to a vehicle, its structure, systems, components and equipment from complying with this Rule.*

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.

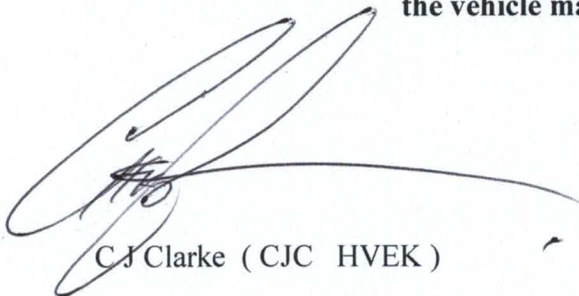
The trailer ABS/EBS warning light on the towing vehicle dashboard must illuminate when the ignition is switched on and extinguish when the vehicle is in motion.

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)