

# Heavy Vehicle Specialist Certificate

Must be presented to a CoF (Heavy) Inspecting Organisation  
 Heavy Vehicle Specialist Inspector and Inspecting Organisation

Heavy Vehicle Specialist Inspector's or Manufacturing Inspecting Organisation's Name (PRINT IN CAPS)  
**CHRIS CLARKE**

ID  
**CJC**

Vehicle Registration\*

VIN/Chassis Number  
**7A9E20013F1023446**

Component being certified:

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

Certification Category  
**HVEK**

Description of Work  
**CERTIFY TO SCHEDULE 5 OF LTR 32015/3**

Code/Standard/Rule Certified to  
**LTR 32015/3**

Component Load Rating(s)  
**32 Tonnes GVM**

General Drawing Number(s)  
**N/A**

Supporting Documents  
**BRAKE CODE CERTIFICATE JH160205**  
**BRAKE CALCULATION # TP51409**

Special Conditions\*  
**WARNING LAMP MUST ILLUMINATE WHEN IGNITION IS SWITCHED ON & THEN EXTINGUISH IMMEDIATELY OR WHEN VEHICLE SPEED EXCEEDS 7 KPH**

Certification Expiry Date (if applicable)  
**N/A**

or Hubodometer Reading (whichever comes first)

**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  
**CHRIS CLARKE** **CJC**

Date  
**3-Feb-16**

Number  
**540671**

CoF Vehicle Inspector ID

CoF Vehicle Inspector Signature

Date

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	2015-09-01	Serial number	437001538000N
Serial number (modulator)	000000042051		
Fingerprint Customer EOL / Customer Development / Flash Program	W503643 / 2016-02-03 ; 00000000 / 0000-00-00 ; 00000000 / 0000-00-00		

WABCO		TRAILER EBS-E		GGVS/ADR TUEH TB 2007 - 019.00 TDB0749											
HERSTELLER MANUFACTURER CONSTRUCTEUR	DOMETT TRAILERS			GIO	Pin1	Pin3	Pin4								
TYP TYPE TYPE	5AFT C/SIDE			1	24V-O1	---	---								
FAHRZEUG IDENTNR. CHASSIS NUMBER NUMERO DE CHASSIS	7A9E20013F1023446			2	---	---	---								
BREMSENRECHNUNGS-NR. BRAKE CALCULATION NO. CALCUL DE FREINAGE NO.	TP51409A			3	ALS2	ALS2	---								
POLRADZAHNEZAHL e-d   e-f POLE WHEEL TEETH e-d   e-f DENTS ROUE DENTÉE e-d   e-f	90	90	ABS-System ABS system Système ABS	4	---	---	---								
RSS RSS RSS	Einfachbereifung Single Tire Monte simple	Lenkachse Steering axle Essieu vireur	4S/3M	5	DIAG	DIAG	DIAG								
	Zwillingsbereifung Twin Tire Monte jumelle	X	Kippkritisches Fahrzeug Critical Trailer Véhicule critique	6	---	---	---								
Subsystems	SB	I/O	24N	7	---	---	---								
ACHSE AXLE ESSIEU		pm (bar)		6.5	pm (bar)	0.8	2.0	---	6.5	TYP TYPE		(mm)	(mm)	(bar)	
		1.0		Pz		TR (daN)									
1	1600	0.6	1.7	8000	5.0	0.4	1.4	---	6.3	-	18	64	69	494	4231
2	1600	0.6	1.7	8000	5.0	0.4	1.4	---	6.3	-	18	64	69	494	4231
3	1400	0.5	1.4	6400	4.0	0.3	1.4	---	4.9	-	14 / 16	64	69	485	2934
4	1400	0.5	1.4	6400	4.0	0.3	1.4	---	4.9	-	14 / 16	64	69	485	2934
5	1400	0.5	1.4	6400	4.0	0.3	1.4	---	4.9	-	14	64	69	485	2934

## TEBS-E

Diagnostic memory	OK	Warning lamp control	OK
Parameter setting	carried out	Stop light power supply	OK
EBS pressure test	OK	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	Not tested
Signal inputs	Not tested	Tag axle test	Not tested

## Electronic Extension Module

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

Manufacturer	DOMETT TRAILERS	Vehicle ident. no	7A9E20013F1023446
Vehicle type	5AFT C/SIDE	Odometer reading	0.0 km
next Service	0 km	Trip reading	0.0 km
Tester	Chris Clarke	Signature	
Date	2016-02-03 10:03:12 a.m.		

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

distribution: DOMETT TRAILERS  
 7A9E20013F1023446  
 SODC: JH160205  
 LT400: 540671

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 (V6.14.04.20).  
 -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 V6.14.04.20 db 08.07.2014

vehicle manufacturer: DOMETT TRAILERS  
 trailer model : 5AFT C/SIDE  
 trailer type : 5-axle-full-trailer  
 remarks : air / hydraulic / VA suspension  
 WABCO TRAILER - EBS  
 TRISTOP 3+4: T.14/24 (TSE1416HTLD64 ACTUALLY FITTED - SEE PAGE 7 FOR PERFORMANCE DATA)  
 265/70 R 19,5

axle 1 + 2 + 3 + 4 + 5 : SAF, SBW 1937, TDB 0749 ECE,

		unladen	laden
total mass	P in kg	7400	35200
axle 1	P1 in kg	1600	8000
axle 2	P2 in kg	1600	8000
axle 3	P3 in kg	1400	6400
axle 4	P4 in kg	1400	6400
axle 5	P5 in kg	1400	6400
wheel base	E in mm	7500 - 7500	
centre of gravity height	h in mm	1090	2069

	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 K D Z	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.14/24	T.14/24	14.
lever length 1Bh in mm	69	69	69	69	69
brake factor [-]	23.03	23.03	23.03	23.03	23.03
dyn. rolling radius r <sub>dyn</sub> min in mm	421	421	421	421	421
dyn. rolling radius r <sub>dyn</sub> 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	2.1	2.1	2.1
chamber pressure(rdyn max)pH at z=22,5%bar	2.4	2.4	2.1	2.1	2.1
chamber press.(servo)pcha at pm6,5bar bar	6.3	6.3	4.9	4.9	4.9
piston force ThA at pm6,5bar N	6735	6735	4686	4686	4686
brake force(rdyn min)T lad. at pm6,5bar N	51026	51026	35386	35386	35386
brake force(rdyn max)T lad. at pm6,5bar N	51026	51026	35386	35386	35386
brake force within 1 % rolling friction proportion %	21.2	21.2	19.2	19.2	19.2

braking rate z laden 0.603 for r<sub>dyn</sub> min  
 z = sum (TR)/PRmax 0.603 for r<sub>dyn</sub> 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    1424HTLD64

axle 4:

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

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

brake cylinder: Meritor 1424HTLD64

axle 5:

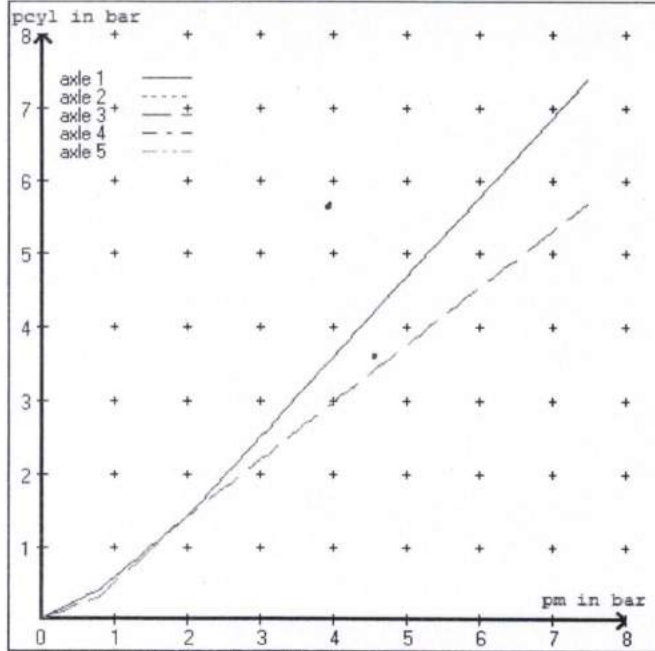
valve 1: 971 002 ... 0                   WABCO  
           EBS emergency valve

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

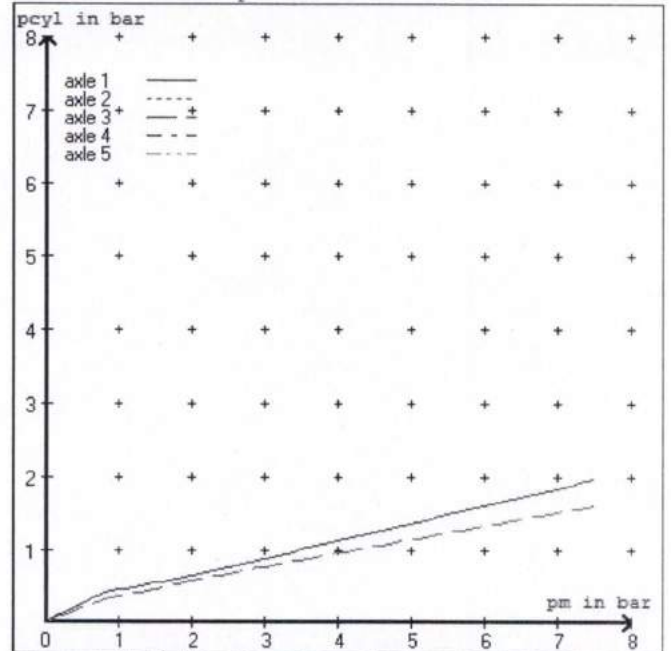
brake cylinder: Meritor 14HSCLD64

test type III (zIII = 0.30)	for rdyn min :	axle1	axle2	axle3	axle4	axle5	
at pm 3.6 bar =>	pcha in bar :	3.2	3.2	2.7	2.7	2.7	2.7
test type III (zIII = 0.06)	for rdyn min :	axle1	axle2	axle3	axle4	axle5	
at pm 1.3 bar =>	pcha in bar :	0.8	0.8	0.8	0.8	0.8	0.8

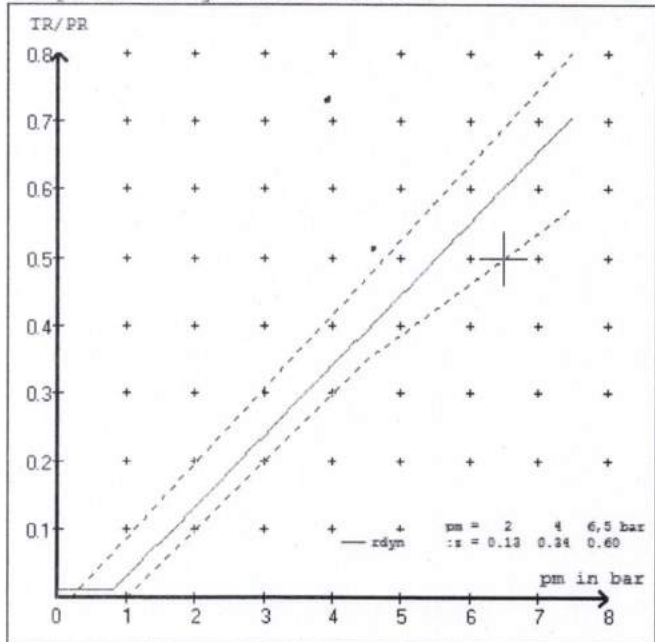
brake chamber pressure laden



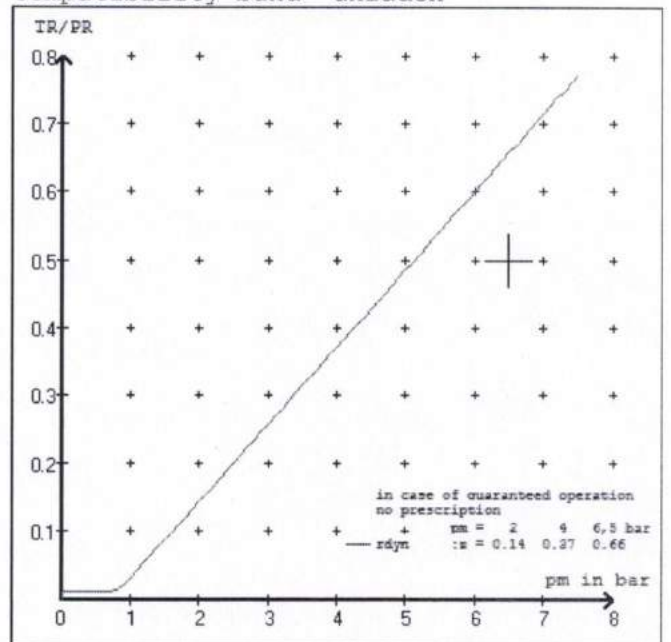
brake chamber pressure unladen



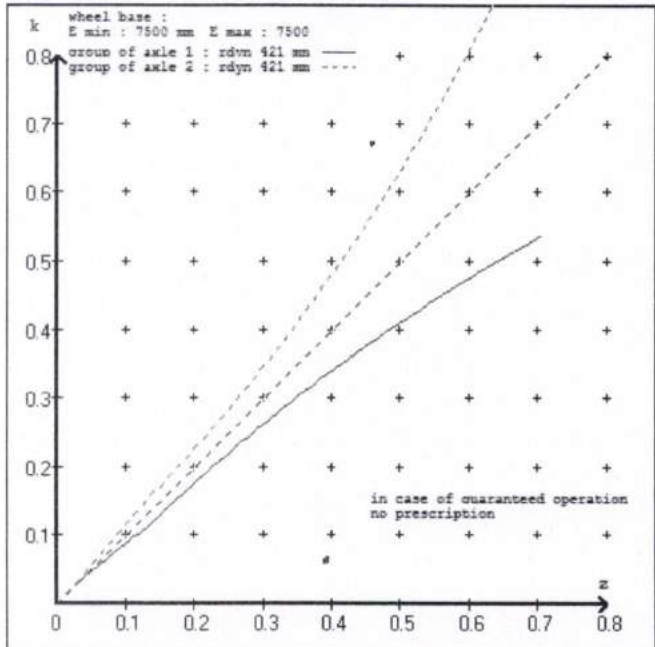
compatibility band laden



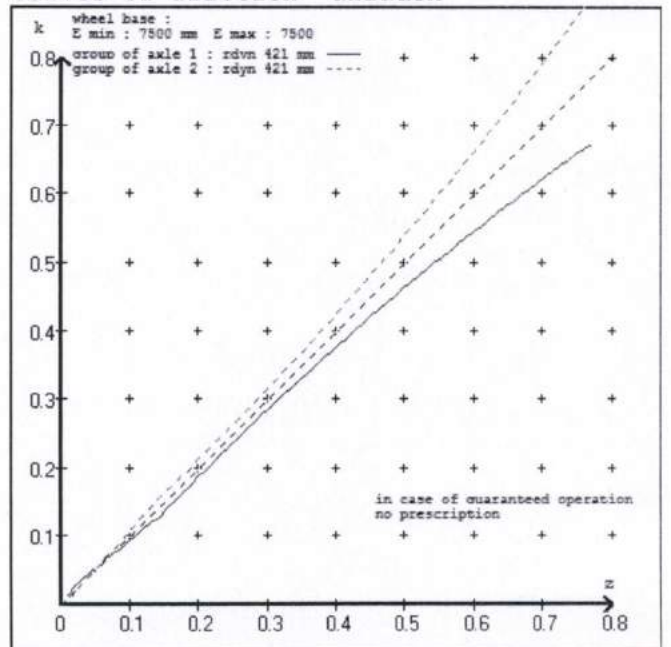
compatibility band unladen



curves of friction laden



curves of friction unladen



vehicle manufacturer: DOMETT TRAILERS  
 trailer model : 5AFT C/SIDE  
 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.14/24 (Meritor) lever length 69 mm  
 axle 4 : 2 x type/diameter T.14/24 (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

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vehicle manufacturer: DOMETT TRAILERS  
 trailer model : 5AFT C/SIDE  
 trailer type : 5-axle-full-trailer  
 brake calculation no. : TP 51409A

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

assignment pm / deceleration z: pm 0.8 bar z = 0.010  
 (laden condition) 2.0 bar z = 0.134  
 6.5 bar z = 0.600

control pressure pm			6,5	control pressure pm			0.8	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	1.7	8000	to be	0.4	1.4	6.3	
2	1600	entered by the vehicle manufact.	1.7	8000	entered by the vehicle manufact.	0.4	1.4	6.3	
3	1400		1.4	6400		0.3	1.4	4.9	
4	1400		1.4	6400		0.3	1.4	4.9	
5	1400		1.4	6400		0.3	1.4	4.9	

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 1.7	1600 1.7	1400 1.4	1400 1.4	1400 1.4
2100 2.1	2100 2.1	1900 1.8	1900 1.8	1900 1.8
2600 2.4	2600 2.4	2400 2.1	2400 2.1	2400 2.1
3100 2.8	3100 2.8	2900 2.5	2900 2.5	2900 2.5
3600 3.1	3600 3.1	3400 2.8	3400 2.8	3400 2.8
4100 3.5	4100 3.5	3900 3.2	3900 3.2	3900 3.2
4600 3.9	4600 3.9	4400 3.5	4400 3.5	4400 3.5
5100 4.2	5100 4.2	4900 3.9	4900 3.9	4900 3.9
8000 6.3	8000 6.3	6400 4.9	6400 4.9	6400 4.9

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 = 24.2 % Fe
axle 2	(rdyn 421 mm)	T = 24.2 % Fe
axle 3	(rdyn 421 mm)	T = 18.3 % Fe
axle 4	(rdyn 421 mm)	T = 18.3 % Fe
axle 5	(rdyn 421 mm)	T = 18.3 % 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 = 6735 N
axle2	ThA = 6735 N
axle3	ThA = 4686 N
axle4	ThA = 4686 N
axle5	ThA = 4686 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 = 39863 N
axle 2	(rdyn 421 mm)	T = 39863 N
axle 3	(rdyn 421 mm)	T = 27691 N
axle 4	(rdyn 421 mm)	T = 27691 N
axle 5	(rdyn 421 mm)	T = 27691 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) 0.60 (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 = 39863 N
axle 2	(rdyn 421 mm)	T = 39863 N
axle 3	(rdyn 421 mm)	T = 27691 N
axle 4	(rdyn 421 mm)	T = 27691 N
axle 5	(rdyn 421 mm)	T = 27691 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) 0.60 (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.14/24	T.14/24
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	7605	7605
sp.brake chamber no Meritor.....	4	4
release pressure pLs in bar	4.8	4.8

calculation:

ratio until road	3.9674	3.9674
$iFb = lbh \cdot \eta \cdot C \cdot r_{Bt} / (r_{Bn} \cdot r_{stat})$		
for rstat in mm	401	401
brake force of spring br. Tf in N	59654	59654
$Tf = (TFZ \cdot KDZ - 2 \cdot Co / lbh) \cdot iFb$		
braking rate zf laden	0.356	
$zf = \text{sum}(Tf) / P + 0,01$		

Test of the frictional connection required by the parking brake

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

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

$$\min Ef = 5708 \text{ mm for } E = 7500 \text{ mm}$$

$$\min Ef = 5708 \text{ mm for } E = 7500 \text{ mm}$$

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 =	2069 mm height of center of gravity - laden
PR =	19200 kg maximum bogie mass - laden
P =	35200 kg maximum total mass - laden
nf =	2 no. of axle(s) with TRISTOP spring brake actuators
ng =	3 no. of bogie axle(s)

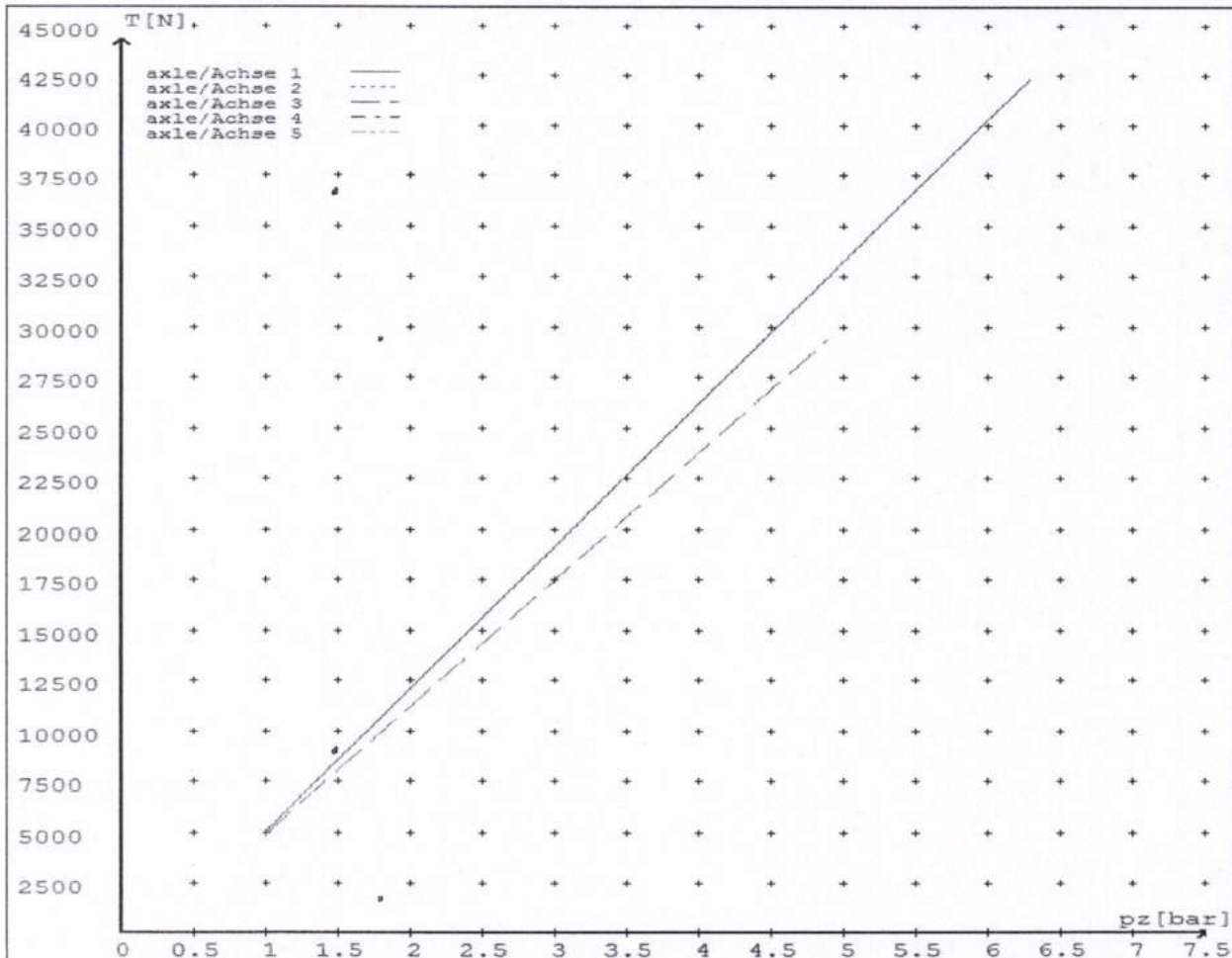
**reference values**

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

	pz [bar]	T [N]	T [N]
axle 1	1.0	4944	
	6.3	42310	
axle 2	1.0	4944	
	6.3	42310	
axle 3	1.0		4852
	4.9		29341
axle 4	1.0		4852
	4.9		29341
axle 5	1.0		4852
	4.9		29341

VIN - no.:

	Axle(s) / Achse(n)				
brake cylinder type (service / parking) Bremszylinder Typ (Betrieb / Fest)	18./	18./	T.14/24	T.14/24	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



**HEAVY VEHICLE BRAKE RULE  
32015/3 WORKSHEET  
(PROCEDURE DOCUMENTATION SHEET-PDS)  
&  
CONFIRMATION OF COMPLIANCE**

CERTIFICATE NO.

JH160205

CUSTOMER NAME

DOMETT TRUCK & TRAILER

CUSTOMER ORDER NO.

1446

DATE RECEIVED

3-Feb-16

VEHICLE TYPE

CURTAINSIDE

VIN/ CHASSIS NO.

7A9E20013F1023446

**BRIEF SPECIFICATION AS CERTIFIED TO SCHEDULE 5**

<u>BRAKE VALVES</u>	<u>MAKE</u>	<u>TYPE</u>
PRIMARY RELAY	WABCO	480 102 080 0
SECONDARY RELAY	WABCO	480 207 202 0
YARD RELEASE VALVE	WABCO	971 002 900 0
PARK BRAKE VALVE	WABCO	971 002 900 0

<u>LOCKED RATIO:</u>	<u>FRONT</u>	<u>REAR</u>
MAKE	N/A	N/A
SETTING	N/A	N/A

**OTHER VALVES:**

MAKE: _____	TYPE: _____	SETTING: _____
MAKE: _____	TYPE: _____	SETTING: _____
MAKE: _____	TYPE: _____	SETTING: _____
MAKE: _____	TYPE: _____	SETTING: _____

**BRAKE CHAMBERS:****AXLE 1 & 2****AXLE 3 & 4****AXLE 5**

MAKE

TSE

TSE

TSE

SIZE

18HSCLD65

1416HTLD64

14HSCLD64

MAX STROKE (mm)

65

64

64

SLACK LENGTH (mm)

69

69

69

**DRUM TYPE:**

N/A

N/A

N/A

**OR****BRAKE CALIPER:**

WABCO PAN19

WABCO PAN19

WABCO PAN19

**FRICTION MATERIAL:** OEM AFTERMARKET**LINING BRAND****AXLE 1 & 2****AXLE 3 & 4****AXLE 5**

JURID 539

JURID 539

JURID 539

**OTHERS:**

TYRES:

**FRONT****REAR**

265 70 R 19.5

265 70 R 19.5

**BRAKE CALCULATION #:**

TP51409

**COMMENTS:**

EBS, SPECIAL CONDITIONS APPLY. SEE INSTRUCTIONS ON LT400 #

**SALES ORDER #:**

SO265291

**PROCESS TIME:**

1 HOUR

**TRAILERS EQUIPPED WITH PREV: THE PARK BRAKE PERFORMANCE MUST BE**

MEASURED BY PULLING THE RED ACTUATION KNOB ON THE PREV VALVE WHEN

THE AXLES - EQUIPPED WITH SPRING BRAKES - ARE IN THE BRAKE ROLLERS. THE

PARK BRAKE IN THE CAB **MUST NOT** BE APPLIED.**NOTES:****CHAMBERS & PARK BRAKE PERFORMANCE:**

BRAKE CALCULATION TP51403 USES THE TSE1424HTLD TO DETERMINE THE SERVICE BRAKE

PERFORMANCE &amp; THE TSE1616HTLD64 TO MEASURE THE PARK BRAKE PERFORMANCE OF AXLES

4 &amp; 5. THE ACTUAL CHAMBER USED (TSE1416HTLD64) IS NOT AVAILABLE IN THE WABCO

BRAKE CALCULATOR.

**CONFORMATION OF COMPLIANCE**

*I CONFIRM THAT THE VEHICLE IDENTIFIED IN PAGES 1 AND 2 OF THIS CONFORMATION OF COMPLIANCE COMPLIES WITH ALL RELEVANT REQUIREMENTS OF THE CURRENT NEW ZEALAND HEAVY VEHICLE BRAKE RULE 32015/3, SCHEDULE 5.*

**DATE:** 3-Feb-16

**SIGNED:** (pp)



**NAME & ID:** J HIRST (JEH)

**PHONE (BUS):** 09 980 7300

**FAX (BUS)** 09 980 7306

**POSTAL ADDRESS:** TRANSPORT SPECIALTIES LTD  
PO BOX 98-971,  
MANUKAU CITY,  
MANUKAU 2241

**POSITION:** BRAKE CERTIFIER HVEK

*I CONFIRM THE BRAKE SYSTEM OF THE VEHICLE IDENTIFIED IN PAGE 1 OF THIS STATEMENT OF COMPLIANCE AS MODIFIED BY MYSELF, CONTINUES TO COMPLY WITH ALL THE RELIVANT REQUIREMENTS OF THE CURRENT NEW ZEALAND HEAVY BRAKE RULE 32015/3 SCHEDULE 5.*

**DATE:**

**SIGNED:**

**NAME:**

**CERTIFIERS ID:**

**POSITION:**

**PHONE (BUS):**

**FAX (BUS):**

**COMMENTS:**

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**NOTICE TO VEHICLE OPERATOR**

***THIS VEHICLE HAS A BRAKE SYSTEM WHICH HAS BEEN DESIGNED AND FITTED IN ACCORDANCE WITH THE LAND TRANSPORT HEAVY VEHICLE BRAKE RULE 32015/3.***

***IF THIS VEHICLE IS OPERATED IN CONJUNCTION WITH NON-CERTIFIED VEHICLES, THERE MAY BE OPERATIONAL FACTORS WHICH NEED TO BE TAKEN INTO CONSIDERATION.***

***PLEASE REFER TO THE CERTIFIER FOR FURTHER INFORMATION.***

**EXCERPT FROM LAND TRANSPORT RULE; HEAVY-VEHICLE BRAKES  
RULE 32015/3. SECTION 10,**

**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 this rule;
- 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 person or organisation appointed to carry out specialist inspection and certification of heavy vehicle brakes.

***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 New Zealand Transport Authority if dissatisfied with a Compliance issue. (Refer NZTA Deed Of Appointment Para 47.4) NZTA Helpdesk 0800 699 000***

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(J.Hirst (JEH) HVEK)

**NOTICE TO VEHICLE OPERATOR**

This trailer is equipped with an Electronic Brake System.

To comply with the New Zealand Heavy Vehicle Brake Rule 32015/3, 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.

**If you are unsure of your responsibilities and/or obligations, please contact either the vehicle manufacturer or myself.**

(p.p.)  
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