

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 (optional) _____ VIN/chassis number **7A9E25011H1023669**

Make **DOMETT TRAILERS** Component being certified: Chassis Load anchorage

Model (optional) _____ Log bolsters Towing connection Brakes

Certification category **HVEK** SRT PSV stability PSV rollover
 Swept path PBS

Description of work
CERTIFY TO SCHEDULE 5 OF LTR 32015/4
RSS ON: TWIN TYRES / SUPER SINGLES SIZE = 215 75 R 17.5

Code/standard/rule certified to **LTR 32015/4** Component load rating(s) **32 Tonnes GVM**

General drawing number(s) **N/A** **(35 Tonnes (Group ratings))**

Supporting documents
BRAKE CODE CERTIFICATE CJC174748
BRAKE CALCULATION # GenNZ50244A

Special conditions (optional)
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 [UNLESS MODIFIED]** 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) **CHRIS CLARKE** ID number **CJC**

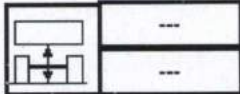

Date **28-Nov-17** Number **611598**

CoF vehicle inspector ID _____ CoF vehicle inspector signature _____ Date _____

All fields are mandatory unless otherwise stated.

WABCO START-UP LOG

System	Trailer EBS-E	WABCO part number	480 102 084 0
Production date	2017-07-21	Serial number	437003940700E
Serial number (modulator)	000000002868		
Fingerprint Customer EOL / Customer Development / Flash Program	W503643 / 2017-11-28 ; 00000000 / 0000-00-00 ; 00000000 / 0000-00-00		

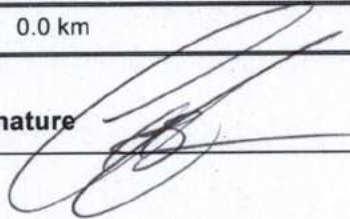
WABCO		TRAILER EBS-E		GGVS/ADR TUEH TB 2007 - 019.00											
HERSTELLER MANUFACTURER CONSTRUCTEUR	DOMETT T&T		GIO	Pin1	Pin3	Pin4									
TYP TYPE TYPE	5AFT STOCK TRAILER		1	24V-01	---	---									
VEHICLE IDENT. NUMBER CHASSIS NUMBER NUMERO DE CHASSIS	7A9E25011H1023669		2	---	---	---									
BREMSENRECHNUNGS-NR. BRAKE CALCULATION NO. CALCUL DE FREINAGE NO.	GenNZ50244A		3	ALS2	ALS2	---									
POLRADZAHLEZAHL c-d e-f POLE WHEEL TEETH c-d e-f DENTS ROUE DENTÉE c-d e-f	90	90	4	---	---	---									
			5	DIAG	DIAG	DIAG									
			6	---	---	---									
			7	---	---	---									
RSS RSS RSS	Einfachbereifung Single Tire Monte simple	Lenkachse Steering axle Essieu vireur													
	Zwillingsbereifung Twin Tire Monte jumelle	Kippkritisches Fahrzeug Critical Trailer Véhicule critique													
Subsystems	SB	I/O	24N												
ACHSE AXLE ESSIEU	pm (bar)	6.5	pm (bar)	0.7	2.0	---	6.5	TYP TYPE	(mm)	(mm)	(bar)	1.0	Pz		
	TR (daN)														
1	1300	0.5	2.0	7500	4.7	0.4	1.4	---	6.2	-	20	65	69	492	4437
2	1300	0.5	2.0	7500	4.7	0.4	1.4	---	6.2	-	20	65	69	492	4437
3	1100	0.3	1.4	6400	4.0	0.3	1.5	---	4.5	-	14 / 16	64	69	477	2637
4	1100	0.3	1.4	6400	4.0	-0.3	1.5	---	4.5	-	14 / 16	64	69	477	2637
5	1100	0.3	1.4	6400	4.0	0.3	1.5	---	4.5	-	14	64	69	477	2637

TEBS-E

Diagnostic memory	OK	Warning lamp control	OK
Parameter setting	carried out	Stop light 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 test	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 T&T	Vehicle ident. no	7A9E25011H1023669
Vehicle type	5AFT STOCK TRAILER	Odometer reading	0.0 km
next Service	0 km	Trip reading	0.0 km
Tester	Chris Clarke	Signature 	
Date	2017-11-28 4:53:25 p.m.		



**HEAVY VEHICLE BRAKE RULE
32015/4 WORKSHEET
(PROCEDURE DOCUMENTATION SHEET-PDS)
&
CONFIRMATION OF COMPLIANCE**

CERTIFICATE NO. **CJC174748**

CUSTOMER NAME **DOMETT TRAILERS LTD**

CUSTOMER ORDER NO. **4943** DATE RECEIVED **28-Nov-17**

VEHICLE TYPE **STOCK TRAILER**

VIN/ CHASSIS NO. **7A9E25011H1023669**

BRIEF SPECIFICATION AS CERTIFIED TO SCHEDULE 5

<u>BRAKE VALVES</u>	<u>MAKE</u>	<u>TYPE</u>
PRIMARY RELAY	WABCO	480 102 08. 0
SECONDARY RELAY	WABCO	480 207 202 0
YARD RELEASE VALVE	SEALCO	17600B
PARK BRAKE VALVE	SEALCO	110701
<u>SUSP. VALVES [WABCO]</u>	<u>FRONT</u>	<u>REAR</u>
CONTROL	441 044 101 0	N/A
DISTANCE SENSOR	464 008 011 0	464 008 011 0

OTHER VALVES:

MAKE: <u>SEALCO</u>	TYPE: <u>1300</u>	SETTING: <u>5.5 Bar</u>
MAKE: <u>WABCO</u>	TYPE: <u>446-192-110-0</u>	SETTING: <u>SMARTBOARD</u>
MAKE: _____	TYPE: _____	SETTING: _____
MAKE: _____	TYPE: _____	SETTING: _____

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

TSE

TSE

TSE

SIZE

20HSCLD65

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:**

SBW1937

SBW1937

SBW1937

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

JURID 539

JURID 539

JURID 539

OTHERS:**TYRES:****FRONT****REAR**

215 75 R 17.5

215 75 R 17.5

BRAKE CALCULATION #:

TP51633

COMMENTS:

EBS, SPECIAL CONDITIONS APPLY. SEE INSTRUCTIONS ON LT400 #

611598

SALES ORDER #:**PROCESS TIME:****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:**REFER TO BRAKE CALCULATION TP51633: $z = 0.289 @ 96377 (N)$ FRONT FRICTION (μ) = 0.48

TSE 1416HTLD64 ARE NOT LISTED IN WABCOBRAKE. TSE 1616HTLD ARE USED TO DETERMINE

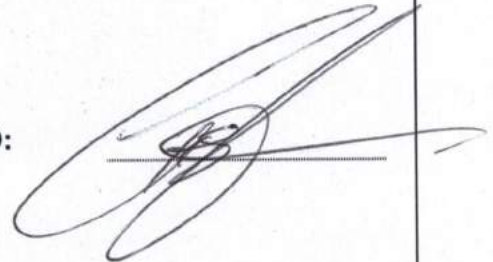
THE PARK BRAKE PERFORMANCE

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 32015/4, SCHEDULE 5.

DATE: 28-Nov-17

SIGNED:



NAME & ID: C CLARKE (CJC)

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 32015/4 SCHEDULE 5.

DATE:

SIGNED:

NAME:

CERTIFIERS ID:

POSITION:

PHONE (BUS):

FAX (BUS):

COMMENTS:

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

distribution: DOMETT T&T
 7A9E25011H1023669
 CJC174748
 LT400 611598

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 (V6.14.04.20).
 -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!
 WABCO Brake V6.14.04.20 db 08.07.2014

vehicle manufacturer: DOMETT T&T
 trailer model : 5AFT STOCK TRAILER
 trailer type : 5-axle-full-trailer
 remarks : air / hydraulic / VA suspension
 WABCO TRAILER - EBS
 TRISTOP 3+4: T.14/24
 215/75 R 17,5

axle 1 + 2 + 3 + 4 + 5 : IMT, , 361-037.08,

		unladen	laden
total mass	P in kg	5900	34200
axle 1	P1 in kg	1300	7500
axle 2	P2 in kg	1300	7500
axle 3	P3 in kg	1100	6400
axle 4	P4 in kg	1100	6400
axle 5	P5 in kg	1100	6400
wheel base	E in mm	7405 - 7405	
centre of gravity height	h in mm	1050	2503

	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	20.	20.	T.14/24	T.14/24	14.
lever length	69	69	69	69	69
brake factor	19.98	19.98	19.98	19.98	19.98
dyn. rolling radius	373	373	373	373	373
dyn. rolling radius	373	373	373	373	373
threshold torque	6.0	6.0	6.0	6.0	6.0

calculation:					
chamber pressure(rdyn min)pH at z=22,5%bar	2.3	2.3	2.0	2.0	2.0
chamber pressure(rdyn max)pH at z=22,5%bar	2.3	2.3	2.0	2.0	2.0
chamber press.(servo)pcha at pm6,5bar	6.2	6.2	4.5	4.5	4.5
piston force ThA at pm6,5bar	7194	7194	4285	4285	4285
brake force(rdyn min)T lad. at pm6,5bar	53336	53336	31697	31697	31697
brake force(rdyn max)T lad. at pm6,5bar	53336	53336	31697	31697	31697
brake force within 1 % rolling friction proportion	22.3	22.3	18.5	18.5	18.5

braking rate z laden 0.601 for rdyn min
 z = sum (TR)/PRmax 0.601 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: 480 207 0.. 0 WABCO or 480 207 2.. 0
EBS relay valve

brake cylinder: Meritor 20HSCLD65

axle 2:

valve 1: 480 207 0.. 0 WABCO or 480 207 2.. 0
EBS relay valve

brake cylinder: Meritor 20HSCLD65

axle 3:

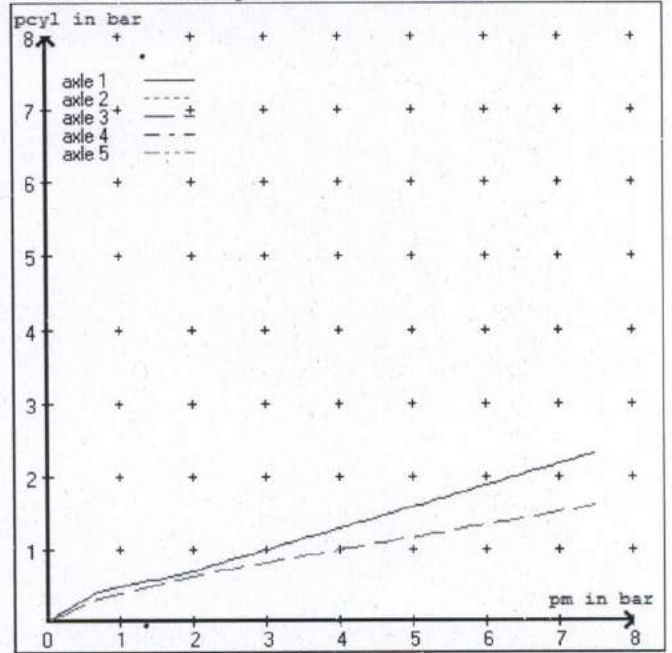
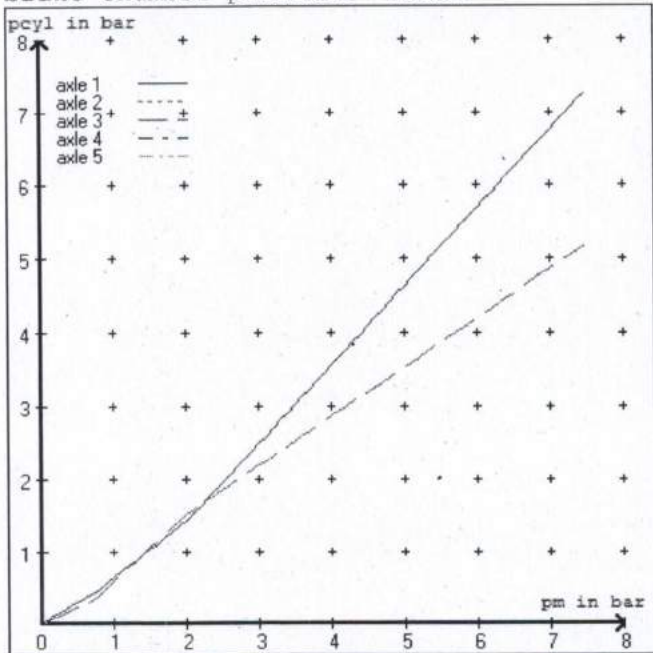
valve 1: 480 102 ... 0 WABCO
EBS trailer modulator

brake cylinder: Meritor 1424HTLD64

axle 4:
valve 1: 480 102 ... 0 WABCO
EBS trailer modulator
brake cylinder: Meritor 1424HTLD64

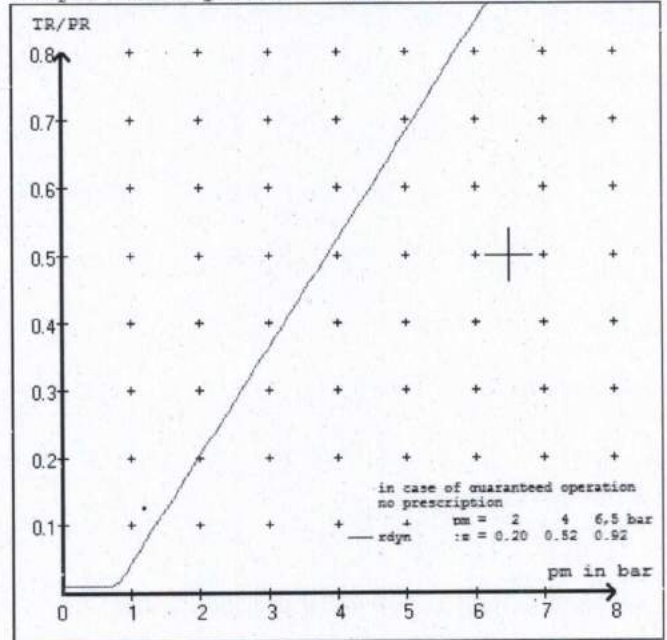
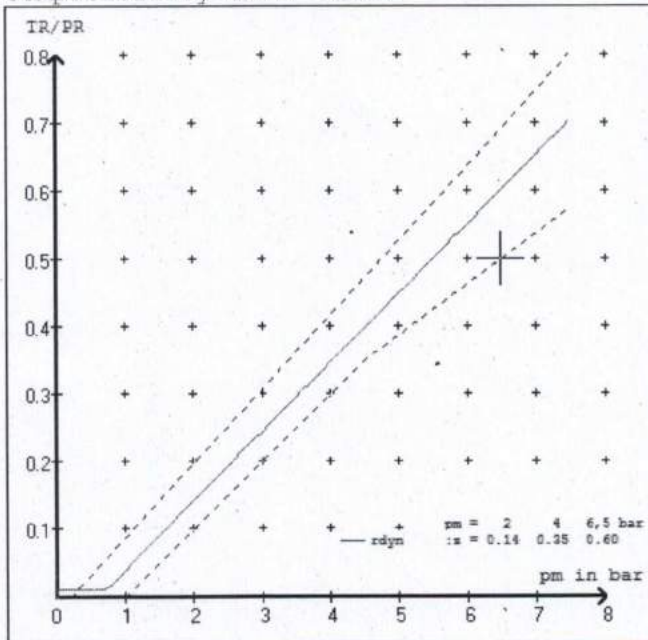
axle 5:
valve 1: 480 102 ... 0 WABCO
EBS trailer modulator
brake cylinder: Meritor 14HSCLD64

test type III (zIII = 0.30)	for rdyn min :	axle1	axle2	axle3	axle4	axle5	
at pm 3.6 bar =>	pcha in bar :	3.1	3.1	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	



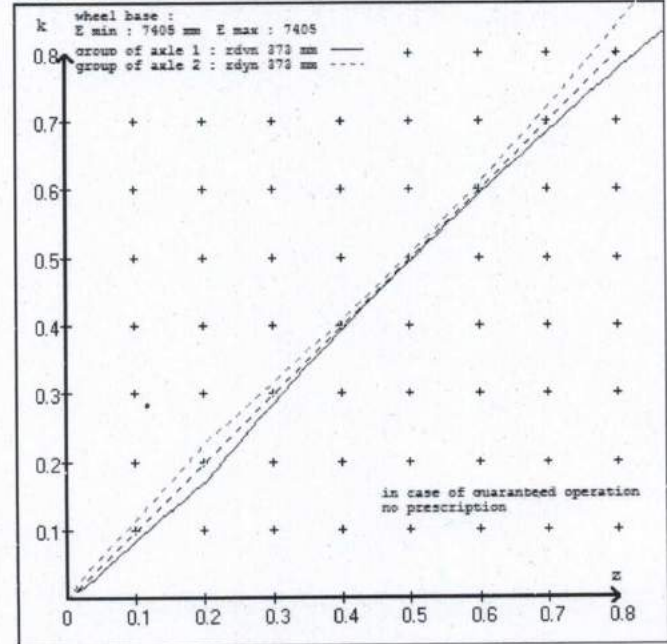
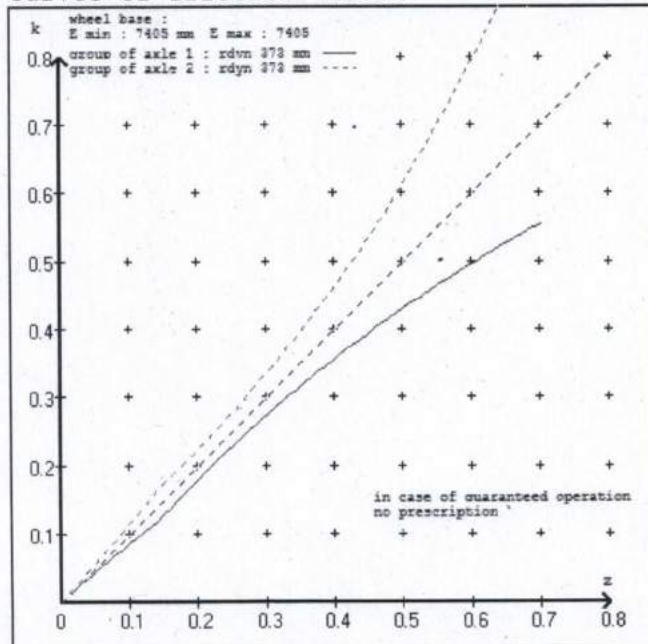
compatibility band laden

compatibility band unladen



curves of friction laden

curves of friction unladen



vehicle manufacturer: DOMETT T&T
 trailer model : 5AFT STOCK TRAILER
 trailer type : 5-axle-full-trailer

brake chamber and lever length :

axle 1 : 2 x type/diameter 20. (Meritor) lever length 69 mm
 axle 2 : 2 x type/diameter 20. (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 :
 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 T&T
 trailer model : 5AFT STOCK TRAILER
 trailer type : 5-axle-full-trailer
 brake calculation no. : GenNZ 50244A

tire circumference main axle : 2350 for rdyn max
 tire circumference auxiliary axle : 2350 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	1300	to be	2.0	7500	to be	0.4	1.4	6.2
2	1300	entered by the vehicle manufact.	2.0	7500	entered by the vehicle manufact.	0.4	1.4	6.2
3	1100		1.4	6400		0.3	1.5	4.5
4	1100		1.4	6400		0.3	1.5	4.5
5	1100		1.4	6400		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	pcyl	axle load	pcyl	axle load	pcyl	axle load	pcyl	axle load	pcyl
1300	2.0	1300	2.0	1100	1.4	1100	1.4	1100	1.4
1800	2.3	1800	2.3	1600	1.7	1600	1.7	1600	1.7
2300	2.7	2300	2.7	2100	2.0	2100	2.0	2100	2.0
2800	3.0	2800	3.0	2600	2.3	2600	2.3	2600	2.3
3300	3.4	3300	3.4	3100	2.6	3100	2.6	3100	2.6
3800	3.7	3800	3.7	3600	2.9	3600	2.9	3600	2.9
4300	4.0	4300	4.0	4100	3.2	4100	3.2	4100	3.2
4800	4.4	4800	4.4	4600	3.4	4600	3.4	4600	3.4
7500	6.2	7500	6.2	6400	4.5	6400	4.5	6400	4.5

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

axle 1 : reference axle: IMT		brake lining: Jurid 539
test report :	361-037.08	date : 20130930 30.09.2013
axle 2 : reference axle: IMT		brake lining: Jurid 539
test report :	361-037.08	date : 20130930 30.09.2013
axle 3 : reference axle: IMT		brake lining: Jurid 539
test report :	361-037.08	date : 20130930 30.09.2013
axle 4 : reference axle: IMT		brake lining: Jurid 539
test report :	361-037.08	date : 20130930 30.09.2013
axle 5 : reference axle: IMT		brake lining: Jurid 539
test report :	361-037.08	date : 20130930 30.09.2013

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

axle 1	(rdyn 373 mm)	T = 24.6 % Fe
axle 2	(rdyn 373 mm)	T = 24.6 % Fe
axle 3	(rdyn 373 mm)	T = 17.1 % Fe
axle 4	(rdyn 373 mm)	T = 17.1 % Fe
axle 5	(rdyn 373 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 = 7194 N
axle2	ThA = 7194 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 373 mm)	T = 47884 N
axle 2	(rdyn 373 mm)	T = 47884 N
axle 3	(rdyn 373 mm)	T = 28519 N
axle 4	(rdyn 373 mm)	T = 28519 N
axle 5	(rdyn 373 mm)	T = 28519 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 0.54
required braking rate (items 1.5.3 and 1.7.2 to annex 11)		>= 0,4 and >= 0,6*E (0.36)

axle 1	(rdyn 373 mm)	T = 47884 N
axle 2	(rdyn 373 mm)	T = 47884 N
axle 3	(rdyn 373 mm)	T = 28519 N
axle 4	(rdyn 373 mm)	T = 28519 N
axle 5	(rdyn 373 mm)	T = 28519 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 0.54
required braking rate (items 1.5.3 and 1.7.2 to annex 11)		>= 0,4 and >= 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	356	356
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	3.8770	3.8770
$iFb = lBh * \eta * C * rBt / (rBn * rstat)$		
for rstat in mm	356	356
brake force of spring br. Tf in N	58296	58296
$Tf = (TFZ * KDZ - 2 * Co / lBh) * iFb$		
braking rate zf laden	0.358	
$zf = \text{sum}(Tf) / P + 0,01$		

Test of the frictional connection required by the parking brake

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

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

$$\text{min Ef} = 5582 \text{ mm} \quad \text{for } E = 7405 \text{ mm}$$

$$\text{min Ef} = 5582 \text{ mm} \quad \text{for } E = 7405 \text{ mm}$$

- 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 = 2503 mm height of center of gravity - laden
- PR = 19200 kg maximum bogie mass - laden
- P = 34200 kg maximum total mass - laden
- nf = 2 no. of axle(s) with TRISTOP spring brake actuators
- ng = 3 no. of bogie axle(s)

axle manufacturer	axle 1 + 2 + 3 + 4 + 5
type of brake	IMT
type of axle	
test report of characteristic value	361-037.08
adm. stat. axle load	Pstat in kg 9000
tested axle load	Pe in kg 10200
max. adm. tyre radius	Rezul in mm 999
adm. cam. torque (6,5 bar)	Czul in Nm 640
lining area per brake	AB in cm ² 292
no. of brake cylinder	- 2
brakefactor (SB) Bf	- 19.98
brakefactor (PB) Bf	- 19.98
threshold torque (Co,dec)	Mo in Nm 6
date	20130930 30.09.2013
brake lining	Jurid 539
cam torque	Ce in Nm 499
brake force	TeIII in daN 4180
stroke	seIII in mm 39
tested tyre radius	Re in mm 432
tested lever length	le in mm 69
threshold torque (Co,e)	in Nm 5

reference values

reference values for z = 50% for max rdyn: 373 mm

	pz [bar]	T [N]	T [N]
axle 1	1.0	4929	
	6.2	44373	
axle 2	1.0	4929	
	6.2	44373	
axle 3	1.0		4778
	4.5		26370
axle 4	1.0		4778
	4.5		26370
axle 5	1.0		4778
	4.5		26370

VIN - no.:

	Axle(s) / Achse(n)				
brake cylinder type (service / parking) Bremszylinder Typ (Betrieb / Fest)	20./	20./	T.14/24	T.14/24	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



reference values for z = 0.5

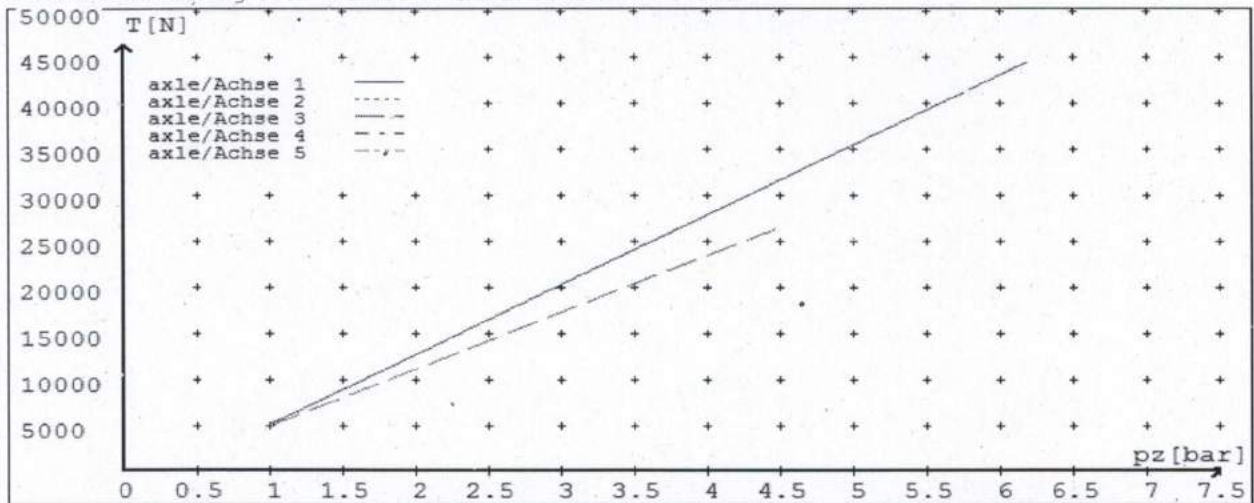
for max rdyn: 373 mm

Angabe der Referenzwerte für z = 0.5

für max rdyn: 373 mm

brake calculation no: GenNZ 50244A date 28.11.2017

Bremsberechnung Nr: GenNZ 50244A vom 28.11.2017



	Axle(s) / Achse(n)				
brake cylinder type (service / parking) Bremszylinder Typ (Betrieb / Fest)	20./	20./	T.14/24	T.14/24	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

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 32015/4.

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 32015/4. 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

(p.p.)
(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 32015/4, 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.)
J E Hirst
(JEH HVEK)
(09 980 7300)

