WAKA KOTAHI. NZ TRANSPORT AGENCY

Heavy vehicle specialist certificate

Must be presented to a CoF (heavy) inspecting organisation if not entered into LANDATA

Heavy vehicle specialist inspector's or manufacturing inspecting organisation's name *(PRINT IN CAPS)*: **CHRIS CLARKE** | ID: **CJC**

Plate number *(optional)*:

VIN/chassis number: **7A9D50021N2023210**

Make: **DOMETT**

Model *(optional)*: **D5002**

Certification category: **HVEK**

Component being certified:

- [ ] Chassis
- [ ] Load anchorage
- [ ] Log bolsters
- [ ] Towing connection
- [X] Brakes
- [ ] SRT
- [ ] PSV stability
- [ ] PSV rollover
- [ ] Swept path
- [ ] PBS

Description of work

CERTIFY TO SCHEDULE 5 OF LTR 32015: NZ HEAVY VEHICLE BRAKE SPECIFICATION.
CARRY OUT BRAKE CALCULATIONS, INSPECTION AND ECU END OF LINE PROTOCOL.
4AS SKELETAL **RSS ON TYRE:** 355 50 R22.5
FOR SYSTEM ARCHITECTURE, PLEASE REFER TO PDS WORKSHEET & SCHEMATIC.
REASON FOR CERTIFICATION: NEW TRAILER BUILD

Code/standard/rule certified to: ~~LTR 32015/5~~

Component load rating(s): ~~42 Tonnes GVM~~ ~~26 Tonnes (Rear brake mass)~~

General drawing number(s): N/A

Supporting documents

BRAKE RULE CERTIFICATE JH221127
BRAKE CALCULATION # TP52596

Special conditions *(optional)*

WARNING LAMP MUST ILLUMINATE WHEN IGNITION IS SWITCHED ON & THEN EXTINGUISH IMMEDIATELY OR WHEN VEHICLE SPEED EXCEEDS 7 KM/H

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: 06.12.2022 | Number: 849424

CoF vehicle inspector ID *(if applicable)*	CoF vehicle inspector signature *(if applicable)*	Date

All fields are mandatory unless otherwise stated.

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

distribution: DOMETT TRAILERS
7A9D50021N2023210
SoDC: JH221127
LT400: CJC 849424

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 (V6.18.07.12).
-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 V6.18.07.12 db 31.08.2018

vehicle manufacturer: DOMETT TRAILERS
trailer model : 4AS SKELETAL
trailer type : 4-axle-semi-trailer
remarks : air / hydraulic / VA suspension
WABCO TRAILER - EBS
TRISTOP 1+2: T.14/24 [*TSE1416HTLD ACTUALLY FITTED - SEE PAGE 7 FOR PERFORMANCE DATA*]
355/50 R 22,5

axle 1 + 2 + 3 + 4 : SAF, SBW 1937, TDB 0678 ECE,

		unladen		laden
total mass	P in kg	5000 - 6000	42000 -	44000
king-pin	PS kg	1000 - 2000	16000 -	18000
axle 1	P1 in kg	1000		6500
axle 2	P2 in kg	1000		6500
axle 3	P3 in kg	1000		6500
axle 4	P4 in kg	1000		6500
total axle mass	PR in kg	4000		26000
wheel base	E in mm	9200 - 9910		
centre of gravity height	h in mm	615		2370
K-factor		Kv min 2.2353	Kc min	1.0390
K-factor		Kv max 2.2610	Kc max	1.0700

		axle 1	axle 2	axle 3	axle 4
no. of combined axles		1	1	1	1
no. of brake chambers per axle line	KDZ	2	2	2	2
The power output corresponds to		BZ 119.6	BZ 119.6	BZ 122.1	BZ 122.1
brake chamber manufacturer		Meritor	Meritor	Meritor	Meritor
chamber size		T.14/24	T.14/24	14.	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	449	449	449	449
dyn. rolling radius	rdyn max in mm	449	449	449	449
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
chamber pressure(rdyn max)pH at z=22,5%bar		2.2	2.2	2.2	2.2
chamber press.(servo)pcha at pm6,5bar	bar	5.6	5.6	5.6	5.6
piston force ThA at pm6,5bar	N	5387	5387	5387	5387
brake force(rdyn min)T lad. at pm6,5bar	N	38198	38198	38198	38198
brake force(rdyn max)T lad. at pm6,5bar	N	38198	38198	38198	38198
Brake force incl. 1 % rolling resistance proportion	%	25.0	25.0	25.0	25.0

braking rate z laden
z = sum (TR)/PRmax

0.599 for rdyn min
0.599 for rdyn max

Trailer may only be operated in combination with trucks/tractors with ISO 7638 supply (5 or 7 polar).

brake diagram : 841 701 050 0

maximum pressure: 8.5 bar

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

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

brake cylinder: Meritor 1424HTLD64

axle 2:
valve 1: 971 002 ... 0 WABCO
EBS emergency valve

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

brake cylinder: Meritor 1424HTLD64

axle 3:
valve 1: 971 002 ... 0 WABCO
EBS emergency valve

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

brake cylinder: Meritor 14HSCLD64

axle 4:

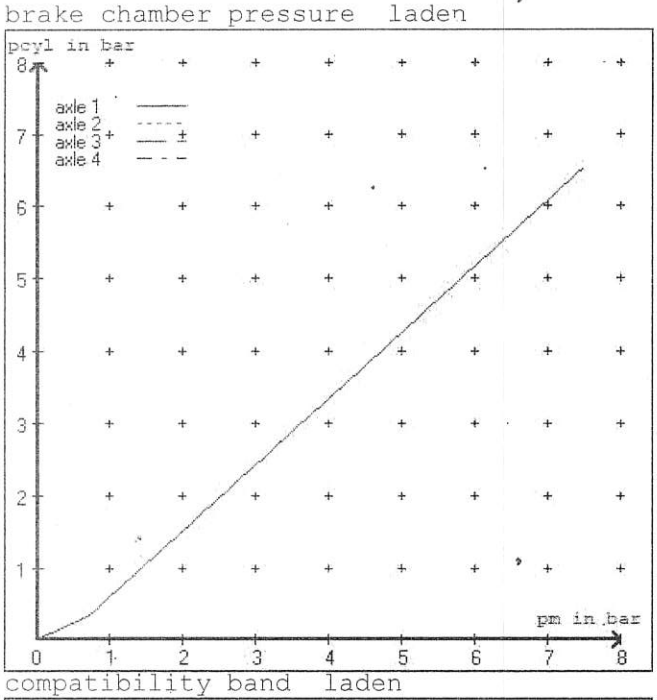
valve 1: 971 002 ... 0 WABCO
EBS emergency valve

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

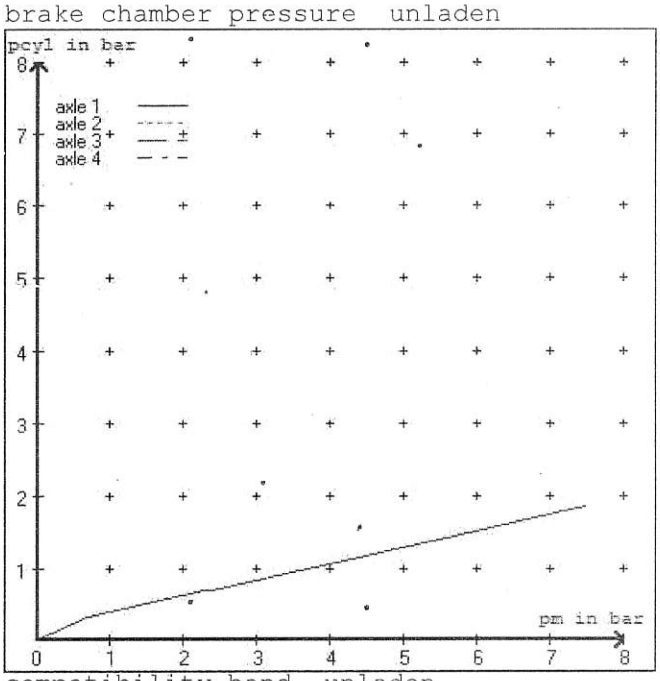
brake cylinder: Meritor 14HSCLD64

test type III (zIII = 0.30)	for rdyn min :	axle1	axle2	axle3	axle4	
at pm 3.6 bar =>	pcha in bar :	2.9	2.9	2.9	2.9	
test type III (zIII = 0.06)	for rdyn min :	axle1	axle2	axle3	axle4	
at pm 1.2 bar =>	pcha in bar :	0.8	0.8	0.8	0.8	

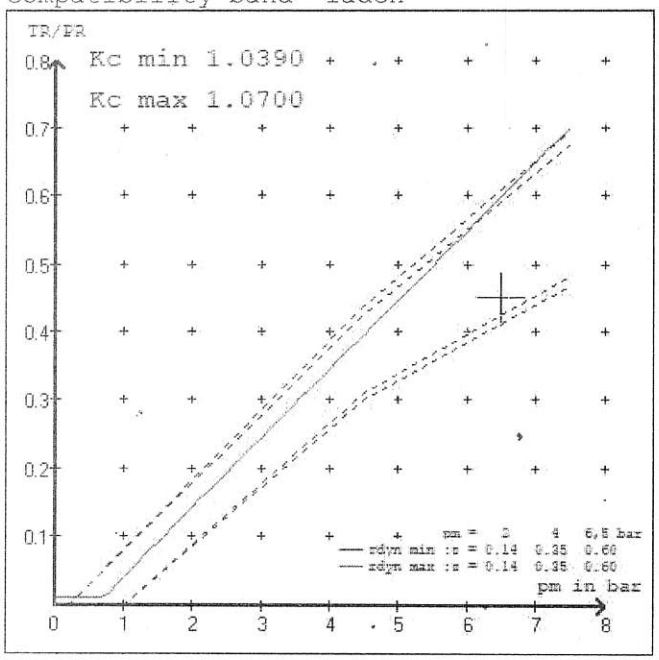
brake chamber pressure laden



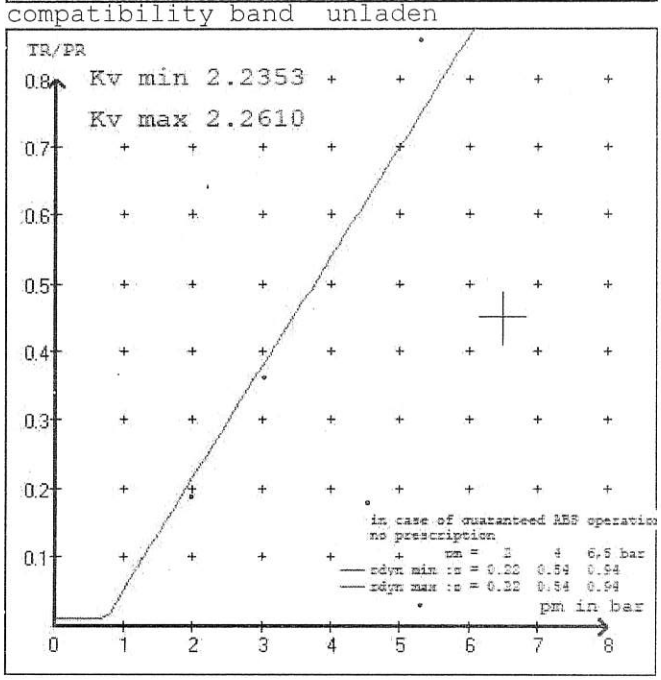
brake chamber pressure unladen



compatibility band laden



compatibility band unladen



vehicle manufacturer: DOMETT TRAILERS
trailer model : 4AS SKELETAL
trailer type : 4-axle-semi-trailer

brake chamber and lever length :
axle 1 : 2 x type/diameter T.14/24 (Meritor) lever length 69 mm
axle 2 : 2 x type/diameter T.14/24 (Meritor) lever length 69 mm
axle 3 : 2 x type/diameter 14. (Meritor) lever length 69 mm
axle 4 : 2 x type/diameter 14. (Meritor) lever length 69 mm

brake diagram : 841 701 050 0

valve :
971 002 ... 0 WABCO EBS emergency valve
480 102 ... 0 WABCO EBS trailer modulator
480 207 0.. 0 WABCO EBS relay valve or 480 207 2.. 0

EBS input data
==========
vehicle manufacturer: DOMETT TRAILERS
trailer model : 4AS SKELETAL
trailer type : 4-axle-semi-trailer
brake calculation no. : TP 52596S

tire circumference main axle : 2825 for rdyn max
tire circumference auxiliary axle : 2825 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	1000	to be entered by the vehicle manufact.	1.6	6500	to be entered by the vehicle manufact.	0.3	1.5	5.6
2	1000		1.6	6500		0.3	1.5	5.6
3	1000		1.6	6500		0.3	1.5	5.6
4	1000		1.6	6500		0.3	1.5	5.6
5	0		0,0	0		0,0	0,0	0,0

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 load	pcyl	axle load	pcyl	axle load	pcyl	axle load	pcyl
1000	1.6	1000	1.6	1000	1.6	1000	1.6
1500	2.0	1500	2.0	1500	2.0	1500	2.0
2000	2.3	2000	2.3	2000	2.3	2000	2.3
2500	2.7	2500	2.7	2500	2.7	2500	2.7
3000	3.1	3000	3.1	3000	3.1	3000	3.1
3500	3.4	3500	3.4	3500	3.4	3500	3.4
4000	3.8	4000	3.8	4000	3.8	4000	3.8
4500	4.1	4500	4.1	4500	4.1	4500	4.1
6500	5.6	6500	5.6	6500	5.6	6500	5.6

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 0678 ECE	date :	20130927 27.09.2013
axle 2 :	reference axle: SAF	SBW 1937	brake lining:	Jurid 539
	test report :	TDB 0678 ECE	date :	20130927 27.09.2013
axle 3 :	reference axle: SAF	SBW 1937	brake lining:	Jurid 539
	test report :	TDB 0678 ECE	date :	20130927 27.09.2013
axle 4 :	reference axle: SAF	SBW 1937	brake lining:	Jurid 539
	test report :	TDB 0678 ECE	date :	20130927 27.09.2013

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

axle 1	(rdyn 449 mm)	T = 19.1 % Fe
axle 2	(rdyn 449 mm)	T = 19.1 % Fe
axle 3	(rdyn 449 mm)	T = 19.1 % Fe
axle 4	(rdyn 449 mm)	T = 19.1 % 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 = 56 mm)	s = 48 mm
axle 4	(sp = 56 mm)	s = 48 mm

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

axle1	ThA = 5387 N
axle2	ThA = 5387 N
axle3	ThA = 5387 N
axle4	ThA = 5387 N

calc. residual (hot) braking force in N
(item 4.3.1.4 of appendix 2 to annex 11)

axle 1	(rdyn 449 mm)	T = 31242 N
axle 2	(rdyn 449 mm)	T = 31242 N
axle 3	(rdyn 449 mm)	T = 31242 N
axle 4	(rdyn 449 mm)	T = 31242 N

	basic test of subject trailer (E)	type III (calculated) residual (hot)braking
braking rate of the vehicle (item 4.3.2 to appendix 2 to annex 11)	0.60	0.49
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 449 mm)	T = 31242 N
axle 2	(rdyn 449 mm)	T = 31242 N
axle 3	(rdyn 449 mm)	T = 31242 N
axle 4	(rdyn 449 mm)	T = 31242 N

	basic test of subject trailer (E)	type III (calculated) residual (hot)braking
braking rate of the vehicle (item 4.3.2 to appendix 2 to annex 11)	0.60	0.49
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

		axle 1	axle 2
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	432	432
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	4.8	4.8

calculation:

ratio until road		3.6827	3.6827
iFb = lBh*Eta*C*rBt/(rBn*rstat)	for rstat in mm	432	432
brake force of spring br. Tf in N		44730	44730
Tf = (TFZ*KDZ-2*Co/lBh)*iFb			
braking rate zf laden		0.361	
zf = 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 = 7619 mm for E = 9200 mm
==========
min Ef = 8147 mm for E = 9910 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	=	2370 mm	height of center of gravity - laden
PR	=	26000 kg	maximum bogie mass - laden
P	=	44000 kg	maximum total mass - laden
nf	=	2	no. of axle(s) with TRISTOP spring brake actuators
ng	=	4	no. of bogie axle(s)

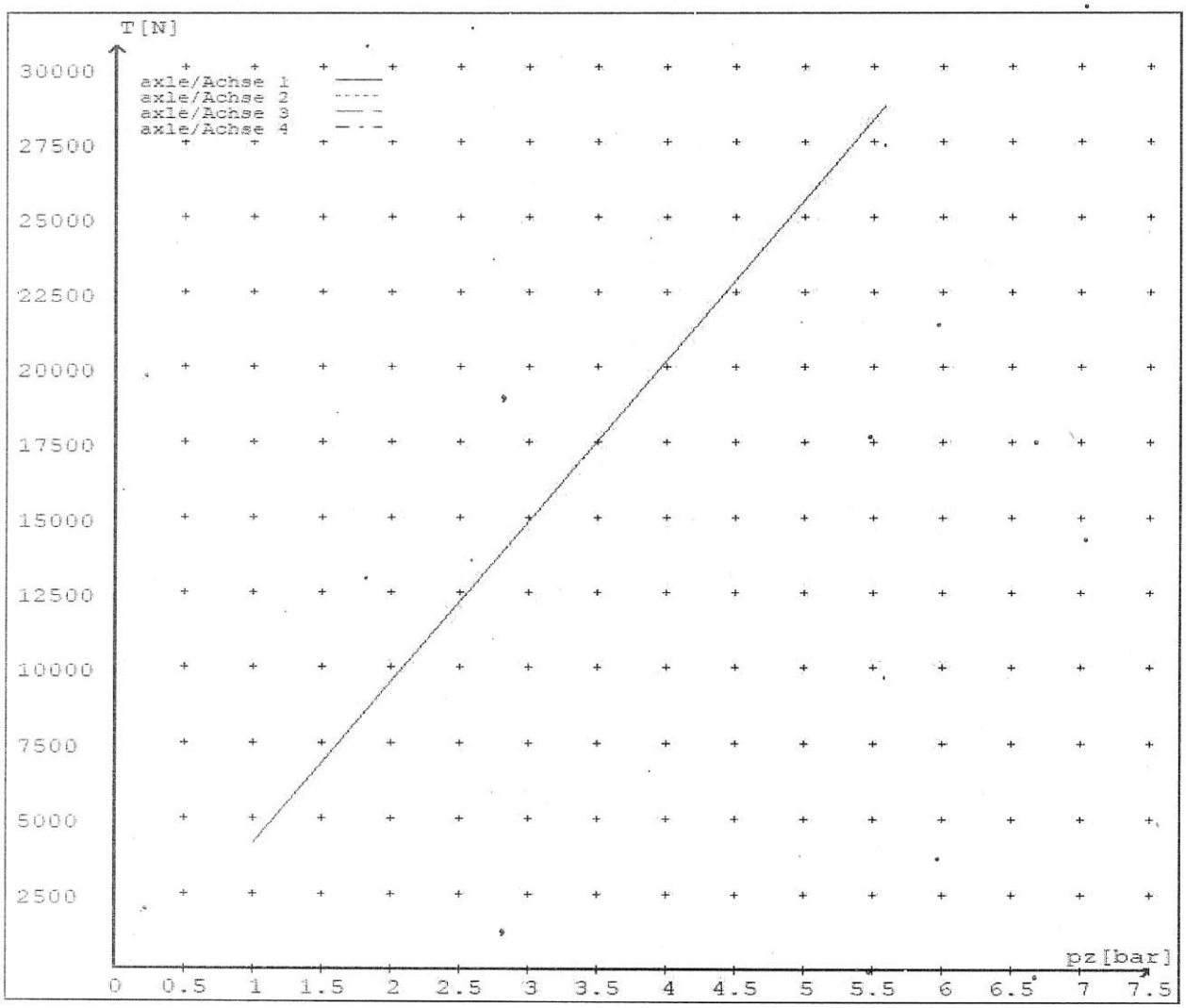
reference values

reference values for z = 45% for max rdyn: 449 mm

	pz [bar]	T [N]	T [N]
axle 1	1.0 5.6	4158 28697	
axle 2	1.0 5.6	4158 28697	
axle 3	1.0 5.6	4158 28697	
axle 4	1.0 5.6		4158 28697

VIN - no.:

	Axle(s) / Achse(n)				
brake cylinder type (service / parking) Bremszylinder Typ (Betrieb / Fest)	T.14/24	T.14/24	14./	14./	/
Maximum stroke smax = ...mm maximaler Hub smax = ...mm	64	64	64	64	
Lever length = ...mm Hebellänge = ...mm	69.08	69.08	69.08	69.08	



NEW ZEALAND HEAVY VEHICLE BRAKE RULE 32015
WORKSHEET, PROCEDURE DOCUMENTATION SHEET
& CONFIRMATION OF COMPLIANCE

CLIENT

MANUFACTURER:	DOMETT TRAILERS
ADDRESS:	TAURIKURA DRIVE, TAURANGA 3110
FLEET:	TR / IXOM

VEHICLE DETAILS

VEHICLE TYPE:	4AS SKELETAL	**CERT #:**	JH221127
YEAR:	2022	**CALCULATION #:**	TP52596
MAKE:	DOMETT	**REGO #:**	N/A
MODEL:	D5002	**LT400 #:**	849424
CHASSIS #:	2210	**ORDER #:**	8513
VIN #:	7A9D50021N2023210		
GVM: *t*	42	**PRIME MOVER:**	UNKNOWN
LOAD CONFIGURATION:	UNIFORM DENSITY		

	FRONT	REAR
GROUP RATINGS: *t*	16	26
WHEEL BASE: *m*	9.2	

	UNLADEN COG *m*	MAX HEIGHT *m*	HEIGHT DECK *m*
	0.615	4.3	1.09
COG: *m*	2.367		

	FRONT	REAR	TOTAL
TARE: *t*	1.05	4.1	5.15

	REAR
TYRE SIZE:	355 50 R22.5
ROLLING CIRCUMFERENCE: *mm*	2860
AXLE SPACING: *m*	4

BRAKE & AXLE DETAILS

		MAKE	MODEL	TEST REPORT
AXLE:		SAF	SAF-BI9	TDB0678
STEER AXLE[S]:		YES	**POLE WHEEL:**	90
LINING MATERIAL:		JURID 539	**BRAKE FACTOR:**	23.03
SENSED AXLES:		# 2 + # 4		**NOTES:**
SERIAL NUMBERS:	1			NG-IU25-BI9-19W
	2			NG-IU25-BI9-19W
	3			NG-IU25-BI9-19W
	4			NG-IO35-BILL9-19W

CHAMBER AND VALVING DETAILS

CHAMBERS:	**AXLE 1 & 2**	**AXLE 3 & 4**	
BRAND:	TSE_CHAMBERS	TSE_CHAMBERS	
SIZE:	1416HTLD	14HSCLD	
STROKE: *mm*	64	64	
TEST REPORT #:	BC0143.0	BZ 122.1 Sep '00	
SPRINGBRAKE FORCE: *kN*	6.16	N/A	
HOLDOFF PRESSURE: *Bar*	4.8	N/A	
FOUNDATION BRAKE:	WABCO PAN19	WABCO PAN19	
LEVER LENGTH: *mm*	69	69	
BRAKE VALVES:	**MAKE:**	**PART NUMBER:**	**PM PRESS.** *kPa*
ECU PART #:	WABCO	480 102 08. 0 (MV)	70 kPa
3RD MODULATOR #:	WABCO	480 207 202 0 (12V)	70 kPa
ANTI-COMPOUNDING:	YES		
SPRING BRAKE RELAY:	WABCO_PREV	971 002 900 0	
YARD RELEASE VALVE:	WABCO-PREV	971 002 900 0	
INLINE RELAY FITTED:	N/A	N/A	

ECU DIRECTION: ☑ FRONT ☐ REAR

SUBSYSTEMS: ☐ SMARTBOARD ☐ OPTI-LINK ☐ CAN ROUTER 446 122 050 0 ☐ ELEX 446 122 070 0 ☐ TAILGUARD

SUSPENSION

	REAR
SUSPENSION TYPE:	PNEUMATIC
MAKE:	SAF_AIRSPRING
MODEL:	SAF_INTRA
BELLOW SIZE:	2619, 300mm
HEIGHT CONTROL VALVE:	HALDEX 90554950
OTHER VALVES:	N/A
RIDE HEIGHT *mm* :	250 [350]
HANGER HEIGHT *mm* :	200
PEDESTAL HEIGHT *mm* :	5
LIFTAXLE:	N/A
DUMP SWITCH:	N/A
LIFTAXLE VALVE:	N/A

AIR TANKS

AIR TANKS STANDARD:	SAE J10A / EN286-2

	REAR
BRAKE TANK SIZE: L	46 + 46
AUXILLARY TANK SIZE: L	46
PRESSURE PROTECTION:	WABCO PEM: 461 513 002 0

AIR LINES

TEST POINTS:	
CONTROL LINE:	x1
FIXED AXLE CHAMBERS:	x2
STEER AXLE CHAMBERS:	x1
DUOMATIC COLOUR CODED:	YES
TANK:	X 1

HEAVY VEHICLE BRAKES - 32015 (TRAILER)

☑ SCHEDULE 5 ☐ SCHEDULE 4 ☐ SECTION 6 ☐ APPROVED STD

CHECKS AT COMMISSION OF VEHICLE

CHAMBER BUNGS REMOVED:	☑	**VALVE MOUNTING:**	☑
ECU BLANKING PLUGS CHECKED:	☑	**DUOMATIC DRILLED:**	☑

RESPONSE TIME:	**MODULATOR 2.1**	**MODULATOR 2.2**	**RELAY VALVE**
ms:			

NOTES, SKETCHES AND SPECIAL CONDITIONS

FILES RECEIVED: 09.08.2022 **FILES CREATED: 29.11.2022**

FILES SENT TO CJC (SoDC): 29.11.2022

FILES RETURNED AS COMPLETE:

REASON FOR CERTIFICATION: NEW TRAILER BUILD

I UNDERSTAND AND DECLARE THAT I AM THE CERTIFIER IDENTIFIED BELOW AND HOLD A CURRENT VALID APPOINTMENT. I CERTIFY THAT AT THE TIME OF INSPECTION THE ABOVE MENTIONED VEHICLE COMPONENT DESIGN AND THIS CERTIFICATION COMPLIES IN ALL RESPECTS WITH THE LAND TRANSPORT RULE VEHICLE STANDARDS COMPLIANCE 2002 AND MY DEED OF APPOINTMENT. TO THE BEST OF MY KNOWLEDGE THE INFORMATION CONTAINED IN THIS CERTIFICATE IS TRUE AND CORRECT.

NEW ZEALAND HEAVY VECHLE BRAKE RULE 32015, SCHEDULE 5.

DATE: 29/11/2022

SIGNED:

CERTIFIER NAME & ID: CHRIS CLARKE CJC

SODC BY: JOHN HIRST JEH

PHONE (BUS): 09-980-7300

POSTAL ADDRESS: P.O. Box 98-971, Manukau 2241
New Zealand

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.

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.

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 Agency if dissatisfied with a Compliance issue. (Refer NZTA Notice Of Appointment Para 47.4) **NZTA Helpdesk 0800 108 809**

(J.Hirst (JEH) HVEK)

NOTICE TO VEHICLE OPERATOR

This trailer is equipped with an **E**lectronic **B**rake **S**ystem.

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

J E Hirst
(JEH HVEK)
(09 980 7300)

NOTICE TO VEHICLE OPERATOR

WABCO Park Release Emergency Valve (PREV)

This trailer is equipped with a WABCO PREV
Part # 971 002 900 0

Application of the park brake via the cab control valve will actuate and apply all service brakes on the trailer. In the event of a leak in the service brake system the Spring Brakes will automatically override and hold the vehicle in compliance to Land Transport Rule: Heavy-vehicle Brakes Rule 32015.

When the vehicle is presented for COF the trailer park brake system is tested by pulling the red actuation knob on the PREV, situated mid way down the chassis rail. The cab control in the prime mover does not have to be applied for this test procedure.

If you are unsure of any aspect relating to this instruction please contact either the vehicle manufacturer or myself.

J E Hirst
(JEH HVEK)
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