

Heavy vehicle specialist inspector's or manufacturing inspecting organisation's name (PRINT IN CAPS)	ID
WILLIAM SINCLAIR	SWI


Plate number (optional)	VIN/chassis number
	7A9E2001XM2023144

Make	Component being certified:	<input type="checkbox"/> Chassis	<input type="checkbox"/> Load anchorage
DOMETT	<input type="checkbox"/> Log bolsters	<input type="checkbox"/> Towing connection	<input checked="" type="checkbox"/> Brakes
Model (optional)	<input type="checkbox"/> SRT	<input type="checkbox"/> PSV stability	<input type="checkbox"/> PSV rollover
E2001 PSH-33	<input type="checkbox"/> Swept path	<input type="checkbox"/> PBS	
Certification category			
HVEK			

Description of work

CERTIFY TO SCHEDULE 5 OF LTR 32015/5: NZ HEAVY VEHICLE BRAKE SPECIFICATION.
 CARRY OUT BRAKE CALCULATIONS, INSPECTION AND ECU END OF LINE PROTOCOL.
 5AFT CURTAINSIDE **RSS ON TYRE: 265 70 R19.5**
 FOR SYSTEM ARCHITECTURE, PLEASE REFER TO PDS WORKSHEET & SCHEMATIC.
REASON FOR CERTIFICATION: NEW TRAILER BUILD

Code/standard/rule certified to	Component load rating(s)
LTR 32015/5	33 Tonnes GVM
General drawing number(s)	16 Tonne (Front brake mass)
N/A	19 Tonne (Rear brake mass)

Supporting documents		
BRAKE RULE CERTIFICATE	JH220109	WS220315
BRAKE CALCULATION #	TP52368 TP52479	


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)	or	Hubodometer reading (whichever comes first)
N/A [UNLESS MODIFIED]		<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)	
JOHN HIRST	J E H
Inspector's signature	
Inspector's name (PRINT IN CAPS)	ID number
W. SINCLAIR	SWI
Date	Number
16-Mar-22	814630

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

All fields are mandatory unless otherwise stated.

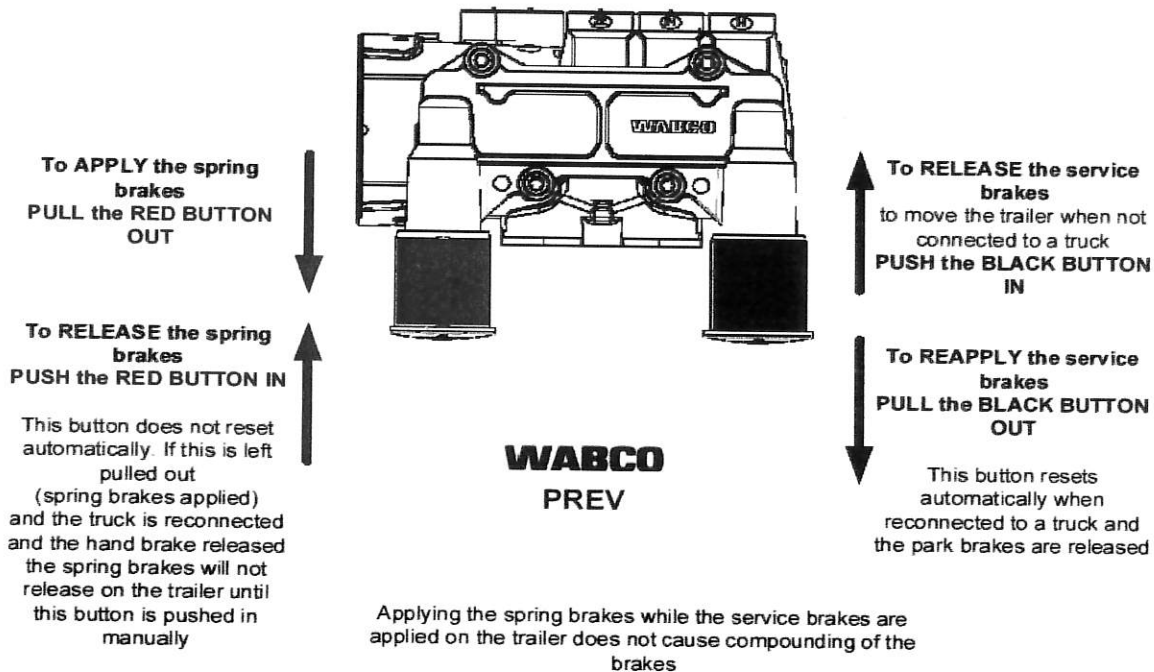


PREV

Park Release Emergency Valve

Operating Instructions

When the vehicle is parked or the handbrake on the towing vehicle is applied the service (foot) brakes are applied on the trailer.
If there is a service brake air leak on the trailer the spring (Emergency) brakes automatically apply.



**** When the vehicle is parked ****

The RED button should be pulled out to apply the spring brakes

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 an ISO 7638, 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.

WILLIAM SINCLAIR

HVEK

09-980-7300

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 32015/5:**

SCHEDULES.

**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 32015/5

- 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; 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 manufacturers 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 a New Zealand road, 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 NZ Transport Agency if dissatisfied with a
Compliance issue. (refer NZTA Deed Of Appointment Para 47.4)**

NZ Transport Agency Helpdesk 0800 699 000

Service Bulletin

Wabco Welding Warning

From: John Hirst, OE Braking Product Manager
Ref: JH-TSL-091115

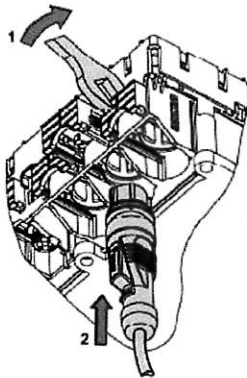
Date: 9 November 2015

NB: Any sort of arc welding can cause damage to an ECU fitted to a trailer. The inverter that we supply is also susceptible to damage from welding arcs.

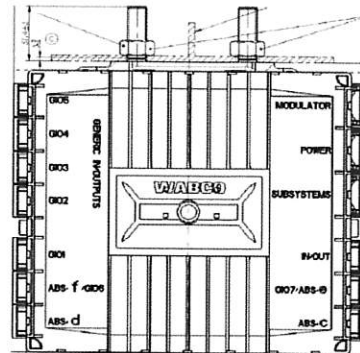
Prevention is less costly than the cure.

Please follow the following recommendation from Wabco for all ABS and EBS models:

1. Remove all the main power cables and diagnostic cables from the ECU as they have non interchangeable connections.
2. Leave the sensor cables that are plugged into the ECU and disconnect them at the wheel end. This will cover the protection against welding, and at the same time will prevent mixing them up at the ECU end.



Above: Wabco TEBS E Modulator – Plugs and dismantling of cables and protective caps.



Above: Diagram of a Wabco ECU.

