

15-Jan-24

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

Plate number (optional)	VIN/chassis number
	7 A 9 E 2 0 0 1 4 P 2 0 2 3 3 9 9
Make	Component being certified:
DOMETT	<input type="checkbox"/> Chassis <input type="checkbox"/> Load anchorage
Model (optional)	<input type="checkbox"/> Log bolsters <input type="checkbox"/> Towing connection <input checked="" type="checkbox"/> Brakes
E2001 PH-33	<input type="checkbox"/> SRT <input type="checkbox"/> PSV stability <input type="checkbox"/> PSV rollover
Certification category	<input type="checkbox"/> Swept path <input type="checkbox"/> PBS
HVEK	

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.
 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	33 Tonnes GVM
General drawing number(s)	16 Tonne (Front brake mass)
N/A	19 Tonne (Rear brake mass)

Supporting documents
BRAKE RULE CERTIFICATE JH240108
BRAKE CALCULATION # TP52791

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="text"/>

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

CHRIS CLARKE CJC

Date Number

15-Jan-24 A 11487

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

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

distribution: DOMETT TRAILERS
 7A9E20014P2023399
 SoDC: JH240108
 LT400: CJC A11487

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 13.10.2020

vehicle manufacturer: DOMETT TRAILERS
 trailer model : 5AFT CURTAINSIDE
 trailer type : 5-axle-full-trailer
 remarks : air / hydraulic / VA suspension
 WABCO TRAILER - EBS E
 TRISTOP 3+4: T.14/24 [OUTPUT FORCE @ 30 mm = 6160 N]
 265/70 R 19,5

axle 1 + 2 + 3 + 4 + 5 : HENDRICKSON, SBW 1937, ATPR0185,

		<u>unladen</u>	<u>laden</u>
total mass	P in kg	6750	35050
axle 1	P1 in kg	1650	8000
axle 2	P2 in kg	1650	8000
axle 3	P3 in kg	1150	6350
axle 4	P4 in kg	1150	6350
axle 5	P5 in kg	1150	6350
wheel base	E in mm	7890 - 7990	
centre of gravity height	h in mm	1030	2100

	<u>axle 1</u>	<u>axle 2</u>	<u>axle 3</u>	<u>axle 4</u>	<u>axle 5</u>
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	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 1Bh in mm	69	69	69	69	69
brake factor [-]	23.49	23.49	23.49	23.49	23.49
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	2.2	2.2	2.1	2.1	2.1
chamber pressure(rdyn max)pH at z=22,5%bar	2.2	2.2	2.1	2.1	2.1
chamber press.(servo)pcha at pm6,5bar bar	5.7	5.7	4.7	4.7	4.7
piston force ThA at pm6,5bar N	6578	6578	4485	4485	4485
brake force(rdyn min)T lad. at pm6,5bar N	50826	50826	34530	34530	34530
brake force(rdyn max)T lad. at pm6,5bar N	50826	50826	34530	34530	34530
Brake force incl. 1 % rolling resistance proportion %	22.3	22.3	18.5	18.5	18.5

braking rate z laden 0.597 for rdyn min
 z = sum (TR)/PRmax 0.597 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 20HSCLD65

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 20HSCLD65

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:

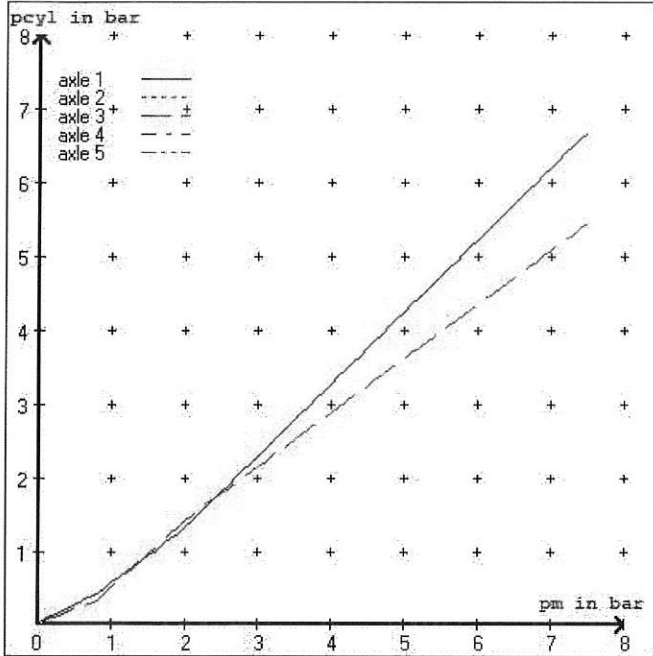
valve 1: 971 002 ... 0 WABCO
EBS emergency valve

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

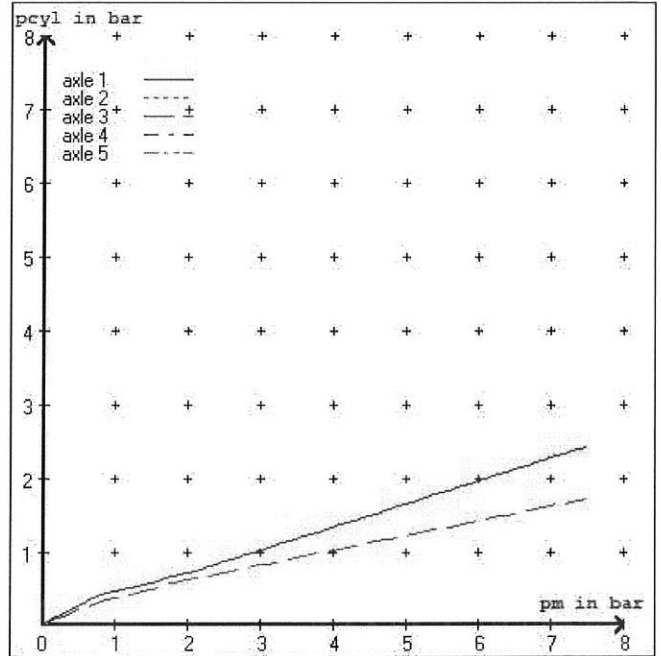
brake cylinder: Meritor 14HSCLD64

test type III (zIII = 0.30)	for rdyn min :	axle1	axle2	axle3	axle4	axle5	
at pm 3.6 bar =>	pcha in bar :	2.9	2.9	2.6	2.6	2.6	2.6
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

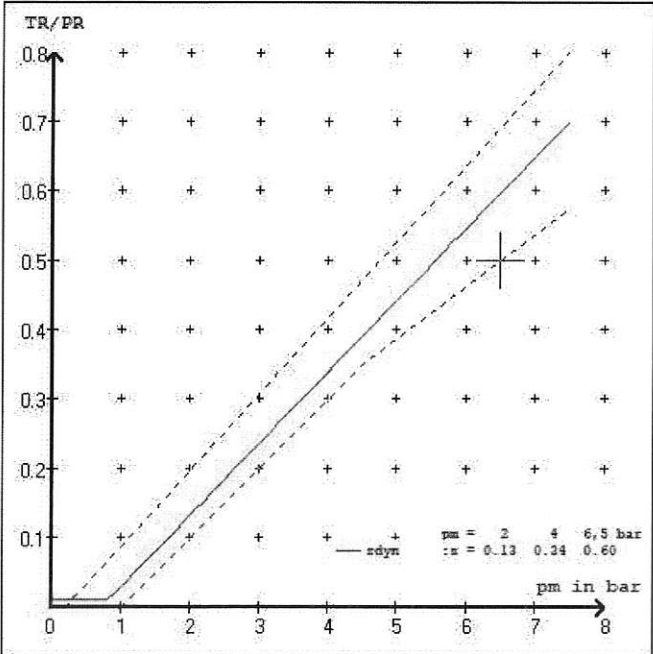
brake chamber pressure laden



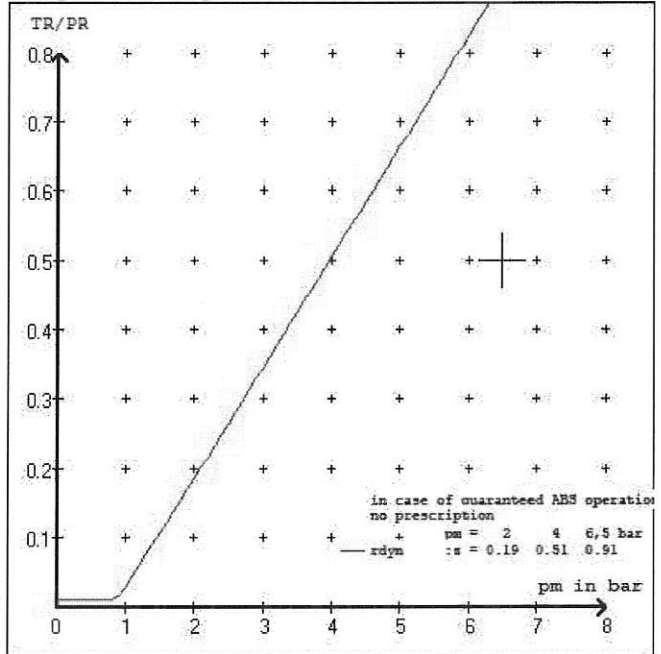
brake chamber pressure unladen



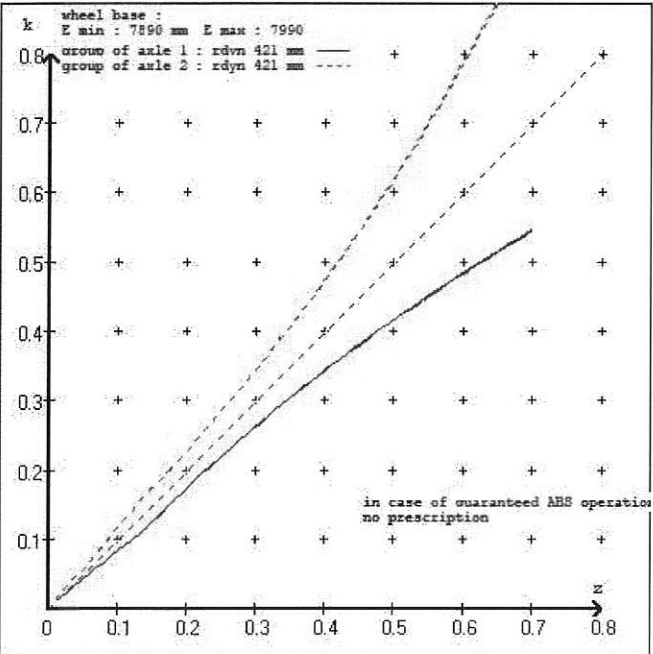
compatibility band laden



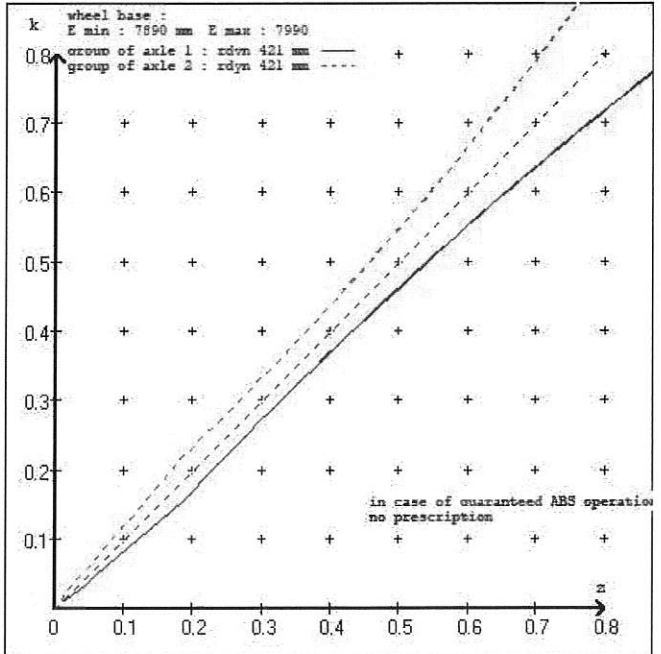
compatibility band unladen



curves of friction laden



curves of friction unladen



vehicle manufacturer: DOMETT TRAILERS
 trailer model : 5AFT CURTAINSIDE
 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 :

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 TRAILERS
 trailer model : 5AFT CURTAINSIDE
 trailer type : 5-axle-full-trailer
 brake calculation no. : TP 52791A

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	1650	to be	2.1	8000	to be	0.4	1.3	5.7	
2	1650	entered by	2.1	8000	entered by	0.4	1.3	5.7	
3	1150	the vehicle	1.5	6350	the vehicle	0.3	1.4	4.7	
4	1150	manufact.	1.5	6350	manufact.	0.3	1.4	4.7	
5	1150		1.5	6350		0.3	1.4	4.7	

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
1650	2.1	1650	2.1	1150	1.5	1150	1.5	1150	1.5
2150	2.4	2150	2.4	1650	1.8	1650	1.8	1650	1.8
2650	2.7	2650	2.7	2150	2.1	2150	2.1	2150	2.1
3150	3.0	3150	3.0	2650	2.4	2650	2.4	2650	2.4
3650	3.2	3650	3.2	3150	2.7	3150	2.7	3150	2.7
4150	3.5	4150	3.5	3650	3.0	3650	3.0	3650	3.0
4650	3.8	4650	3.8	4150	3.3	4150	3.3	4150	3.3
5150	4.1	5150	4.1	4650	3.7	4650	3.7	4650	3.7
8000	5.7	8000	5.7	6350	4.7	6350	4.7	6350	4.7

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

axle 1	: reference axle: HENDRICKSONSBW 1937	brake lining: WABCO 230
	test report : ATPR0185	date : 02.03.2017
axle 2	: reference axle: HENDRICKSONSBW 1937	brake lining: WABCO 230
	test report : ATPR0185	date : 02.03.2017
axle 3	: reference axle: HENDRICKSONSBW 1937	brake lining: WABCO 230
	test report : ATPR0185	date : 02.03.2017
axle 4	: reference axle: HENDRICKSONSBW 1937	brake lining: WABCO 230
	test report : ATPR0185	date : 02.03.2017
axle 5	: reference axle: HENDRICKSONSBW 1937	brake lining: WABCO 230
	test report : ATPR0185	date : 02.03.2017

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 = 48 mm
axle 2	(sp = 58 mm)	s = 48 mm
axle 3	(sp = 56 mm)	s = 48 mm
axle 4	(sp = 56 mm)	s = 48 mm
axle 5	(sp = 56 mm)	s = 48 mm

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

axle1	ThA = 6578 N
axle2	ThA = 6578 N
axle3	ThA = 4485 N
axle4	ThA = 4485 N
axle5	ThA = 4485 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 = 40650 N
axle 2	(rdyn 421 mm)	T = 40650 N
axle 3	(rdyn 421 mm)	T = 27637 N
axle 4	(rdyn 421 mm)	T = 27637 N
axle 5	(rdyn 421 mm)	T = 27637 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
		0.48

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 = 40650 N
axle 2	(rdyn 421 mm)	T = 40650 N
axle 3	(rdyn 421 mm)	T = 27637 N
axle 4	(rdyn 421 mm)	T = 27637 N
axle 5	(rdyn 421 mm)	T = 27637 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
		0.48

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

axle manufacturer	axle 1 + 2 + 3 + 4 + 5	
type of brake	HENDRICKSON	
type of axle	SBW 1937	
	SBW 1937	
	ATPR0185	
test report of characteristic value		
adm. stat. axle load	Estat 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	-	23.49
brakefactor (PB) Bf	-	23.49
threshold torque (Co,dec)	Mo in Nm	6
date	02.03.2017	
brake lining	WABCO 230	
cam torque	Ce in Nm	638
brake force	TeIII in daN	4649
stroke	seIII in mm	48
tested tyre radius	Re in mm	520
tested lever length	le in mm	69
threshold torque (Co,e)	in Nm	5

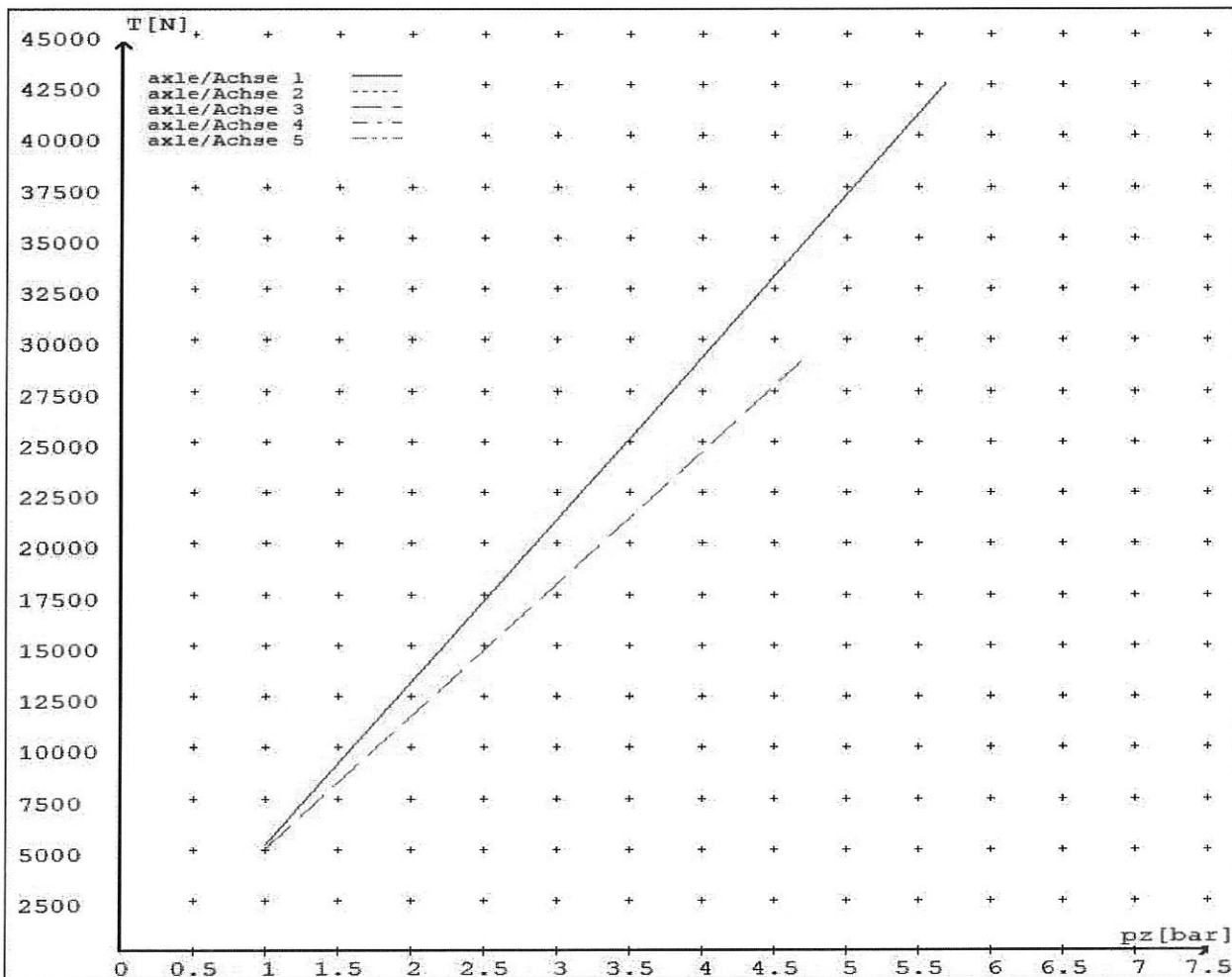
reference values

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

	pz [bar]	T [N]	T [N]
axle 1	1.0	5184	
	5.7	42568	
axle 2	1.0	5184	
	5.7	42568	
axle 3	1.0		4984
	4.7		28920
axle 4	1.0		4984
	4.7		28920
axle 5	1.0		4984
	4.7		28920

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 $z = 0.5$

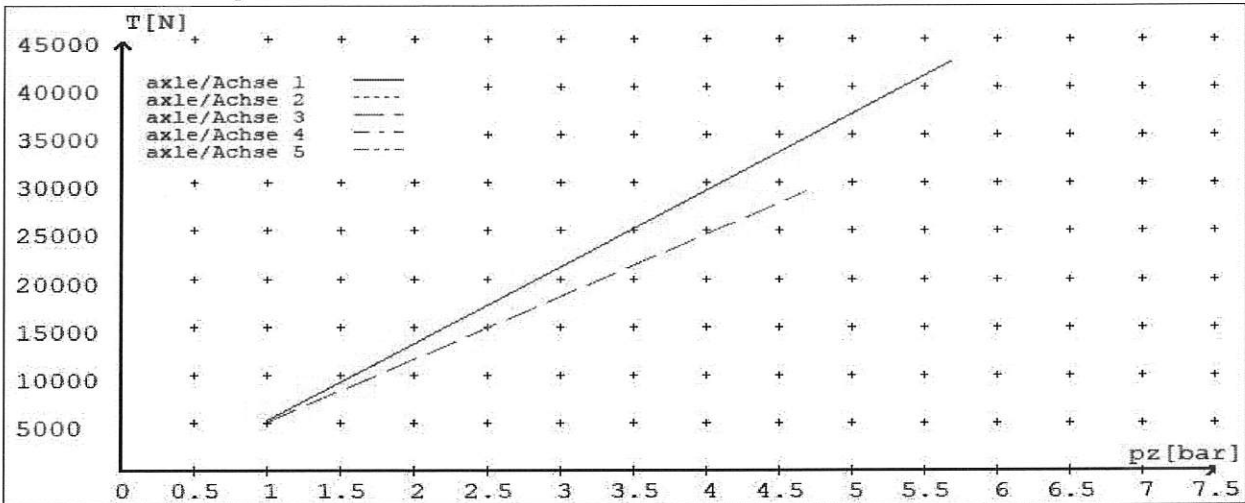
for max rdyn: 421 mm

Angabe der Referenzwerte für $z = 0.5$

für max rdyn: 421 mm

brake calculation no: TP 52791A date 18.12.2023

Bremsberechnung Nr: TP 52791A vom 18.12.2023



	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



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

CLIENT

MANUFACTURER:	DOMETT TRAILERS
ADDRESS:	TAURIKURA DRIVE, TAURANGA 3110
FLEET:	BOOTH'S TRANSPORT

VEHICLE DETAILS

VEHICLE TYPE:	5AFT CURTAINSIDE	CERT #:	JH240108
YEAR:	2024	CALCULATION #:	TP52791
MAKE:	DOMETT	REGO #:	N/A
MODEL:	E2001 PH-33	LT400 #:	A11487
CHASSIS #:	2399	ORDER #:	9865
VIN #:	7A9E20014P2023399		
GVM: t	33	PRIME MOVER:	EBS / EUROPEAN
LOAD CONFIGURATION:	MIXED FREIGHT		
GROUP RATINGS: t	FRONT	REAR	
	16	19	
WHEEL BASE: m	7.94		
	UNLADEN COG m	MAX HEIGHT m	HEIGHT DECK m
	1.03	4.3	1.083
COG: m	2.094		
	FRONT	REAR	TOTAL
TARE: t	3.3	3.5	6.8
	FRONT	REAR	
TYRE SIZE:	265 70 R19.5	265 70 R19.5	
ROLLING CIRCUMFERENCE: mm	2645	2645	
AXLE SPACING: m	1.31	3	

BRAKE & AXLE DETAILS

	MAKE	MODEL	TEST REPORT
AXLE:	HENDRICKSON	HND-PAN 19 DISC	ATPR0185
POLE WHEEL FRONT:	100	POLE WHEEL REAR:	100
LINING MATERIAL:	WABCO 230	BRAKE FACTOR:	23.49
SENSED AXLE(S):	2 + 4	NOTES:	
SERIAL NUMBERS:	1 N/A	AANL230	
	2 N/A	AANL230	
	3 N/A	AANL230	
	4 N/A	AANL230	
	5 N/A	AANL230	

CHAMBER AND VALVING DETAILS

CHAMBERS:	AXLE 1 & 2	AXLE 3 & 4	AXLE 5
BRAND:	TSE_CHAMBERS	TSE_CHAMBERS	TSE_CHAMBERS
SIZE:	20HSCLD	1424TLD2H	14HSCLD
STROKE: <i>mm</i>	65	64	64
TEST REPORT #:	BC 0041.0 Jul '07	BC0143.0	TSE derived
SPRINGBRAKE FORCE: <i>kN</i>	N/A	6.16	N/A
HOLDOFF PRESSURE: <i>Bar</i>	N/A	4.8	N/A
FOUNDATION BRAKE:	WABCO PAN19	WABCO PAN19	WABCO PAN19
LEVER LENGTH: <i>mm</i>	69	69	69
BRAKE VALVES:	MAKE:	PART NUMBER:	PM PRESS. <i>kPa</i>
ECU PART #:	WABCO	480 102 08.0 (MV)	80 kPa
3RD MODULATOR #:	WABCO	480 207 202 0 (12V)	80 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:	<input checked="" type="checkbox"/> FRONT <input type="checkbox"/> REAR	FRONT FRICTION: μ	0.48
SUBSYSTEMS:	<input type="checkbox"/> SMARTBOARD	<input type="checkbox"/> OPTI-LINK	<input type="checkbox"/> CAN ROUTER 446 122 050 0
	<input type="checkbox"/> ELEX 446 122 070 0	<input type="checkbox"/> TAILGUARD	

SUSPENSION

	FRONT	REAR
SUSPENSION TYPE:	PNEUMATIC	PNEUMATIC
MAKE:	HENDRICKSON_AIR	HENDRICKSON_AIR
MODEL:	HENDRICKSON_INTRAX	HENDRICKSON_INTRAX
BELLOW SIZE:	ZMD SHOCKLESS	ZMD SHOCKLESS
HEIGHT CONTROL VALVE:	HALDEX 90554950	HALDEX 90554950
OTHER VALVES:	N/A	N/A
RIDE HEIGHT mm :	255	255
HANGER HEIGHT mm :	203	203
PEDESTAL HEIGHT mm :	40	40
LIFTAXLE:		N/A
TIPPING DUMP SWITCH:		N/A
LIFTAXLE VALVE:		N/A
PRESSURE LIMITING:		N/A

AIR TANKS

AIR TANKS STANDARD:	SAE J10A / EN286-2	
	FRONT	REAR
BRAKE TANK SIZE: L	46	46 + 25
AUXILLARY TANK SIZE: L	N/A	46
PRESSURE PROTECTION:	WABCO PEM: 461 513 002 0	

AIR LINES

TEST POINTS:			
CONTROL LINE:	X 1	TANK:	X 1
REAR CHAMBER:	X 2	FRONT CHAMBER:	X 1
DUOMATIC COLOUR CODED:	YES		

HEAVY VEHICLE BRAKE RULE 32015

SCHEDULE 4

SCHEDULE 5

SECTION 6

APPROVED STD

CHECKS AT COMMISSION OF VEHICLE

CHAMBER BUNGS REMOVED:

VALVE MOUNTING:

ECU BLANKING PLUGS CHECKED:

RESPONSE TIME:

MODULATOR 2.1

MODULATOR 2.2

RELAY VALVE

ms:

NOTES, SKETCHES AND SPECIAL CONDITIONS

FILES RECEIVED: 18.10.2023

FILES CREATED: 14.01.2024

FILE UPDATE: 12.04.2023

REQUEST A COPY OF THE TARE WEIGHT DOCKET

OFF ROAD MANOEUVER ASSIST

FILES SENT (CJC): 14.01.2024

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 VEHICLE BRAKE RULE 32015, SCHEDULE 5.

DATE: 15/01/2024

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-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 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 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 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 3 working days and a resolution proposed within 20 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 Notice Of Appointment Para 47.4)

NZ Transport Agency Helpdesk 0800 699 000 or a form can be found at

Vehicle certification complaints form (VCCPF01) | Waka Kotahi NZ Transport Agency (nzta.govt.nz)



NOTICE TO VEHICLE OPERATOR

This trailer is equipped with an Electronic Brake System.

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 the 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 sensing has been adjusted to suit the performance of the original springs. In the 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.



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 with 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 midway 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 Hirst
(JEH HVEK)