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: 7A9E20016R2023410

Make: DOMETT

Component being certified: [ ] Chassis [ ] Load anchorage

Model *(optional)*: E2001 PH

[ ] Log bolsters [ ] Towing connection [X] Brakes

Certification category: HVEK

[ ] 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.
5AFT CURTAINSIDE **RSS ON TYRE:** 265 70 R19.5
FOR SYSTEM ARCHITECTURE, PLEASE REFER TO PDS WORKSHEET & SCHEMATIC.
REASON FOR CERTIFICATE: NEW TRAILER BUILD

Code/standard/rule certified to: LTR 32015

Component load rating(s): 32 Tonnes GVM
16 Tonne (Front brake mass)
19 Tonne (Rear brake mass)

General drawing number(s): N/A

Supporting documents

BRAKE RULE CERTIFICATE JH240102
BRAKE CALCULATION # TP52771

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)*: JOHN HIRST JEH

Inspector's signature:

Inspector's name *(PRINT IN CAPS)*: CHRIS CLARKE ID number: CJC

Date: 15-Jan-24

Number: A 11488

CoF vehicle inspector ID *(if applicable)*:

CoF vehicle inspector signature *(if applicable)*:

Date:

All fields are mandatory unless otherwise stated.

Te Kāwanatanga o Aotearoa
New Zealand Government

Form ID: LT400

Version No. 10/23

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

distribution: DOMETT TRAILERS
7A9E20016R2023410
SoDC: JH240102
LT400: CJC A11488

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 [TSE1416HTLD 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	7000	35050
axle 1	P1 in kg	1550	8000
axle 2	P2 in kg	1550	8000
axle 3	P3 in kg	1300	6350
axle 4	P4 in kg	1300	6350
axle 5	P5 in kg	1300	6350
wheel base	E in mm	7050 - 7150	
centre of gravity height	h in mm	1105	2090

		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	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	lBh in mm	69	69	69	69	69
brake factor	[-]	23.03	23.03	23.03	23.03	23.03
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	6.1	6.1	4.6	4.6	4.6
piston force ThA at pm6,5bar	N	7071	7071	4385	4385	4385
brake force(rdyn min)T lad. at pm6,5bar	N	53571	53571	33109	33109	33109
brake force(rdyn max)T lad. at pm6,5bar	N	53571	53571	33109	33109	33109
Brake force incl. 1 % rolling resistance proportion	%	22.3	22.3	18.5	18.5	18.5

braking rate z laden 0.600 for rdyn min
z = sum (TR)/PRmax 0.600 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

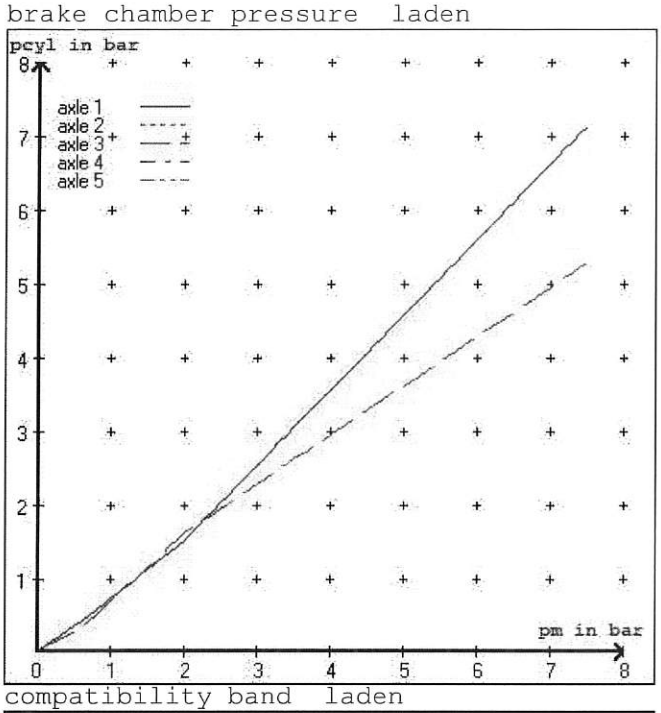
axle 5:
valve 1: 971 002 ... 0 WABCO
EBS emergency valve

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

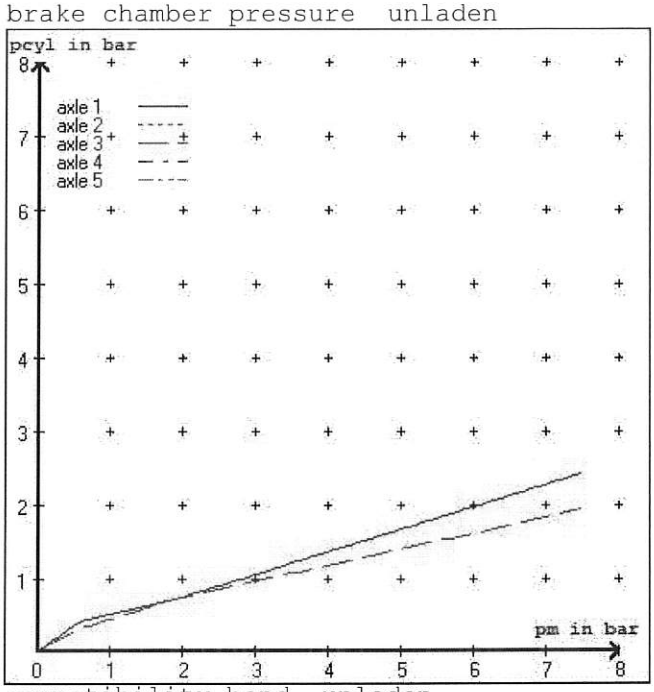
brake cylinder: Meritor 14HSCLD64

test type III (zIII = 0.30)	for rdyn min :	axle1	axle2	axle3	axle4	axle5
at pm 3.5 bar =>	pcha in bar :	3.0	3.0	2.6	2.6	2.6
test type III (zIII = 0.06)	for rdyn min :	axle1	axle2	axle3	axle4	axle5
at pm 1.1 bar =>	pcha in bar :	0.8	0.8	0.8	0.8	0.8

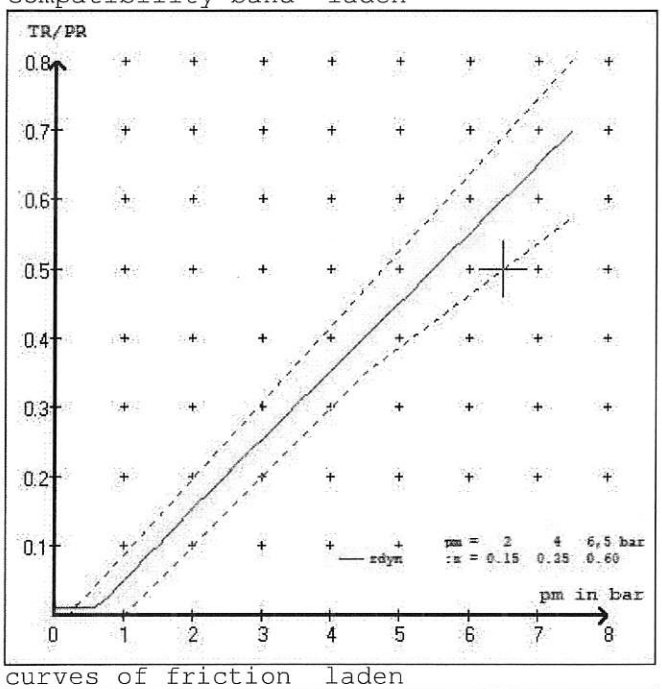
brake chamber pressure laden



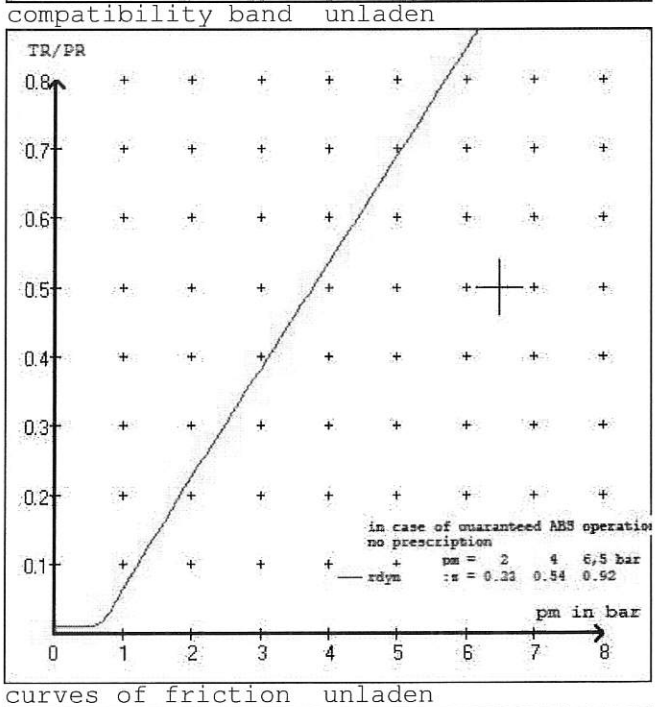
brake chamber pressure unladen



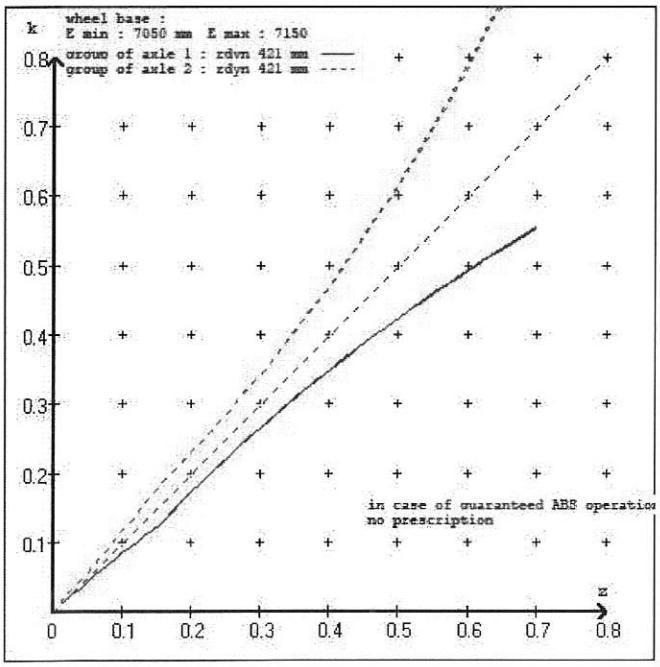
compatibility band laden



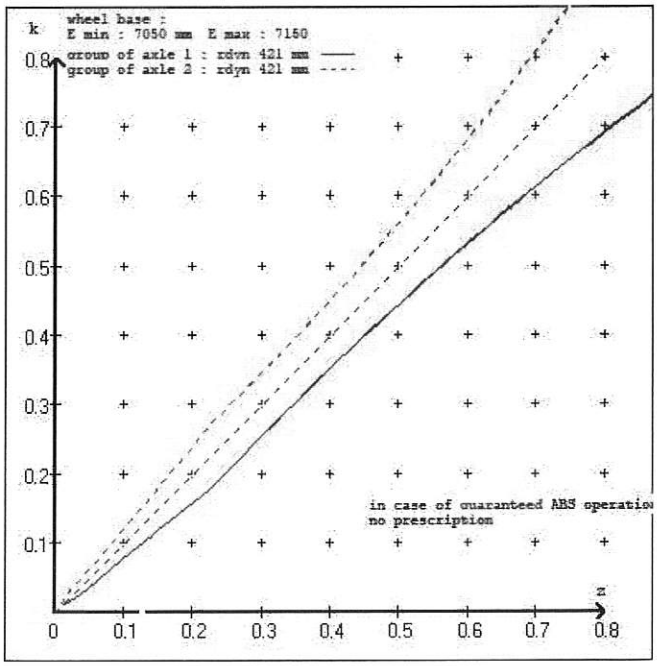
compatibility band unladen



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 52771A

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

assignment pm / deceleration z: pm 0.6 bar z = 0.010
(laden condition) 2.0 bar z = 0.150
6.5 bar z = 0.600

control pressure pm			6,5	control pressure pm		0.6	2.0	6.5
axle	axle load unladen	bellow pr. unladen	brake pr. unladen	axle load laden	bellow pr. laden	brake pr. laden		
1	1550	to be entered by the vehicle manufact.	2.1	8000	to be entered by the vehicle manufact.	0.4	1.5	6.1
2	1550		2.1	8000		0.4	1.5	6.1
3	1300		1.7	6350		0.3	1.6	4.6
4	1300		1.7	6350		0.3	1.6	4.6
5	1300		1.7	6350		0.3	1.6	4.6

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
1550	2.1	1550	2.1	1300	1.7	1300	1.7	1300	1.7
2050	2.4	2050	2.4	1800	2.0	1800	2.0	1800	2.0
2550	2.7	2550	2.7	2300	2.3	2300	2.3	2300	2.3
3050	3.0	3050	3.0	2800	2.6	2800	2.6	2800	2.6
3550	3.3	3550	3.3	3300	2.8	3300	2.8	3300	2.8
4050	3.7	4050	3.7	3800	3.1	3800	3.1	3800	3.1
4550	4.0	4550	4.0	4300	3.4	4300	3.4	4300	3.4
5050	4.3	5050	4.3	4800	3.7	4800	3.7	4800	3.7
8000	6.1	8000	6.1	6350	4.6	6350	4.6	6350	4.6

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

axle 1	(rdyn 421 mm)	T = 24.8 % Fe
axle 2	(rdyn 421 mm)	T = 24.8 % Fe
axle 3	(rdyn 421 mm)	T = 17.8 % Fe
axle 4	(rdyn 421 mm)	T = 17.8 % Fe
axle 5	(rdyn 421 mm)	T = 17.8 % 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 = 7071 N
axle2	ThA = 7071 N
axle3	ThA = 4385 N
axle4	ThA = 4385 N
axle5	ThA = 4385 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 = 41837 N
axle 2	(rdyn 421 mm)	T = 41837 N
axle 3	(rdyn 421 mm)	T = 25923 N
axle 4	(rdyn 421 mm)	T = 25923 N
axle 5	(rdyn 421 mm)	T = 25923 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	0.47
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 421 mm)	T = 41837 N
axle 2	(rdyn 421 mm)	T = 41837 N
axle 3	(rdyn 421 mm)	T = 25923 N
axle 4	(rdyn 421 mm)	T = 25923 N
axle 5	(rdyn 421 mm)	T = 25923 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	0.47
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 3	axle 4
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*Eta*C*rBt/(rBn*rstat)			
	for rstat in mm	401	401
brake force of spring br. Tf	in N	59654	59654
Tf = (TFZ*KDZ-2*Co/lBh)*iFb			
braking rate	zf laden	0.357	
zf = sum (Tf)/P + 0,01			

Test of the frictional connection required by the parking brake

Min. wheelbase/min. supporting width (theoretical proof / no ECE regulation!):
In the event of non-compliance, carry out a practical test or use the procedure described in ECE / Appendix 20.

min Ef = E * (1 - PR/P + zferf * h/E) / (1 - zferf / (fzul * nf/ng))

min Ef = 5426 mm for E = 7050 mm
==========
min Ef = 5495 mm for E = 7150 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	=	2090 mm	height of center of gravity - laden
PR	=	19050 kg	maximum bogie mass - laden
P	=	35050 kg	maximum total mass - laden
nf	=	2	no. of axle(s) with TRISTOP spring brake actuators
ng	=	3	no. of bogie axle(s)

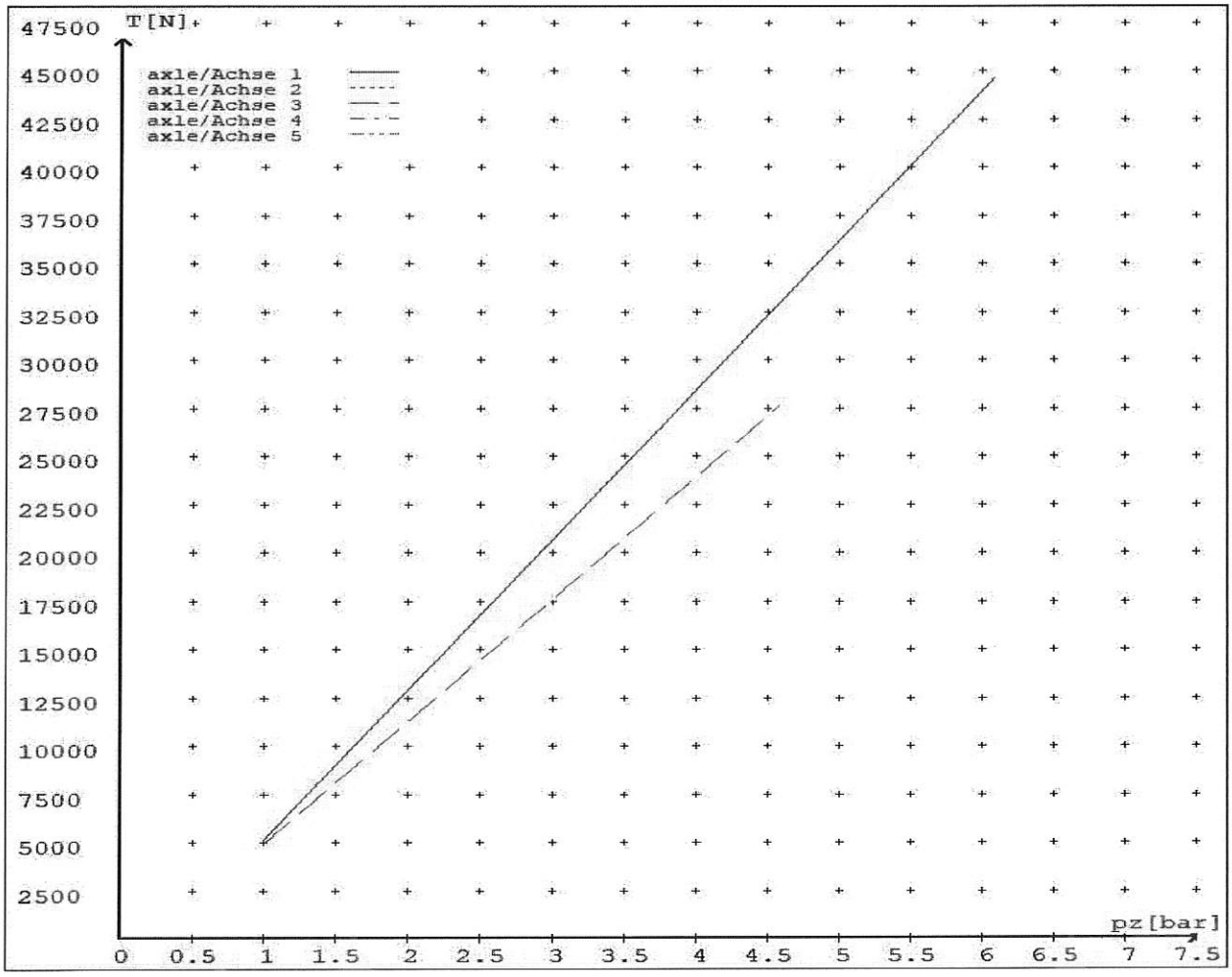
reference values

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

	pz [bar]	T [N]	T [N]
axle 1	1.0 6.1	5070 44642	
axle 2	1.0 6.1	5070 44642	
axle 3	1.0 4.6		4872 27591
axle 4	1.0 4.6		4872 27591
axle 5	1.0 4.6		4872 27591

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



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

CLIENT

MANUFACTURER:	DOMETT TRAILERS
ADDRESS:	TAURIKURA DRIVE, TAURANGA 3110
FLEET:	TANNER CONTRACTING LTD

VEHICLE DETAILS

VEHICLE TYPE:	5AFT CURTAINSIDE	**CERT #:**	JH240102
YEAR:	2024	**CALCULATION #:**	TP52771
MAKE:	DOMETT	**REGO #:**	N/A
MODEL:	E2001 PH	**LT400 #:**	A11488
CHASSIS #:	2410	**ORDER #:**	9712
VIN #:	7A9E20016R2023410		
GVM: *t*	32	**PRIME MOVER:**	NORTH AMERICAN
LOAD CONFIGURATION:	MIXED FREIGHT		

GROUP RATINGS: *t*	**FRONT**	**REAR**
	16	19
WHEEL BASE: *m*	7.1	

	UNLADEN COG *m*	**MAX HEIGHT** *m*	**HEIGHT DECK** *m*
	1.105	4.3	1.09
COG: *m*	2.092		

	FRONT	**REAR**	**TOTAL**
TARE: t	3.1	4	7.1

	FRONT	**REAR**
TYRE SIZE:	265 70 R19.5	265 70 R19.5
ROLLING CIRCUMFERENCE: *mm*	2645	2645
AXLE SPACING: *m*	1.31	2.51

BRAKE & AXLE DETAILS

	MAKE	MODEL	TEST REPORT
AXLE:	SAF	SAF-ZI9W	TDB0749
POLE WHEEL FRONT:	90	**POLE WHEEL REAR:**	90
LINING MATERIAL:	JURID 539	**BRAKE FACTOR:**	23.03
SENSED AXLE(S):	# 2 + 4		**NOTES:**
SERIAL NUMBERS: 1			SAF NG-IU28
2			SAF NG-IU28
3			SAF NG-IU28
4			SAF NG-IU28
5			SAF NG-IU28

CHAMBER AND VALVING DETAILS

CHAMBERS:	**AXLE 1 & 2**	**AXLE 3 & 4**	**AXLE 5**
BRAND:	TSE_CHAMBERS	TSE_CHAMBERS	TSE_CHAMBERS
SIZE:	20HSCLD	1416HTLD	14HSCLD
STROKE: *mm*	65	64	64
TEST REPORT #:	BC 0041.0 Jul '07	BC0143.0	BZ 122.1 Sep '00
SPRINGBRAKE FORCE: *kN*	N/A	6.16	N/A
HOLDOFF PRESSURE: *Bar*	N/A	4.8	N/A
FOUNDATION BRAKE:	WABCO PAN19	WABCO PAN19	WABCO PAN19
LEVER LENGTH: *mm*	69	69	69
BRAKE VALVES:	**MAKE:**	**PART NUMBER:**	**PM PRESS.** *kPa*
ECU PART #:	WABCO	480 102 08. 0 (MV)	60 kPa
3RD MODULATOR #:	WABCO	480 207 202 0 (12V)	60 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 **FRONT FRICTION: μ** 0.49

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

☐ ELEX 446 122 070 0 ☐ TAILGUARD

SUSPENSION

	FRONT	REAR
SUSPENSION TYPE:	PNEUMATIC	PNEUMATIC
MAKE:	SAF_AIRSPRING	SAF_AIRSPRING
MODEL:	SAF_INTRA	SAF_INTRA
BELLOW SIZE:	2619, 300mm	2619, 300mm
HEIGHT CONTROL VALVE:	HALDEX 90554950	HALDEX 90554950
OTHER VALVES:	N/A	N/A
RIDE HEIGHT *mm* :	260	260
HANGER HEIGHT *mm* :	200	200
PEDESTAL HEIGHT *mm* :	50	50
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 VEHICL 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: 26.10.2023 FILES MODIFIED: 08.11.2023

FILES CREATED: 09.01.2024 **FILES ENCRYPTED & SENT (CJC): 09.01.2024**

FINAL INSPECTION & SIGN OFF SCHEDULED FOR: 15.01.2024

REQUEST A COPY OF THE TARE WEIGHT DOCKET ☑

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: **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 manufacturer, 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)

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 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.

_____
J Hirst (JEH HVEK)

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)