Vehicle and modifier details

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| --- | --- | --- |
| Vehicle make: | Vehicle model: | Month and year of manufacture: |
|  |  |  |
| VIN (if applicable): | Vehicle chassis no. (if applicable): | Vehicle modifier (company name): |
|  |  |  |

Advanced braking systems

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Braking systems | | Check Yes, No, N/A as applicable: | Yes | No | N/A |
| 1 | Is the advanced braking system (where fitted) un-affected or re-certified after the vehicle modification? | |  |  |  |

Modification details

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Modification criteria | | Check Yes or No as applicable: | Yes | No |  |
| 1 | Has the modification been performed in accordance with the manufacturer’s guidelines? | |  |  |  |

Pressure protection valves

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Pressure protection valves | | Check Yes, No, N/A as applicable: | Yes | No | N/A |
| 1 | Are all air operated accessories which derive air from the same source as the service brake system denied air supply when the pressure in the service brake system is less than 450 kPa? | |  |  |  |
| 2 | In the case of a failure of an auxiliary device, does the service brake maintain an air pressure of at least 450 kPa? | |  |  |  |
| 3 | If an additional tank is fitted for the air operated accessories, or after the pressure protection valve, does the vehicle comply with the re-charge requirements of Australian Design Rule (ADR) 35/.. or the relevant heavy vehicle standards regulation (as applicable)? | |  |  |  |

Additional methods of brake application

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| General | | Check Yes, No, N/A as applicable: | Yes | No | N/A |
| 1 | Where an additional method of brake application is installed, does it operate on only the park brake system or the service brake system (i.e., not both)? | |  |  |  |
| 2 | Is the additional method of brake application rendered incapable of engaging the brakes when the vehicle is travelling in excess of 10 km/h in the forward direction or where the vehicle is a truck or trailer mounted attenuator 45km/h? | |  |  |  |
| 3 | Does the additional method of brake application trigger an in-cab audible and visual warning as to alert the driver when the system is activated? | |  |  |  |
| 4 | Is the control for the additional method of brake application within the reach of the driver in their normal seated position? | |  |  |  |
| Service brakes | | Check Yes, No, N/A as applicable: | Yes | No | N/A |
| 5 | Where an additional method of brake application is installed, do the application and release method(s) meet the requirements of ADR 35/.. and ADR 38/.. as applicable? | |  |  |  |
| 6 | Does the additional system apply all of the road wheels? | |  |  |  |
| Park brakes | | Check Yes, No, N/A as applicable: | Yes | No | N/A |
| 7 | If an alternative method of applying the vehicle’s park brake system has been added to the vehicle, is the system designed to minimise the possibility of inadvertent release of the brake? | |  |  |  |

Compliance

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Modification | | Check Yes or No as applicable: | Yes | No |  |
| 1 | Does this modification meet all the requirements of the manufacturer’s guidelines / Modification Code G6? | |  |  |  |
| 2 | Is the quality of the work to an accepted industry standard? | |  |  |  |
| 3 | Does the vehicle continue to comply with ADRs and heavy vehicle standards regulations affected by the modification? | |  |  |  |

Authorisation

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Other than modification criteria, if the answer to any relevant question is NO the modification is not acceptable.** | | | | |
| **Comments:** |  | | | |
| Examined by: | | Company (if applicable): | | AVE no.: |
|  | |  | |  |
| Signed: | | Modification certificate no.: | Modification plate no.: | Date: |
|  | |  |  |  |