



HVSC ADVISORY NOTICE

February 2019

Stinger steer fifth wheel certifications by Patrick Chu

The Transport Agency has identified several 'stinger steer' fifth wheel vehicles, with a fifth wheel mounted significantly behind the rear axis, that have HVET and HVEC certifications issued by Patrick Chu. These certifications have been revoked due to serious safety concerns.

We have also identified approximately 25 further vehicles that may have been built to the same design. As we review the files related to these certifications in the coming days it is likely that some of them may also be revoked. If more vehicles have certifications revoked the Transport Agency will update the VINs list in this document online at vehicleinspection.nzta.govt.nz/resources/hvsc/stinger-steer-patrick-chu.

VINs of vehicles with revoked HVET and HVEC certificates to date are:

- JNCL0F1A6JU030258
- JNCL0F1AXHU026336
- JNCL0F1A9JU031727
- JNCL0F1A8JU036417
- JHDFG8JP1XXX14906

This notice is intended to inform the heavy vehicle specialist certifier (HVSC) community, who may be presented with one of these vehicles for recertification, of the issues that led to the revocation and the Transport Agency's expectations for the recertification process.

The primary reasons for revocation were the potential for overloading the chassis and reducing the weight on the front axle to an unsafe level if the fifth wheel is loaded to its rated capacity. However, when re-certifying the towing connection and chassis modification **it should not be assumed that these are the only issues** – the certifier must take responsibility for the safe design of the full chassis modifications, including HVEK (brakes) if required.

The HVEC LT400s that have been revoked also included a reduction in the vehicle's GVMs from 16 or 16.5 tonne to 12 tonne. These reductions were not justified in the certification files. Any recertification of the chassis of these vehicles must re-instate appropriate GVMs on the basis of the original as manufactured GVMs and the modifications carried out – the Transport Agency expects this to be at or around the original 16 or 16.5 tonnes.

The changes to the GVMs will affect the load anchorage certifications as it will increase the maximum legal payload. It is the responsibility of the HVSC issuing the HVEC LT400 to determine whether their certification affects the existing load anchorage certificate – and only if at the increased maximum legal payload the load anchors can be shown to be still compliant with NZS 5444 then the existing HVEA LT400 can be retained. **If the load anchors can't be demonstrated to be compliant at the increased GVM then the existing HVEA certificate would be invalidated and the HVSC would be expected to modify and recertify the load anchors.**

This advisory has been issued by the Transport Agency to ensure the recertification of these vehicles is carried out in a consistent manner in accordance with appropriate standards and guidelines.

Queries

Any queries relating to these vehicles should be addressed to vehicles@nzta.govt.nz, with Stinger Steer in the subject line.