

OPERATORS MANUAL

IMPORTANT:

INSURANCE

Please ensure you have sufficient insurance in place prior to taking your vehicle away from our factory as Domett Truck & Trailer Ltd takes no liability for costs associated with uninsured vehicles.

150KM CHECK

All wheels fitted to a new trailer will need to have a scheduled re-torque at 150km travel after that trailer leaves Domett Truck and Trailer. Likewise with any subsequent wheel removals in the future.

DISCLAIMER:

The transport industry carries with it a number of unique hazards and potential risks including but not limited to public liability risks, equipment/vehicle damage risks and exposure to human harm including serious injury or death. The company whom Domett Truck & Trailer Ltd supply goods to are directly responsible for putting in place suitable training and standard operating procedures for its own company requirements and its staff. This operator's manual has been put together to assist transport companies with identifying these risks and is to be used as an aide only to developing their own standard operating procedures. Please note this is NOT a substitute for your own operation procedures, training and systems.

Domett Truck & Trailer Ltd strongly recommends all customers do a thorough assessment of their own company's risks and hazards and put in place suitable training processes and operational procedures relative to their own individual requirements.

CONGRATULATIONS

From the whole team at Domett Truck & Trailer, we would like to congratulate and thank you for choosing a premium truck body and/or trailer unit that has been carefully designed, engineered and crafted with your individual needs in mind. You are now part of a growing community of Domett Truck & Trailer owners and as a valued customer we ask that you take some time to familiarise yourselves and review this operator's manual.

“ENGINEERED TO PERFORM – BUILT TO LAST”

HOW TO USE THIS OPERATOR'S MANUAL

Over the past 20+ years Domett has become one of the leading Australasian truck trailer manufacturing companies specialising in custom designed and built transport units. During this time, Domett has continued to stay true to its core principle that a trailer that's better to tow lies in the balance of STRENGTH, DURABILITY and PAYLOAD. This requires the constant need for ongoing innovation and design.

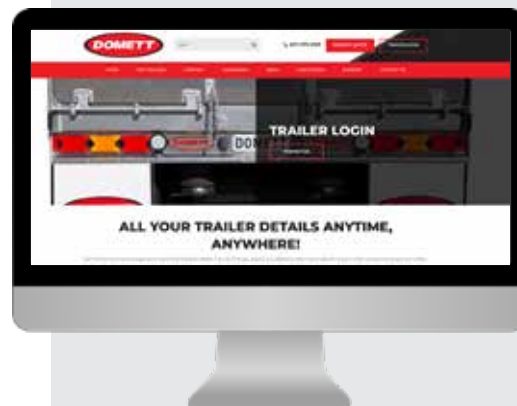
This manual has been purposely written for the truck and trailer operator. The objective of this manual is to provide you with a broad understanding of the features of your new unit, how to operate them efficiently, maximise performance, reduce maintenance costs, minimise downtimes and aide in overall recognition and reduction in safety hazards.

To improve your knowledge of trailer operations, we encourage you to read this manual thoroughly before placing it in service. After you have read it, be sure to keep it available as a reference in the future for yourself and your colleagues. If you have any other questions, please don't hesitate to contact either our head office or your sales representative.

WEBSITE TRAILER LOGIN

Each Domett unit has a unique set of trailer identification details. If you require any additional information specific to your trailer unit you can access our online trailer login area. To do this, enter your email address and the chassis/serial number located to the right or on the trailer identification plate located on the left hand side of the chassis rail.

Inside this login area are the specifics of your trailer including identification details, certification documents, supplier parts manuals and more. If you have any queries on this process please contact us on +64 7 575 5139.



YOUR PRODUCT IDENTIFICATION DETAILS

Each Domett unit has a unique set of trailer identification details. The plate is located on the left hand side of the chassis rail. To find out more information you can also access this via our website trailer login section at www.dttl.co.nz/trailer-login.

DOMETT TRUCK & TRAILER LTD
TAURANGA
NEW ZEALAND
PHONE (07) 575 5139
www.dttl.co.nz



CHASSIS NO:

VIN:

SUSPENSION RATING PER GROUP:

MODEL:

FRONT: KG.

QC ID:

GVM: KG.

AXLE RATING: KG / AXLE.

REAR: KG.

© DOMETT™ TRUCK & TRAILER LTD, copying any part of this trailer or associated equipment may be an offence under the copyright Act 1994

CONTENTS

INTRODUCTION

Important Information	01
Congratulations	02
Manual Operation	03
Website Trailer Login	03
Product Identification Details	04

WALK AROUND SEQUENCE GUIDE & SAFETY INSPECTIONS

VEHICLE INSPECTION PROCEDURE	07
(Pre-trip, Post-trip, Daily Check)	07
General Checks	08
Tyre Checks	08
Underhood Checks	08
Fifth Wheel Checks	09
Tow Eye Checks	10
150KM CHECK	11

SAFETY

Safety Reminders	13
Driver Obligations	13
Operating & Risk Management Procedures	14

OPERATING INSTRUCTIONS

GENERAL TRAILERS	15
General Trailer Components & Terminology	17
Risk Assessment	19
Load Rating & Restraints	21
Draw Bar Trailer	
- Coupling/Uncoupling Sequence	23
Semi Trailer	
- Coupling Sequence	25
- Uncoupling Sequence	27
Individual Vehicle Features	28

BULK BIN TRAILERS	29
Risk Assessment	31
Tipping & Sloping Ground Risks	33
Danger of Suspended Loads	35



Things to consider when operating a Bulk Bin Trailer	37
Operating Procedures for Bulk Tipper Combination	39
Operating Procedures for Bulk Tipper Combination fitted with a two way swinging tailgate	41

SLIDING SKELETAL TRAILERS	43
Risk Assessment	45
Operating Procedures	47

TRAILERS FITTED WITH MEZZANINE FLOORS	49
Risk Assessment	51
Operating Procedures	53

TRAILERS FITTED WITH A SLIDING DRAWBAR	55
Risk Assessment	57
Operating Procedures	59

SUPPORT	61
5,000km Service Check	63
Ongoing Service Requirements	65
Website Trailer Login	67
About Domett	68
The Domett Difference	68

WARRANTY	
Policy	69
Warranty Validation	70
Claims Procedure	70

CONTACT	
Contact Details	71

WALK AROUND SEQUENCE GUIDE & SAFETY INSPECTIONS

VEHICLE INSPECTION PROCEDURE

(PRE-TRIP, POST TRIP AND DAILY CHECK)

The following vehicle inspection checklist is provided as a guide only for both fleet operators and truck drivers. It is crucial that safety checks are completed prior to a trip commencing, throughout the trip and post-trip. We strongly encourage fleet operators to further develop these instructions to cater for their own unique operation. Be sure to carry out your inspections in a safe place where you will not obstruct other traffic. If there is anything in this list that you are unfamiliar with you should refer to your fleet operator for further training or explanation where required.

**AS PART OF YOUR WALK AROUND SEQUENCE
AND VEHICLE INSPECTION PROCEDURE WE
SUGGEST YOU CHECK ALL OF THE FOLLOWING:**

GENERAL CHECKS

Responsibility

- Check your road user charges (RUC) to ensure you have enough mileage in credit for the intended trip.
- Check both your registration and certificate of fitness (COF) are current and your loading certificate is displayed at all times.
- To comply with load restraint requirements ensure you have the correct load restraint types for the load you intend to transfer.
- Visually check load anchorage points for damage.
- Check electrical leads and air hoses for damage.
- Check lights are working as they should for both the prime mover and trailer(s) including indicators, clearance lights/marker lights, brake lights and tail lights.

NOTE: Best practice is not to engage the hazard warning system when checking the indicators as some truck manufacturers use a different electrical circuit for the indicator system and the hazard light system.

TYRE CHECKS

- Check tyre condition (tread depth) for any sign of damage to the tyre. If the tyres are damaged or have worn down to the tread depth indicators, contact your tyre supplier prior to starting your trip.
- Check wheel nuts are tight. **TIP:** A loose nut may have signs of corrosion between the wheel nut and rim.
- Check tyre inflation as it is a safety risk to over or under-inflate your tyres.



Over-inflating tyres can adversely affect vehicle manoeuvrability, make the ride harsher and sometimes lead to loss of control. Under-inflating tyres can result in tyre stress due to overheating, irregular wear of tread, tyre failure and sometimes lead to loss of driver control.

Driver

UNDER HOOD CHECKS

- As part of your inspection procedures its important to check under your vehicles hood as recommended by the supplier of the prime mover.

Driver

FIFTH WHEEL TRAILER HITCH CHECKS

Responsibility

- Fifth wheel care starts with input from the driver. A driver should always be vigilant regarding fifth wheel operation and should report any changes in fifth wheel operation.
- It is always the driver’s responsibility to make sure the fifth wheel properly connects to the trailer.
- Check the locking handle is closed.
- Ensure there is no gap between the skid plate and fifth wheel plate.
- Triple check the lock release handle is in the closed position.
- Ensure the lock adjustment nut is sitting flush with the fifth wheel.
- Lastly, look into the fifth wheel jaws to ensure they are closed.
- Regular maintenance of the fifth wheel, king pin and skid plate should be maintained at all times.
For more information on this please refer to your service provider.

Driver

Driver

Driver

Driver

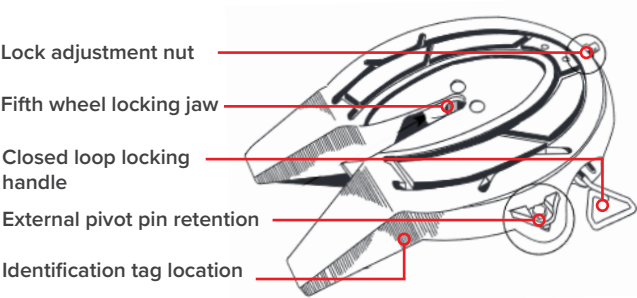
Driver

Driver

Driver

**Driver/Fleet
Operator**

**For a full explanation
on the coupling and
uncoupling process of
a semi trailer please
refer to page 25.**



Fifth wheel slider

WARNING:

If you are not confident you understand the checks, for either fifth wheel or tow eye hitches, never move the truck and trailer combination until a competent operator has checked the trailer coupling(s).

TOW EYE TRAILER HITCH CHECKS

Responsibility

- For units fitted with a tow eye hitch you **MUST** check that the manual safety lock is engaged in the locked position. Please note that all tow eye hitches have a bottom bush that must be clear of debris in order for the locking bolt to engage correctly. The cleaning of this bush must be added to your monthly maintenance schedule.

Driver

- If your pull trailer is fitted with a bolt-in tow eye you must also check daily the security of this assembly. Check for fretting, shiny surfaces or any gaps between the castle nut, washer or block assembly.

Driver

If the bolt-in assembly is found to be loose, the nut of a loose bolt-in tow eye cannot be re-torqued, as this practise is not acceptable and can increase the potential for a catastrophic failure. The complete tow eye/castle nut assembly must be replaced without delay.

Driver/Fleet Operator

RING FEDER TOW EYE HITCH



Trailer coupling closed and secured.



Trailer coupling open, disengaged/uncoupled.

V.ORLANDI TOW EYE HITCH



Trailer coupling closed and secured.



Trailer coupling open, disengaged/uncoupled.

For a full explanation on the coupling and uncoupling process of a draw bar trailer please refer to page 23.



NOTE: Failure to follow these safety steps could result in an injury or fatality and almost certain damage to property.

150KM CHECK

TRAILER WHEEL RETAINING NUT RE-TORQUE

Responsibility

- In addition to the important note on the right, whenever a wheel is removed from the trailer (for any reason), when that wheel is re-fitted to the trailer it must have both of the following:
  - Have the wheel retaining nuts torqued to the specification supplied by the rim manufacturer.
  - After 150km of travel the wheel retaining nuts will need to be checked using a torque wrench, this is often referred to as a re-torque.
- At the pre-trip check look for any corrosion, as well as a black film leaching from around the surfaces between the rim and wheel retaining nuts. This could be caused by a wheel retaining nut becoming loose.

Driver

Driver



IMPORTANT:

All wheels fitted to a new trailer will need to have a scheduled re-torque at 150km travel after the trailer leaves Domett Truck & Trailer factory. Likewise, with any subsequent wheel removals in the future.



SAFETY

SAFETY REMINDERS

01 | **Never exceed the legal vehicle and/or combination carrying capacity.**

It's important to understand what the axle loadings and axle group loadings are for your combinations. Visit www.nzta.govt.nz/vehicles/vehicle-types for more information.

02 | **Always check that the trailer hitch is locked to prevent the trailer becoming detached unexpectedly.**

The best way to ensure this doesn't happen is to check the trailer hitch has engaged either the tow eye or king pin correctly and the trailer hitch has locked securely. This should be constantly checked throughout your trip including at your pre-trip inspection, during your trip and post-trip.



Failure to follow this safety step could result in an injury or fatality and almost certain damage to property.

03 | **Always check the conditions for HPMV (H) permits are being met and not exceeded.**

A system in your organisation needs to be developed to manage the implementation of these permits and to ensure compliance with planned routes and weight limits.

04 | **Remember that HPMV (H) permits have an expiry date.**

HPMV permits are current for 24 months. Your organisation will need to reapply for the permits to be renewed prior to those HPMV permits expiring.

05 | **Ensure RUC's, COF, registration and loading certificates are current and complied with.**

As part of effective fleet management, we strongly encourage you to develop a system in your organisation to manage these items to ensure you are compliant and remain that way.

06 | **Always ensure that the load that is to be transported has been secured correctly.**

We suggest you check the NZTA loading code to ensure that you are compliant. This includes the tarping of bulk commodities being transported in bulk bins and the effluent control of vehicles transporting livestock or wet tanks.

07 | When discharging a load from a bulk bin fitted with an elliptical tarp system, if that tarp system is in use, it must be rolled to the open position to prevent the tarp system being damaged.

Prior to discharging a load from a bulk bin that has an elliptical tarp system, ensure that the tarp system has been rolled open to prevent vacuum destroying the tarp system.

 **Failure to follow this step could result in almost certain damage to property.**

08 | Please remember that your actions or non-actions will reflect on you, your company and the transport industry as a whole.

Be a professional operator in the way you conduct yourself, present yourself and your equipment, as this will speak volumes about the service that you are providing for your customers and be warmly received by the motoring public.

DRIVER OBLIGATIONS

Under New Zealand law to operate a large combination vehicle all truck drivers and fleet operators need to carry a class five drivers license as well as fill out and maintain a NZTA compliant work time log book.

If you have any questions on your responsibilities here we encourage you to talk to your fleet operator or contact the NZ Transport Agency.

OPERATING & RISK MANAGEMENT PROCEDURES

The transport industry carries with it a number of unique hazards and potential risks including but not limited to public liability risks, equipment/vehicle damage risks and exposure to human harm including serious injury or death. For this reason we strongly encourage fleet operators to put in place custom built hazard identification plans, standard operating procedures for all aspects of operations and risk management procedures. Many sites you will be loading and unloading from will have their own site specific and standard operating procedures as well so it's important to check for these also.

OPERATING INSTRUCTIONS

General Trailers

General Trailer Components & Terminology

Risk Assessment

Load Rating & Restraints

Draw Bar Trailer

– Coupling/Uncoupling Sequence

Semi Trailer

– Coupling/Uncoupling Sequence

Individual Vehicle Features

IMPORTANT NOTE:

These are the operating procedures for our range of general trailers. In addition to these procedures, if you have any of the specialty trailers below please refer to the following pages:

- Bulk bin trailers – pages 39/41
- Sliding skeletal trailers – page 47
- Trailers fitted with mezzanine floors – page 53
- Trailers fitted with a sliding drawbar – page 59





GENERAL TRAILER COMPONENTS AND TERMINOLOGY

Trucks and trailers by nature and size have a variety of different features, labels and information surrounding them. To help you familiarise yourself with some of the features of your truck and trailer unit we have compiled a basic breakdown of them to the right:

NOTE: This section has been written to provide general operating instructions on the use of all our range of trailers. Please see the specialty sections that follow it for more detailed instructions on operating procedures for these specialty units.

FEATURE

Description



SUSPENSION SYSTEM

Your trailer is fitted with a suspension system. Each brand has its own service and maintenance recommendations. For more information on this please refer to our website www.dttl.co.nz.



ALCOA WHEEL TORQUING SPECIFICATIONS



IMPORTANT - All wheels fitted to a new trailer will need to have a scheduled re-torque at 150km travel after the trailer leaves the Domett Truck & Trailer factory, as well as for any subsequent changes to wheels in the future.



WHEEL ALIGNMENT

Wheel alignment of your trailer has been completed prior to delivery. Please note suspension components will need re-torquing at 3,000km and we recommend an additional wheel alignment at 60,000km.



GRAIN LOCK SYSTEMS ON BULK TIPPER TRAILERS

Bulk tipping trailers are fitted with either automatic or manual grain lock systems. Both are pinch points and must be treated with caution as both systems, if operated by someone that has not been trained in the operations of these systems, could result in personal injury resulting in either a time lost injury or medically treated injury.

FEATURE

Description



FERRY TIE DOWN POINTS

These tie down points are lashings used to prevent uncontrolled movement of the vehicle or combination of vehicles, whilst in transit on a maritime vessel.



NUMBER OF TIE DOWN POINTS

Your truck and/or trailer unit will come fitted with a number of tie down points per side that must be used when in transit on a maritime vessel. The numeral inside the box signifies the number of lashings that must be used per side of the truck and trailer.



WABCO PREV VALVE

If your trailer is fitted with a prev valve it's very important you read and understand this notice.



Failure to do so could result in an injury or fatality and almost certain damage to property.

The image to the left displays a typical prev valve installation.

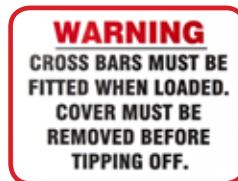


AIR TANKS

All air tanks on your trailer should have moisture drained from the air tanks daily. To make this task easier we have fitted pull cords to the air tank drains.

FEATURE

Description



WATERPROOF TARPS ON BULK BIN TRAILERS

Bulk bin trailers fitted with waterproof tarps must never have a load discharged whilst the tarp is still covering the bin. Tipping whilst still covered with a tarp may result in the bin imploding and will not be covered by warranty.



WABCO SMARTBOARD

The Wabco SmartBoard provides a wide range of functions that can be accessed via symbols from the main menu. For more information on this please refer to our website www.dttl.co.nz.



OVER WIDTH PLACARDS

An over dimension (or oversize) vehicle or load is one that exceeds one or more of the maximum dimensions allowed for standard vehicles. For more information and the latest requirements please refer to the NZ Transport Agency.

RISK ASSESSMENT

GENERAL TRAILERS

All truck and trailer units carry with them a series of unique hazards and risks to their operators, property and the general public. Below is a breakdown of the risks that we have identified for our general trailers and some of the controls we suggest you put in place to manage these risks and hazards.

To complete this risk assessment we have our own risk management procedures we adhere to which address the consequences and likelihood of hazards occurring, as well as a rating matrix to determine their respective risk levels. We strongly suggest all fleet operators put in place their own risk management plans relative to their own risks and hazards.

IMPORTANT NOTE:

Some of our specialty units have additional risks associated with them. If you have one of these units please be sure to check the specialty risk assessments pages for these units.

- Bulk bin trailers – page 31
- Sliding skeletal trailers – page 45
- Trailers fitted with mezzanine floors – page 51
- Trailers fitted with a sliding drawbar – page 57



HAZARD

RECOMMENDED CONTROLS

Uncontrolled movement of vehicles.

- Ensure the truck park brake is applied when exiting the cab.

Unplanned human or vehicle interaction risk when loading/unloading using a fork hoist.

- Maintain a safe exclusion zone at all times.
- Maintain consistent and effective communication with the hoist operator at all times.

Load moving during transit creating a hazard for those loading/unloading the trailer.

- Maintain a 3 metre exclusion zone at all times.
- Apply caution when opening curtains or doors.
- Apply caution when releasing load restraints.
- Keep others away from task until confident the load is stable.

Falling from the deck of trailer.

- Reduce the number of above ground operations where possible, maintaining 3 points of contact at all times.

For trailers fitted with effluent tanks (including for both livestock and seafood transportation) may contain a biological risk to humans if they come into contact with this waste material.

- Create a risk identification plan to alert staff to known risks and suitable site-specific control methods.
- Ensure all staff use the correct personal protective equipment (PPE) for the task.
- Ensure a sufficient staff training programme is in place prior to operation.

Wheels contain stored pressure and require damage repairs and scheduled maintenance to be carried out by a trained professional.

- Ensure all staff are working to a company specific standard operating procedure for this task.
- Ensure all staff use the correct personal protective equipment (PPE) for the task.
- Ensure a sufficient staff training programme is in place prior to operation.

LOAD RATINGS & RESTRAINTS

Your individual unit will carry with it a number of its own load restraint requirements and certifications. This section has been written to assist you in locating these certification limits.



We strongly suggest you familiarise yourself with these restraint and certifications and put in place your own checks regarding compliance within these limits.

FEATURE

Description

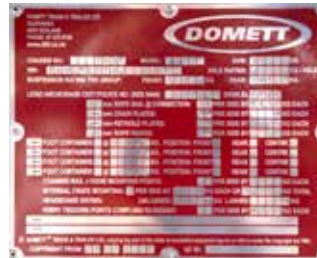


DRAW BEAM/DRAW BAR LOAD ANCHORAGE PLATE

These certificate tags are found on the side of either draw beams or draw bars.



NOTE: This certified part will need recertification prior to the expiry date shown on the certificate tag, please contact us to arrange recertification.



LOAD ANCHORAGE CERTIFICATE

This certificate lists the number of anchorage points and the kilogram rating for those anchorage points. This certificate also covers off the twist lock ratings and the number of twist locks required on a unit.

FEATURE

Description



ROPE RAIL

Please note that lashings, load binders or chains must only be placed between the rope rail droppers and the lugs fitted to the actual rope rail to meet the load restraint certification. As part of the certification process both the rope rail and chain slot anchorage points are certified and have a load rating set for the purpose of load restraint. Check the load anchorage certificate to confirm the rating prior to loading.



TWIST LOCKS

For trailers carrying containers please note that the twist locks used to secure these have their own rating so please check the load anchorage certificate prior to loading.

FEATURE

Description



CURTAIN LOAD RATINGS

For curtain side trucks and trailers, please note that many curtain systems have their own certified load ratings.



NOTE: Please check the load anchorage certificate for the curtain load ratings which includes the curtain itself, the ratchet tensioners and buckles.

DRAW BAR TRAILER – COUPLING / UNCOUPLING SEQUENCE

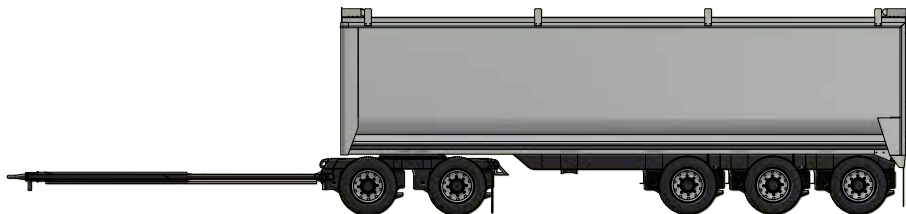
⚠ The coupling and uncoupling sequence of a trailer is something that carries with it a number of high risk outcomes. If you are not confident that you understand the process for using either a fifth wheel or trailer coupling, never hitch or unhitch the truck and trailer combination until a competent operator has checked the trailer coupling(s).

Failure to do so safely could result in an injury or fatality and almost certain damage to property.

For trailers using a TOW EYE we recommend the following sequence be adhered to:

TO CONNECT THE TRAILER

- 01** | Align the truck that is to be connected to the trailer in front of the trailer.
- 02** | Reverse the truck toward the trailer, the idea is to line the coupling and tow eye up.
TIP: line the truck drive wheels up with the trailer dolly wheels and then move the truck slowly towards the trailer. This should ensure that the coupling and tow eye are aligned correctly.
- 03** | Stop short of the coupling and tow eye making contact, check that the coupling and tow eye are aligned and at the correct height.
- 04** | Reverse the truck until the coupling and tow eye have engaged.
- 05** | Apply the park brake.

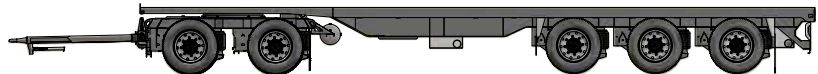


TO DISCONNECT THE TRAILER

- 06** | Check that the safety lock (if fitted) has closed.
- 07** | The coupling will close automatically when the tow eye enters the mouth of the tow eye hitch.

The safety device is engaged as the safety bolt locates over the coupling bolt (internally of the tow eye coupler). The securing knob is in its engaged position when the coupling is closed and secured meaning the tow eye coupling is now safe to use.
- 08** | If the draw bar is fitted with a draw bar stand, ensure that it is now raised and locked into the travel position.
- 09** | Connect ABS/EBS cable, electrical cable, brake air lines and hydraulic hose (if fitted).
- 10** | Complete a pre-trip check of trailer.

- 01** | Where possible, position the truck and trailer on well paved level ground. If you can, ensure the truck and trailer are aligned, this will make re-coupling the trailer easier.
- 02** | Apply the park brake.
- 03** | Disconnect ABS/EBS coupling, electrical plug, air lines, hydraulic coupling (if fitted) and the lower draw bar stand (if required).
- 04** | If the tow eye coupling is fitted with a manual safety lock, disengage it to enable the tow eye pin to be raised.
- 05** | Raise the tow eye coupling to the locked open position. This will enable the tow eye pin to be clear of the tow eye.
- 06** | Stop and check that all trailer connections have been uncoupled and if so move on to the next stage.
- 07** | Release the park brake then slowly move forward so that the truck is clear of the trailer.



SEMI TRAILER – COUPLING/ UNCOUPLING SEQUENCE

(including landing legs)



The coupling and uncoupling sequence of a trailer is something that carries with it a number of high risk outcomes. If you are not confident that you understand the process for using either a fifth wheel or trailer coupling, never hitch or unhitch the truck and trailer combination until a competent operator has checked the trailer coupling(s).

Failure to do so safely could result in an injury or fatality and almost certain damage to property.

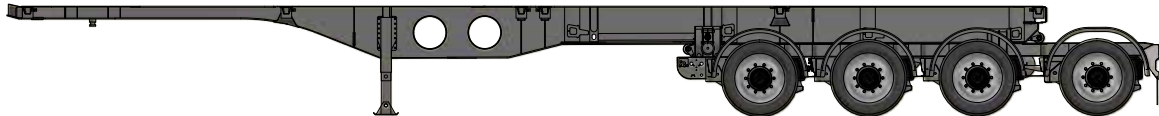
For trailers using a FIFTH WHEEL HITCH we recommend the following sequence be adhered to:

TO CONNECT THE TRAILER

- 01 | Position the prime mover (PM) in front of the trailer that is to be attached to the PM, line the trailer and PM up so they are straight.
- 02 | Reverse the PM toward the trailer, stop short of the fifth wheel making contact with the front of the trailer, ensure that the king pin and fifth wheel are in line.
- 03 | Check that the fifth wheel height is approximately the same height as the skid plate of the trailer, it may be necessary to adjust the height of the trailer using the landing legs or the height of the fifth wheel using the air suspension of the PM.
- 04 | Reverse the PM so that the fifth wheel and skid plate make contact, there must be absolutely no space showing between these two surfaces.



Failure to follow this step is likely to cause a false connection and will almost certainly become detached causing damage to property and/or could result in an injury or fatality.



05 | To ensure that there is no gap between the skid plate and top of the fifth wheel, take the trailer weight off the landing legs by winding them up so that the legs are approximately 25mm above the pavement.

06 | Reverse the PM so that the trailer king pin is engaged by the fifth wheel jaws and that it can be heard to be locking, this will sound like a solid clunk as the fifth wheel jaws lock around the trailer king pin.

07 | TUG TEST – gently try to move the PM in a forward movement and you should feel resistance from the trailer stopping the PM. This confirms that the jaws of the fifth wheel have locked around the trailer king pin.

08 | Engage the park brake.

09 | **LOOK TEST**

- Check again that you have no gap between the skid plate and fifth wheel.
- Look down the throat of the fifth wheel to ensure the jaws are locked.
- Check that the jaw adjustment bolt/nut at the front of the fifth wheel is sitting flush with the front of the fifth wheel.
- The fifth wheel handle will also now be in the locked position.

10 | Wind the landing legs completely up to ensure maximum ground clearance, stow the winding handle onto the bracket supplied for this purpose.

11 | Connect, ABS/EBS cable, electrical cable, hydraulic hose (if fitted) and air lines.

12 | Complete a pre-trip check of trailer.



TO DISCONNECT THE TRAILER

- 01** | Select a well paved flat piece of ground that will support either a loaded or unloaded trailer. If possible, do not attempt to disconnect either a loaded or unloaded trailer on an unpaved or a surface that is not flat.

⚠ Failure to follow this step is likely to result in the trailer becoming unstable, rolling to one side or making it difficult to recover. This will most likely result in damage to property and/or could result in injury or fatality.

- 02** | Do not attempt to disconnect a partly loaded trailer if that load is forward of the landing legs, as this will render the trailer unstable and is likely to cause the trailer to tip forward.
- 03** | Engage the park brake.
- 04** | Wind the landing legs down until they touch the paved surface, engage low gear in the landing legs and take the weight of the trailer.
- 05** | Disconnect the ABS/EBS cable, electrical cables, hydraulic hose (if fitted) and air lines from the trailer.

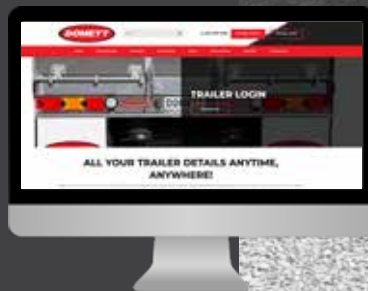
- 06** | Operate the fifth wheel locking handle to the open position, this will open the fifth wheel jaws.
- 07** | Disengage the park brake and slowly move the PM forward, you will hear the click as the trailer king pin disengages from the fifth wheel jaws.
- 08** | Stop and lower the air suspension (if fitted) of the PM.
- 09** | Slowly move out from under the trailer, checking that the front of the trailer doesn't hit the rear of the PM chassis rails.

INDIVIDUAL VEHICLE FEATURES

(Electrical System, Braking System, Axle and Suspension System)

As all of the Domett Truck & Trailer units are custom built to the individual needs of the operator we suggest you use our online trailer login section if you require any additional information specific to your trailer unit. Via this area you will have access to all your certification documents, supplier parts manuals, specification sheets and more. Please refer to page 03 of this manual for more information on this or contact us on +64 7 575 5139.

WEBSITE TRAILER LOGIN



OPERATING INSTRUCTIONS

Bulk Bin Trailers

Risk Assessment

Dumping & Sloping Ground Risks

Danger of Suspended Loads

Things to consider when operating a
Bulk Bin Trailer

Operating Procedures for Bulk Tipper
Combination

Operating Procedures for Bulk Tipper
Combination fitted with a two way swinging
tailgate

IMPORTANT NOTE:

These are the operating procedures for our specialty range of bulk bin trailers. So in addition to these, please also refer to our general trailer instructions on pages 15 – 28.





RISK ASSESSMENT

BULK BIN TRAILERS

All truck and trailer units carry with them a series of unique hazards and risks to their operators, property and the general public. Below is a breakdown of the risks that we have identified for our bulk bin trailers and some of the controls we suggest you put in place to manage these risks and hazards.

To complete this risk assessment we have our own risk management procedures we adhere to which address the consequences and likelihood of hazards occurring, as well as a rating matrix to determine their respective risk levels. We strongly suggest all fleet operators put in place their own risk management plans relative to their own risks and hazards.

IMPORTANT NOTE:

This risk assessment is in addition to our general trailers risk assesment on page 19 so please ensure you familiarise yourself with this content also.



HAZARD

Uncontrolled movement of vehicles.

Some bulk loads may move during transit causing the vehicle combination to be unstable when discharging the load.

Discharging using a bulk tipping trailer must be carried out on level firm ground to avoid the trailer from being unstable and falling onto its side.

With the body raised and the tail door trips open the tail door will be free to swing open which has the potential to become a pinch point and could entrap body parts.

A known risk with tipping bulk loads is the potential for a load to become sticky or hung up causing the vehicle to become unstable or cause a roll over event.

RECOMMENDED CONTROLS

- Ensure the truck park brake is applied when exiting the cab.
- Maintain a 10 metre exclusion zone when discharging the load.
- Visually check the load if you are concerned that the load may have shifted during transit.
- Ensure those that operate these types of trailers understand that the trailer must be on level firm ground when discharging a load from a bulk bin trailer.
- Never discharge the load from an articulated vehicle if the tractor unit is not in line with the trailer. **⚠ The trailer dolly must be in line with the trailer.**
- When either discharging a load or purposely opening the tail door, exercise a three metre exclusion zone.
- Never work under a un-propped tail door or unsecured tail door or let others work under these conditions.
- One of the best controls here is to carefully consider the bulk bin design and manufacture. Our bulk bin designs have less opportunity for loads to become hung up due to radius bin floor corners and radius edges around the hoist well.
- Understand the load you are transporting and look for changes in either atmospheric conditions or stock pile conditions that would be likely to aid in the load becoming sticky. Typically dry loads have less opportunity to be hung up, be aware when transporting bulk loads that the load characteristics may change at the loading point due to the outside of the stock pile being dry and middle of the stock pile having a higher moisture content, this will most likely change the loads ability to tip freely and discharge without a load hang up occurrence.
- Have the loader driver load the dryer material first so that the damp material is not making contact with the surfaces where hang up is likely to occur. i.e. bin corners and around hoist wells.
- Inspect your bins regularly for build-up. If build-up is found, the recommendation would be to remove the build-up prior to loading the next batch of material for transport.

TIPPING & SLOPING GROUND RISKS

Accidents and dangerous situations occur all too often because drivers operating vehicles fitted with bulk bins fail to follow safe operating procedures when dumping loads.

Incorrect operation can result in the fatal or serious injury of the driver and/or others. In addition to the potential for incident, if safe working practices are not implemented, there is a high probability both the vehicle and surrounding property could be severely damaged in the event of an accident.

The following points are factors to be considered when developing procedures to ensure accidents involving vehicles fitted with bulk tipping bins are eliminated or greatly reduced:

- It's important that all drivers and fleet operators develop a comprehensive awareness and understanding of the risks involved when loading and discharging a tipping vehicle.
- Depending on the type of equipment being used a number of different risks can exist. It is therefore important to identify the individual risks associated with your particular operation and implement a training regime to ensure drivers follow correct procedures.
- Equally, drivers must be aware of the potential consequences of their actions should they not adhere to correct procedures.
- The damage from a tipping accident isn't limited to human injuries only and can also cause extensive damage to other areas including the vehicle itself, its surroundings and the ongoing issues caused to a company and its customers from a discontinuity of service.



SAFE TIPPING INSTRUCTIONS

The two most common accidents involving damage occur because of the vehicle rolling over sideways or hitting an overhead obstruction. Both types of accident can also result in loss of life. Failure to follow these safety steps could result in an injury or fatality and almost certain damage to property.

- Never overload the body.
- Ensure the load is evenly distributed.
- Don't stand under a suspended load.
- Remove the cover before tipping off.
- Extend your exclusion zone.
With a bulk tipping bin, this needs to be a minimum of 10 metres when the bin is elevated.
- Don't tip on uneven ground.
Always check that the ground the vehicle, or vehicle combination, is sitting on, is flat and level prior to discharging. *See fig. 1.*
- Don't tip if the load is unevenly distributed.
- Never discharge the load from the vehicle if the draw bar is not in line with the trailer. *See fig. 2.*
- If the body starts to lean during tipping, slowly lower the body and investigate.

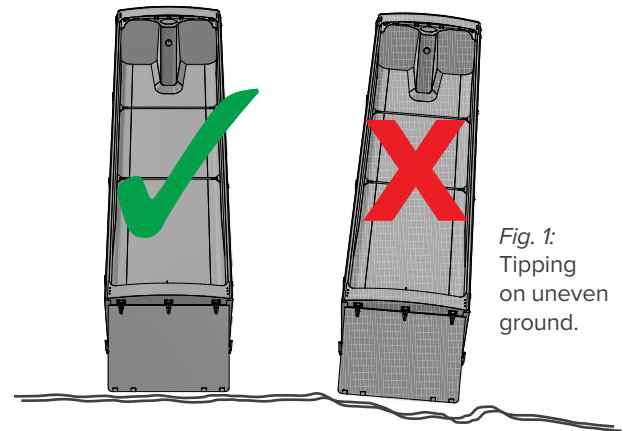


Fig. 1:
Tipping
on uneven
ground.

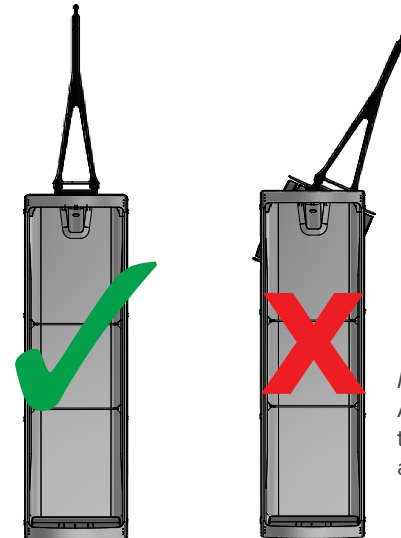


Fig. 2:
Alignment of
the trailer dolly
and trailer.

DANGER OF SUSPENDED LOADS

It is common practice for workers to be working in, around and/or near suspended loads, however, all too often the individuals are not properly trained nor aware of the exposures, which at times can lead to serious injury or death. There is a high risk of serious injury if a suspended load should fall during what is considered normal operations.

To prevent an injury, the following approaches, at a minimum, should be implemented:

- Make sure employees are trained in identifying what constitutes a suspended load in their work place and that they understand the hazards associated with suspended loads.
- Don't work under a suspended load, protect people from the hazard of a falling load due to inadvertent failure of a crane, hoist, forklift, and straddle crane or other machinery.
- A suspended load can be moved using a crane, forklift, hoist or tractor bucket. However, don't forget that forklift masts and forks, hoists or empty buckets are also considered a suspended load. When someone stands under any of these items they are at risk of injury.
- It is best to have a minimum exclusion zone of 10 metres when elevated. This requires that no one is allowed within 10 metres of the area in which the load would fall if a failure occurred.
- Keep all personnel clear while the load is being raised, moved, or lowered. Operators must watch the load at all times when it is in motion.
- Never raise the load more than necessary, or leave the load suspended in the air.

WARNING:

Accidents with suspended loads are often serious and sometimes fatal. Do not let your people stand under any suspended load!



WARNING:

Cross bars must be fitted when loaded.
Cover must be removed before tipping off.

THINGS TO CONSIDER WHEN OPERATING A BULK BIN TRAILER

Please see the adjacent list for a number of important factors to consider when operating a bulk bin trailer.

Please note:

This list has been put together to assist transport companies with identifying risks associated with bulk bins and is to be used as an aide only to developing their own standard operating procedures. Please note this is NOT a substitute for your own operating procedures, training and systems.



ALWAYS ENSURE

- The load is evenly distributed.
- The load does not exceed the carrying capacity of the vehicle or axle loadings.
- Tyres and low-level equipment have not been damaged when going off road.
- Mud and stones are not deposited on the public highway.
- There are no stones, rocks, etc. trapped between the tyres or sitting on the draw bar that could become a hazard to other road users or pedestrians.
- The load is contained within the vehicle, use your tarp if required.
- Lights, reflective marker boards and number plates are undamaged, clean and operational.
- Tyre pressures are checked regularly.
- Adjust your speed to suit the vehicle combination vs road condition/surface, gradient of road surface and load centre of gravity as excessive speed effects roll over stability.
- The area around the point of discharge is clear of personnel and obstructions.
- All personnel are well clear of a swinging tailgate.
- Access into the body is only by an approved method.
- Overhead cables and other obstructions are well clear of your vehicle at all times and do not put you or others at risk.
- A check is always made for overhead obstructions before tipping.
- Site rules are known, understood and observed.
- The manufacturers operating instructions and safety rules are known, understood and implemented.
- An exclusion zone is maintained around the vehicle during the tipping process.

⚠ NEVER

- Discharge the load if the vehicle is leaning sideways or on unstable ground.
- Do not attempt to spread a load when facing down hill.
- Do not continue to discharge if the vehicle begins to lean sideways whilst tipping.
- **⚠ Discharge the load from an articulated vehicle if the dolly is not in line with the trailer.**
- Allow personnel to stand adjacent to a tipping body.
- Drive onto soft ground or close to excavations.
- Go under an un-propped body or tailgate.
- Allow other people to go under an un-propped body or tailgate.
- Enter the trailer body when tipped or tipping.
- Use violent movements to release a 'sticky' load.

OPERATING PROCEDURES

BULK TIPPING COMBINATIONS

Please note:

This list has been put together to assist transport companies with identifying risks associated with bulk bin tipping combinations and is to be used as an aide only to developing their own standard operating procedures. Please note this is not a substitute for your own operating procedures, training and systems.

Loading a bulk tipping combination and travelling to the discharge location

Responsibility

- The type of material being transported and its flow capabilities must be considered before loading.
- The load should be evenly distributed along the length and across the width of the body.

Operations

Driver



Failure to do this may result in an unstable vehicle that may be dangerous to drive and have axle and tyre overloads, which would render the vehicle illegal. It also has the potential to create a severe hazard during the tipping process.

- Many tippers have a high centre of gravity, therefore any uneven weight distribution is likely to increase problems encountered particularly when cornering, braking and on roads/surfaces with excessive camber.

When at the point of discharge

Responsibility

- The driver shall operate at a speed to suit the conditions.
- The driver must stay on firm, flat ground.
- Keep well clear of any excavations and look for overhead cables and other obstructions.

Driver

Prior to and during the load discharge process

Responsibility

- The driver must position the vehicle on flat, firm ground.
- If a slope cannot be avoided then it should run from end to end of the vehicle, not across the width, as this creates instability.
- If the vehicle is articulated, the tractor unit and trailer must be in a straight line otherwise another unstable condition is produced. **⚠️ Note: The trailer dolly must be in line with the trailer.**
- Before discharging the load, the driver must check the area in which the load is to be deposited is clear of personnel and obstructions.
- Ensure the bulk tipping combination is on firm flat ground, if not, the tipping sequence must be halted until the bulk tipping combination can be positioned correctly.

⚠️ Failure not to follow this safety step could result in an injury or fatality to person(s) and almost certain damage to property.

- If the body is equipped with a manual grain lock system, to secure the tailboard the driver must take care that the manual system (grain locks) have been released ready for the tail door trips to be deployed.
- Do not allow any person to stand adjacent to the vehicle whilst tipping.
- The body should be tipped in an appropriate manner to suit the materials being discharged.
- The driver should remain in the cab at all times during the tipping process and look to the rear of the vehicle using the mirrors to monitor and adjust the rate of discharge.
- If the driver has any concerns regarding the safety of the tipping process, whether they are ground or site conditions, the load itself, vehicle and ancillary equipment or the proximity to people, tipping should immediately stop and the body slowly lowered until the risk has been removed.
- If the vehicle is fitted with air suspension, it is necessary that it is lowered whilst discharging the load.

Prior to leaving the delivery point

Responsibility

- A vehicle leaving the site after delivery of the load should be subjected to the same basic damage and cleanliness checks as when leaving the loading point.
- If the vehicle has operated in 'off road' conditions and if there is any likelihood of debris blowing out of the body, the tarp system shall be used.
- The rear lamps and reflective marker boards should be checked for cleanliness and damage.

OPERATING PROCEDURES

BULK TIPPING COMBINATIONS
FITTED WITH A TWO WAY
SWINGING TAILGATE SYSTEM

Please note:

This list has been put together to assist transport companies with identifying risks associated with bulk bin tipping combinations fitted with a two way swinging tailgate and is to be used as an aide only to developing their own standard operating procedures. Please note this is NOT a substitute for your own operating procedures, training and systems.



Ensure when discharging as you would with a standard tailgate system (i.e. from the two top tailgate hinges)

Responsibility

- The secondary hinge pin has been removed, failure to do so could damage the tailgate system or lead to a roll over situation.

Driver

When tipping and discharging via the swinging tailgate (i.e. from one side of the top and bottom tailgate hinges)

Responsibility

- Ensure the secondary hinge pin is in place.
- When ready to discharge release the top latch then operate the switch to release the tailgate trips.
- Swing the tailgate ensuring to use the hand hold provided. Secure against the side of the bin using the latch to secure the tailgate whilst discharging the load.

Driver

⚠ Material from the bin may be discharged when the trips are released. Ensure that no personnel are in the exclusion zone of a minimum of 10 metres from the rear or sides of the bin.

Closing the swinging tailgate to make ready for transit

Responsibility

Under no circumstances are you to travel on public roads with the swinging tailgate secured against the side of the body.

Driver

⚠ Failure to follow this safety step could result in an injury or fatality and almost certain damage to property.

- Open the latch on the side of the body using the hand hold provided and close the swinging tailgate against the rear posts of the body.
- Close the top latch.
- Close the tailgate trips.

OPERATING INSTRUCTIONS

Sliding Skeletal Trailers

Risk Assessment

Operating procedures for Sliding
Skeletal Trailers

IMPORTANT NOTE:

These are the operating procedures for our specialty range of trailers. So in addition to these, please also refer to our general trailer instructions on pages 15 – 28.





RISK ASSESSMENT

SLIDING SKELETAL TRAILERS

All truck and trailer units carry with them a series of unique hazards and risks to their operators, property and the general public. Below is a breakdown of the risks that we have identified for our sliding skeletal trailers and some of the controls we suggest you put in place to manage these risks and hazards.

To complete this risk assessment we have our own risk management procedures we adhere to which address the consequences and likelihood of hazards occurring, as well as a rating matrix to determine their respective risk levels. We strongly suggest all fleet operators put in place their own risk management plans relative to their own risks and hazards.

IMPORTANT NOTE:

This risk assessment is in addition to our general trailers risk assesment on page 19 so please ensure you familiarise yourself with this content also.



HAZARD

Uncontrolled movement of vehicles.

Unplanned human or vehicle interaction risk when loading or unloading using a straddle crane or fork hoist.

Sliding skeletal trailers have moving parts that have the potential to be pinch points these must be avoided by personnel when locking pins are remotely operated from the cab.

RECOMMENDED CONTROLS

- Ensure the truck park brake is applied when exiting the cab.
- Maintain a 5 metre exclusion zone when loading/unloading.
- Compliance with customer/supplier site requirements.
- Ensure you maintain an exclusion zone of 3 metres for personnel when operating the sliding function of the sliding skeletal trailer.

OPERATING PROCEDURES

SLIDING SKELETAL TRAILERS

Please note:

This list has been put together to assist transport companies with identifying risks associated with sliding skeletal trailers and is to be used as an aide only to developing their own standard operating procedures. Please note this is NOT a substitute for your own operating procedures, training and systems.

Operating procedures for sliding skeletal trailers

Responsibility

- Check the load anchorage certificate prior to loading (located mid-way, left hand side of chassis rail) to ensure that loading operations comply with the load anchorage certificate. Failure to do so could result in warranty being voided or prosecution.
- Always ensure the trailer transit pins are in the locked position when in transit. The yellow warning tags will not be visible when transit pins are locked.
- When in transit with a loaded container box, the sliding skeletal trailer must be extended and the transit pins locked, (warning tags retracted).

Fleet Operator / Driver

Driver

Driver



When either sliding to dock loading position or extending and locking transit pin, all personnel must keep clear. An exclusion zone of 3 metres to the rear and sides of the sliding skeletal trailer is recommended.

Driver

- Never let personnel near the sliding skeletal trailer whilst either sliding to dock loading position or extending and locking transit pin, all personnel must keep clear. An exclusion zone of 3 metres to the rear and sides of the sliding skeletal trailer is recommended.



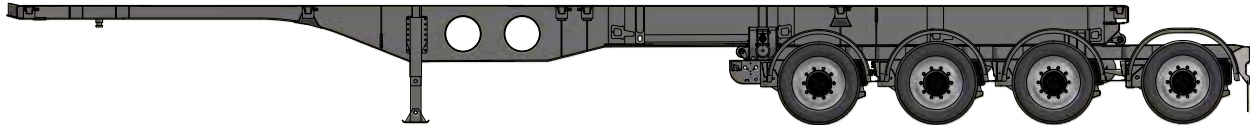
Don't travel without the transit pins in the locked position (warning tags retracted). Failure to follow this safety step could result in an injury or fatality and almost certain damage to property.

Transit pin unlocked ready to slide to dock loading position

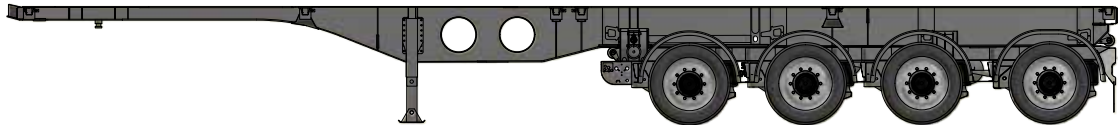


Trailer extended and transit pins in locked position ready for transit

---



Trailer in dock loading position, transit pin unlocked



OPERATING INSTRUCTIONS

Trailers fitted with Mezzanine floors

Risk Assessment

Operating procedures for Trailers fitted
with Mezzanine floors

IMPORTANT NOTE:

These are the operating procedures for our specialty range of trailers fitted with mezzanine floors. So in addition to these, please also refer to our general trailer instructions on pages 15 – 28.





RISK ASSESSMENT

TRAILERS FITTED WITH MEZZANINE FLOORS

All truck and trailer units carry with them a series of unique hazards and risks to their operators, property and the general public. Below is a breakdown of the risks that we have identified for our trailers fitted with mezzanine floors and some of the controls we suggest you put in place to manage these risks and hazards.

To complete this risk assessment we have our own risk management procedures we adhere to which address the consequences and likelihood of hazards occurring, as well as a rating matrix to determine their respective risk levels. We strongly suggest all fleet operators put in place their own risk management plans relative to their own risks and hazards.

IMPORTANT NOTE:

This risk assessment is in addition to our general trailers risk assesment on page 19 so please ensure you familiarise yourself with this content also.



HAZARD

Uncontrolled movement of vehicles.

Unplanned human or vehicle interaction risk when loading or unloading using a fork hoist.

Loads may move during transit creating a hazard for those either loading or unloading the vehicle.

The mezzanine floor is considered a suspended load when the props and brackets have been removed to adjust the height or to stow on the trailer deck.

Manual handling hazard when moving H frames and floor props.

Pinch points and floor props have moving parts.

Uncontrolled movement of load and floor props increase likelihood of being struck by mezzanine floor props.

Falling from height.

RECOMMENDED CONTROLS

- Ensure the truck park brake is applied when exiting the cab.
- Maintain a 3 metre exclusion zone when loading or unloading.
- Compliance with customer/supplier site requirements.
- Caution when opening curtains or doors.
- Visually check the load if you are concerned that the load may have shifted during transit.
- Apply caution when releasing load restraints.
- Keep unauthorised personnel away from the load until the load is confirmed as stable.
- No one must be permitted to be working or present under a suspended load.

⚠ Failure to follow this instruction could lead to injury or fatality.

- Use the correct lifting techniques when installing the mezzanine floor props.
- The mezzanine floor props have moving parts that may present a pinch point. Ensure you have been advised how to avoid this pinch point hazard prior to using this equipment.
- Never remove mezzanine floor props from a loaded mezzanine floor.
- When the mezzanine floor has been installed at any position other than on top of the truck or trailer deck, it is recommended that access not be made to the floor as there is typically no operator fall systems installed to prevent a fall from height.

⚠ Failure to follow this instruction could lead to injury or fatality.

OPERATING PROCEDURES

TRAILERS FITTED WITH MEZZANINE FLOORS

Please note:

This list has been put together to assist transport companies with identifying risks associated with trailers fitted with mezzanine floors and is to be used as an aide only to developing their own standard operating procedures. Please note this is NOT a substitute for your own operating procedures, training and systems.

Installation

Responsibility

Installation	Responsibility
Set the H frame into the deck pockets then tension the H frame using the chain and twitches supplied.	Driver
Decide the height location that is to be implemented then set the mezzanine floor props to suit that height.	Driver
Lift the mezzanine floor using a fork hoist via the <u>fork hoist pockets</u>. <i>NOTE: maintain good communication with the fork hoist operator and ensure the operator knows what is to be achieved prior to starting the lift.</i>	Driver/Hoist Operator
Ensure the mezzanine floor hooks engage into the wall brackets and are at the same height alignment on the H frame. It is most important that all four corners of the mezzanine floor are set at the same height. Failure to follow this step will most likely result in equipment and possibly property damage. <i>NOTE: until the mezzanine floor is secured via the hooks and bracket system with floor props fitted, the raised mezzanine floor constitutes a suspended load and as such you will need to have considered controls for this hazard.</i>	Driver
Fit the mezzanine floor props, check the height is correct and remove the fork hoist from the fork hoist pockets.	Driver
Important to Note: Fit the mezzanine floor anchorage chains to the keyhole in the mezzanine floor and the corresponding keyhole in the trailer combing then tension the chains.	Driver

Loading the mezzanine floor

Responsibility

-

Driver/Loader

Do not exceed the posted safe working load (SWL) for the mezzanine floor, the load must be spread evenly across the floor. The load must be secured to the same standard as if it was loaded on the deck. Refer to NZTA loading code if unsure.

Failure to follow this step will almost certainly result in damage to property or

Taking a mezzanine out of service

Responsibility

- **equipment and could result in an injury or fatality.**

Driver

- Slacken the tension on the mezzanine anchorage chains, then remove chains from the keyholes. Stow chain and tensioners.

Driver/Hoist Operator

- Have a fork hoist insert the fork tines into the fork hoist pockets, ensure the fork hoist driver knows what you are intending to do.

Driver

- Remove the mezzanine floor props and stow.

Driver/Hoist Operator

Lift the mezzanine floor clear of the bracket system then adjust position of the mezzanine floor so it will clear the bracket system. The mezzanine floor can now be lowered to be stowed on the deck.

NOTE: until the mezzanine floor is secured on the deck, the raised mezzanine floor constitutes a suspended load and as such you will need to have considered controls for

- *this hazard.*

Driver

Slacken the tension on the H frame chains, dismantle the H frame and stow.

OPERATING INSTRUCTIONS

Trailers fitted with a Sliding Drawbar

Risk Assessment

Operating procedures for trailers fitted
with a Sliding Drawbar

IMPORTANT NOTE:

These are the operating procedures for our specialty range of trailers fitted with a sliding drawbar. So in addition to these, please also refer to our general trailer instructions on pages 15 – 28.





RISK ASSESSMENT

TRAILERS FITTED WITH A SLIDING DRAWBAR

All truck and trailer units carry with them a series of unique hazards and risks to their operators, property and the general public. Below is a breakdown of the risks that we have identified for our trailers fitted with a sliding drawbar and some of the controls we suggest you put in place to manage these risks and hazards.

To complete this risk assessment we have our own risk management procedures we adhere to which address the consequences and likelihood of hazards occurring, as well as a rating matrix to determine their respective risk levels. We strongly suggest all fleet operators put in place their own risk management plans relative to their own risks and hazards.

IMPORTANT NOTE:

This risk assessment is in addition to our general trailers risk assesment on page 19 so please ensure you familiarise yourself with this content also.





HAZARD

Uncontrolled movement of vehicles.

Sliding drawbar trailers have moving parts that have the potential to be pinch points. These must be avoided by personnel when remotely operated from the cab.

A 'crush zone' exists between the truck and trailer unit.

RECOMMENDED CONTROLS

- Ensure the truck park brake is applied when exiting the cab.
- Ensure you maintain an exclusion zone of 3 metres for personnel when operating the sliding function of a sliding drawbar trailer.
- Ensure you maintain an exclusion zone of 3 metres for personnel when operating the sliding drawbar function and enabling a load through function.

OPERATING PROCEDURES

TRAILERS FITTED WITH A SLIDING DRAWBAR

Please note:

This list has been put together to assist transport companies with identifying risks associated with trailers fitted with a sliding drawbar and to be used as an aide only to developing their own standard operating procedures. Please note this is NOT a substitute for your own operating procedures, training and systems.

When operating a trailer fitted with a sliding drawbar	Responsibility
• Check the load anchorage certificate prior to loading (located mid-way, left hand side of chassis rail) to ensure that loading operations comply with the load anchorage certificate. Failure to do so could result in warranty being voided or prosecution. ⚠ Failure to follow these safety steps could result in an injury or fatality and almost certain damage to property.	Fleet Operator / Driver
• Sliding drawbars are typically fitted to combinations of trucks and trailers that require a “loading through process” such as stock truck/trailer combinations or some logging combinations. Ensure when activating a sliding drawbar system that no personnel or property are between the truck and trailer. ⚠ Failure to follow this safety step could result in an injury or fatality and almost certain damage to property.	Driver
• The truck and trailer combination must be stationary prior to the sliding drawbar system being activated.	Driver
• If the truck has been fitted with a trailer park brake system that allows the trailer brakes to be locked (parked) and the truck to move freely, activate the trailer park brake.	Driver
• Reverse the truck toward the trailer slowly until the truck deck and trailer deck are touching, apply the park brake.	Driver



WARNING:

Personnel need to be cautious around the drawbar pin as there are a number of moving parts that provide pinch point hazards. Failure to follow this safety step could result in an injury or fatality.

SUPPORT

Along with the following section our website has been set up as a central point of information to help you where ever possible. Please refer to this for more information including our online trailer login section which provides individual trailer specifications, certifications, parts manuals and more.

Alternatively please feel free to contact your sales representative directly or our head office on +64 7 575 5139.

- 5,000km Service Check**
- Ongoing Service Requirements**
- Troubleshooting**
- Website Trailer Login**
- About Domett**
- The Domett Difference**





5,000KM SERVICE CHECK

All new trailers bought from Domett Truck & Trailer are entitled to one free service after the run in period of 5,000km to ensure your warranty remains valid. Prior to undertaking this service, it's important that you check the service sheet details and requirements.

The service will cover the following checks:

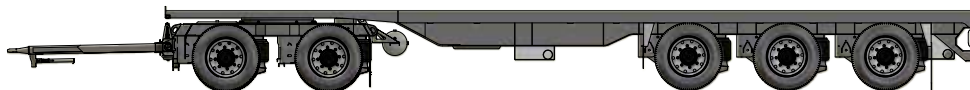
Mechanical check:

- Grease all points, following correct greasing techniques.
- All air tanks drained of moisture and checked for contaminants.
- Check brake operation.
- Check wheel bearing clearance.

Torque check:

Torque check all nuts and bolts as per axle/suspension supplier recommendations:

- Axles/suspension
    - Air spring mounting nuts
    - Pivot bolts
    - Shock absorber bolts
    - Wheel nuts
  - Drawbar tow eye nut. If there has been movement the eye must be replaced.
  - Ball race bolts.
  - Ram mount bolts (if applicable).
  - Check all attachments fitted to the chassis are securely fastened.
- Drawbar hinge pivot bolts.



Visual and safety inspection:

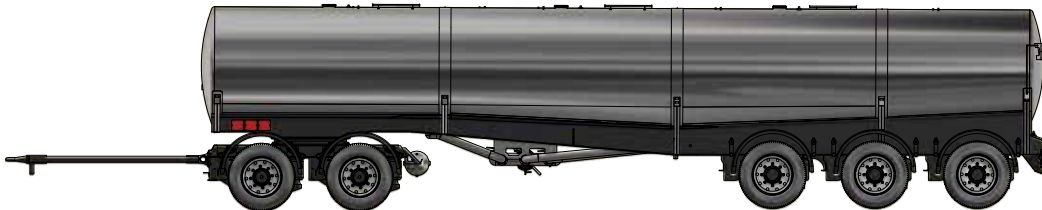
- Inspect the brake caliper guide system. Check for free movement.
- Inspect suspension components for correct fastener connections, wear, leakage, corrosion, distortion and damage.
- Check hanger brackets, inspect the pivot bolts and shock absorber bolts.
- Inspect suspension for correct ride height setting, readjust if required.
- Check all lights are functioning correctly.

General inspection:

- General inspection of the trailer.
- Check air springs for damage.
- Check for air leaks.
- Check all air line connections are tight.
- All piping and wiring is secured and no signs of chaffing.
- Check all bolted connections.

NOTE:

This service check should take approximately 4.5 hours and only 1.5 hours if done in conjunction with a SAF service. If this service is being handled by a third party, remuneration will be at a standard hourly rate and only if a Domett purchase order has been used and issued in advance.



ONGOING SERVICE REQUIREMENTS

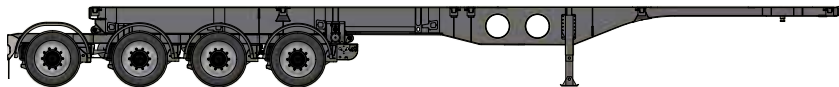
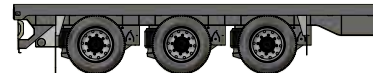
In addition to the 5,000km service check detailed on the previous page below is a rough run down on some other ongoing service requirements that are recommended:

Daily checks:

- Pre and post-trip inspections.
- Report without delay any major defects prior to starting your scheduled trip. A major defect can be described as:
  - An air leak that you can hear or that sets the in-cab alarm off.
  - An air leak in any suspension or brake system.
  - A trailer coupling that the safety lock system fails to engage correctly.
  - Damage to a side wall of a tyre.
  - Missing wheel fasteners or loose wheel fasteners.

6 Month check/pre COF check:

- Check the suspension and axle components as per suspension and axle supplier's recommendations, this information is readily available on our website
  - www.dttl.co.nz
- Check brake components – drums and linings for wear.
- Check brake components – brake pads and rotors.
- Check brake adjustment, correct if necessary.
- Check the ride height setting if using air bag suspension.
- Check air lines for rubbing, security and air leaks.
- Check lights.
- Check all electrical systems, check security and look for signs of rubbing.
- Check bolt-in tow eye for signs of fretting.
- Check drawbar hinge bolts and re-torque as required.
- The fifth wheel will need to have been inspected by a qualified mechanic and have fifth wheel compliance certificate completed.
- Self-steer axles must be checked for function, adjust if necessary, check torque setting of fasteners.
- Check all fasteners on truck and trailer.



9 month check:

- Check the suspension and axle components as per suspension and axle supplier's recommendations, this information is readily available on our website – www.dttl.co.nz
- Wheel alignment due at 60,000km.

12 month check:

- Check the suspension and axle components as per suspension and axle supplier's recommendations, this information is readily available on our website – www.dttl.co.nz.
- Torque check all fasteners.
- Check truck/trailer brake compatibility.
- Recomplete checks from the earlier 6 month check.



WEBSITE TRAILER LOGIN

Each Domett unit has a unique set of trailer identification details. If you require any additional information specific to your trailer unit you can access our online trailer login area by entering your email address and the chassis/serial number. This information is located on page 3 of this manual or on the trailer identification plate located on the left hand side of the chassis rail.

Inside this login area is the specifics of your trailer including identification details, certification documents, supplier parts manuals and more. If you have any queries on this process please contact us on +64 7 575 5139.

Available 24/7:

Simply enter your email address and chassis/
serial number to access all of your individual
trailer's information.



DOMETT TRUCK & TRAILER LTD
TAURANGA
NEW ZEALAND
PHONE (07) 575 5139
www.dttl.co.nz



CHASSIS NO:

MODEL:

GVM: KG.

VIN:

AXLE RATING: KG/AXLE.

SUSPENSION RATING PER GROUP:

FRONT: KG.

REAR: KG.

© DOMETT™ TRUCK & TRAILER LTD, copying any part of this trailer or associated equipment may be an offence under the copyright Act 1994

COPYRIGHT FROM: QC ID:

ABOUT DOMETT

Manufacturing a trailer unique to a client's individual needs is something that's come out of combining years of experience, utilising the latest design and engineering technology and spending thousands of hours driving trucks first hand.

Over the past 20+ years Domett Truck & Trailer has become well recognised for its premium quality trailer builds and has grown into a leading Australasian truck trailer manufacturer specialising in custom designed and built transport units. Domett have proudly designed and manufactured over 2000 customised trailers and truck bodies throughout New Zealand and Australia for a wide variety of applications and across a large range of industries from small businesses to national fleets. No two clients needs are identical, and all our designs are tailored to meet our client's unique and individual requirements to ensure a lightweight trailer that will provide optimal performance and handling.

For the team at Domett, their ambition is to simply provide the best trailer on the road, anywhere, and we back up our commitment to this with our 24 month (or 300,000km) warranty and provide a complete after sales support service including our online trailer specification page. To meet the challenge of creating the best trailers on the road, the entire team at Domett take pride in every aspect of the trailer building process so that our clients can be confident their return on investment will meet and exceed all expectations.

THE DOMETT DIFFERENCE

At Domett we don't just understand the **INGREDIENTS FOR A BETTER TOW** we live and breathe them!

The transport industry has undergone some major overhauls and changes over the past few decades, and with further advances in technology every day this movement doesn't look to be slowing down anytime soon. For the team at Domett, these changes are exciting, but at the same time serve as a timely reminder to the need for relentless commitment to building trailers with 3 core principles in mind – **STRENGTH, DURABILITY and PAYLOAD.**

Understanding the balance between these 3 core principles whilst juggling, **DESIGN, INNOVATION and TECHNOLOGY** is where the rubber really meets the road and binds together the ingredients that delivers a better trailer than not only performs better, is a dream to tow but ultimately stands the test of time!

In our eyes, a high-quality trailer is born in the design. Then transferring that design to high quality, leading edge manufacturing techniques, whilst juggling all the 'ingredients for a better tow', ensures we are producing trailers that ultimately drivers enjoy trip after trip.

WARRANTY

POLICY

OUR WARRANTY IS OUR COMMITMENT TO YOU THE ORIGINAL PURCHASER.

Domett Truck & Trailer (DTTL), provides a warranty for the original purchaser for each new product to be free of defects in material and workmanship under normal use and service, with reasonable care and maintenance within:

- 300,000km or 24 months for a truck or trailer
- Up to 1,000,000km for running gear as per original equipment manufacturers warranty.

No allowance shall be granted for any repairs or alterations made by the purchaser without the written consent of DTTL.

This warranty does not apply to damages caused by overloading, misuse, neglect or accident, nor does it apply to equipment which has been repaired or altered outside the DTTL factory in any way. DTTL shall not be liable for indirect or consequential loss or damage due to delay or stoppages of machinery, however caused.

WARRANTY VALIDATION REQUIREMENTS

- The 5,000km first service and documentation has been completed and returned to DTTL.
- Only genuine replacement parts are fitted.
- Trailer is operated within the manufacturers gross vehicle weight rating.
- Trailer componentry is not subjected to extraordinary circumstances.
- Axle and suspension are serviced in accordance and at the intervals prescribed.

CLAIMS PROCEDURE

To make a warranty claim, please have the following information ready, then contact your sales representative directly or our head office. Our goal is to remedy the fault with your trailer in a timely manner and having this information on hand will enable our team to achieve this goal:

- Client details
- Registration number, VIN number or serial number
- Description of problem or faulty part
- Supporting photos might be required as this could help our team diagnose the fault and help speed up the repair process

IMPORTANT NOTE:

- **No warranty will be deemed to be accepted unless authorised by the DTTL Sales Manager.**
- **Parts that have signs of mishandling or abnormal wear and tear may not have the warranty claim accepted.**
- **A DTTL purchase order will be issued for all warranty work to be charged to.**
- **All faulty parts must be returned to DTTL for inspection.**
- **Repairs must be carried out by an authorised repairer or by the DTTL repair team to the DTTL repair plan.**

**“ENGINEERED TO PERFORM
– BUILT TO LAST”**



CONTACT DETAILS

Head Office: +64 7 575 5139

Email: admin@dttl.co.nz

Address:

Cnr Taurikura Drive & Paraone Koikoi Drive
Tauriko, Tauranga 3173

Post:

P.O. Box 9458, Greerton,
Tauranga 3142



www.dttl.co.nz