

DESIGN CERTIFICATE - TRAILER GVM

Certificate No. G 089

VEHICLE MAKE : DOMETT

MODEL : C2003

SERIAL/CHASSIS No : 149

V.I.N. No. : 7A9C20038X0023149

REGISTRATION No. :

OWNER/OPERATOR : S. P. & J. M. WEATHERELL

I, Andrew van Kampen, certify that the above trailer has been manufactured from drawing no's. Q 897 SERIES

And it is my belief that the material quality, welding and workmanship are in accordance with those drawings.

I also certify that the above drawings are based on normal principles of mechanical design and in my opinion calculated stresses are such that the above trailer is suitable for a Maximum Gross Vehicle Mass of 25,000kg.

Signed.......... Date.....12-10-99.....

Approved Certifying Engineer No AVK/1124.

This certificate is only valid if the signature is original and may be withdrawn if,

- A) The vehicle is not operated within current legal limits and within the limits specified on this certificate.
- B) Changing circumstances/regulation render this certificate invalid.
- C) The vehicle is involved in an accident.
- D) The vehicle/structure is not maintained to accepted standards.
- E) Repairs or modifications are made subsequent to the issue of this certificate.

DESIGN CERTIFICATE - KINGPIN/5TH WHEEL

Certificate No. K 071

VEHICLE MAKE : DOMETT

MODEL : C 2003

SERIAL/CHASSIS No : 149

V.I.N. No. : 7A9C20038X0023149

REGISTRATION No. :

OWNER/OPERATOR : S. P. & J. M. WEATHERELL

I, Andrew van Kampen, certify that the Kingpin/Fifth Wheel installations fitted to the above vehicle have been manufactured according to drawing no's Q 897-K

And it is my belief that the material quality, welding and workmanship are in accordance with these drawings. I also certify that the design of the above installations and drawings are based on the requirements of:

NZS 5450 : 1989 Coupling devices for articulated vehicles, Fifth Wheel assemblies.
NZS 5451 : 1989 Coupling devices for articulated vehicles, Fifth Wheel King Pins.

And the installations is suitable for a Maximum Towed Mass of 23,000kg(5th Wheel) 44,000kg (King Pin), and a Gross Combination Mass of 50,000kg.

COMPONENT	MAKE	MODEL	SERIAL NO	RATING
KINGPIN	JOST	50mm DROPOUT	KZ1008	152KN
FIFTHWHEEL	JOST	JSK37EW	0929021541	162KN

~~The completed vehicle complies with the interchangeability dimensions in terms of NZS 5450/5451.~~

Certificate Expiry Date : 7/10/2009

Signed A. van Kampen Date 12-10-99

Approved Certifying Engineer No AVK/1124.

This certificate is only valid if the signature is original and may be withdrawn if,

- A) The vehicle is not operated within current legal limits and within the limits specified on this certificate.
- B) Changing circumstances/regulation render this certificate invalid.
- C) The vehicle is involved in an accident.
- D) The vehicle/structure is not maintained to accepted standards.
- E) Repairs or modifications are made subsequent to the issue of this certificate.

DESIGN CERTIFICATE - LOAD ANCHORAGE

Certificate No. L 093

VEHICLE MAKE : DOMETT

MODEL : C2003

SERIAL/CHASSIS No : 149

V.I.N. No. : 7A9C20038X0023149

REGISTRATION No. :

OWNER/OPERATOR : S. P. & J. M. WEATHERELL

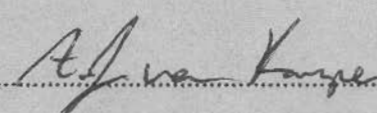
I, Andrew van Kampen, certify that Load Anchorage Points have been fitted to the above vehicle according to drawing no's. Q 897-L

And it is my belief that the material quality, welding and workmanship are in accordance with those drawings.

I also certify that the design of the Load Anchorage Points and the above drawings are based on the requirements of NZS 5444 : 1989 LOAD ANCHORAGE POINTS FOR HEAVY VEHICLES.

LOAD ANCHOR POINT RATINGS		
TYPE	No. PER SIDE	RATING
25mm PIPE RAIL	14 SPANS	500kg EACH
25mm PIPE AT X-MEMBERS	15	2,600kg EACH

Special Conditions : Pipe rail rating over 500kg only applies with lashing against X-Member or support.

Signed.......... Date.....12-10-99.....

Approved Certifying Engineer No AVK/1124.

This certificate is only valid if the signature is original and may be withdrawn if,

- A) The vehicle is not operated within current legal limits and within the limits specified on this certificate.
- B) Changing circumstances/regulation render this certificate invalid.
- C) The vehicle is involved in an accident.
- D) The vehicle/structure is not maintained to accepted standards.
- E) Repairs or modifications are made subsequent to the issue of this certificate.