

Heavy vehicle specialist inspector's or manufacturing inspecting organisation's name (PRINT IN CAPS)

CHRIS CLARKE

ID

CJC

Plate number (optional)

VIN/chassis number

7A9C20021M2023131

Make

DOMETT

Component being certified:

Chassis

Load anchorage

Model (optional)

C2002 BPH

Log bolsters

Towing connection

Brakes

Certification category

HVEK

SRT

PSV stability

PSV rollover

Swept path

PBS

Description of work

CERTIFY TO SCHEDULE 5 OF LTR 32015/5: NZ HEAVY VEHICLE BRAKE SPECIFICATION.
 CARRY OUT BRAKE CALCULATIONS, INSPECTION AND ECU END OF LINE PROTOCOL.
 3ASBTR CURTINSIDE **RSS ON TYRE: 265 70 R19.5**
 FOR SYSTEM ARCHITECTURE, PLEASE REFER TO PDS WORKSHEET & SCHEMATIC.
REASON FOR CERTIFICATION: NEW TRAILER BUILD

Code/standard/rule certified to

LTR 32015/5

Component load rating(s)

28 Tonnes GVM

General drawing number(s)

N/A

19 Tonnes (Rear group rating)

Supporting documents

BRAKE RULE CERTIFICATE

JH220343

BRAKE CALCULATION #

TP52297

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)

OR

Hubodometer reading (whichever comes first)

N/A (UNLESS MODIFIED)

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)

Inspector's signature

Inspector's name (PRINT IN CAPS)

ID number

Date

Number

CHRIS CLARKE

819431

CoF vehicle inspector ID (if applicable)

CoF vehicle inspector signature (if applicable)

Date

All fields are mandatory unless otherwise stated.

WABCO START-UP LOG

System	Trailer EBS-E	WABCO part number	480 102 080 0
Production date	2022-01-20	Serial number	897040919800E
Serial number (modulator)	000000546522		
Fingerprint Customer EOL / Customer Development / Flash Program	W503643 / 2022-04-01 ; 00000000 / 0000-00-00 ; 00000000 / 0000-00-00		

WABCO

TRAILER EBS-E

GGVS/ADR TUEH TB 2007 - 019.00
TDB0749

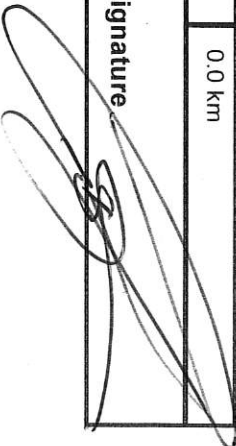
HERSTELLER MANUFACTURER CONSTRUCTEUR	DOMETT TRAILERS		
TYPE	3ASBTR CURTAINSIDE	GIO	Pin1
VEHICLE IDENT. NUMBER	7A9C20021M2023131	1	---
CHASSIS NUMBER		2	---
NUMERO DE CHASSIS		3	---
BREMSEBEGRIFFUNGSAIR	TP52297S	4	---
BRÄNE CIRCULATION NO.		5	DIAG
CALCUL DE FRICTION NO.		6	---
POLADZIMENJEAN, c-1 e-1	90	7	---
DENTS ROUE DENTITE, c-1 e-1			
Einbaueinheit		ABS-System	2S/2M
Montage		Systeme ABS	
Monte simple		Contactus	
Zwillingüberprüfung	X	Essau View	
Moore jamette		Kritischeren Fahrzeug	
Subsystems	SB	Critical Trailer	
		Vehicle critique	
	I/O	24N	

ACHSE Essieu	pm (bar)	6.5	pm (bar)	0.8	2.0	6.5	TR (dan)	TR (dan)
1	1350	0.5	1.9	6350	4.0	0.3	1.3	---
2	1350	0.5	1.9	6350	4.0	0.3	1.3	---
3	1350	0.5	1.9	6350	4.0	0.3	1.3	---
4	0	---	---	0	---	---	---	---
5	0	---	---	0	---	---	---	---

TEBS-E

Diagnostic memory	OK	Warning lamp control	OK
Parameter setting	carried out	Stop light supply	OK
EBS pressure test	OK	Lifting axle test	Not tested
Redundancy test	OK	ECAS height sensor calibration	Not tested
ABS sensor assignment	OK	Height sensor axle load	Not tested
RTR test	Not tested	Leak test *	Not tested
Immobilizer test	Not tested	Signal outputs	Not tested
Signal inputs	Not tested	Tag axle test	Not tested

Electronic Extension Module

Diagnostic memory	Not tested	Signal outputs	Not tested
TailGUARDlight	Not tested	TailGUARD	Not tested
Manufacturer	DOMETT TRAILERS	Vehicle ident. no.	7A9C20021M2023131
Vehicle type	3ASBTR CURTAINSIDE	Odometer reading	0.0 km
Next service	0 km	Trip reading	0.0 km
Tester	Chris Clarke	Signature	
Date	2022-04-01 2:32:34 pm		

distribution: DOMETT TRAILERS
 7A9C20021M2023131
 SODC: JH220343
 LT400: CTC 819431

Please note!
 This brake calculation is made under consideration of the legal prescriptions 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 dp 31.08.2018

vehicle manufacturer: DOMETT TRAILERS
 trailer model : 3ASBTR CURTAINSIDE
 trailer type : 3-axle-semi-trailer
 remarks : air / hydraulic / VA suspension
 WABCO TRAILER - EBS E
 TRISTOP 1+2: T.14/24 [TSE1416HTLD64 ACTUALLY FITTED -
 SEE PAGE 6 FOR PERFORMANCE DATA]
 265/70 R 19,5

	axle 1	axle 2	axle 3
total mass			
king-pin			
axle 1			
axle 2			
axle 3			
total axle mass			
wheel base			
centre of gravity height			
K-factor			
K-factor			

	unladen	laden
P	5000	6000
PS	950	1950
P1	1350	1350
P2	1350	1350
P3	1350	1350
PR	4050	4050
E	6200	6300
h	900	2110
Kv min	1.9744	Kc min 0.9733
Kv max	1.9943	Kc max 0.9938

no. of combined axles
 no. of brake chambers per axle line K Dz
 The power output corresponds to
 brake chamber manufacturer
 chamber size
 lever length
 brake factor
 dyn. rolling radius
 dyn. rolling radius
 threshold torque

	axle 1	axle 2	axle 3
1	1	1	1
2	2	2	2
BZ 119.6	BZ 119.6	BZ 122.1	
Meritor T.14/24	Meritor T.14/24	Meritor 14.	
69	69	69	
23.03	23.03	23.03	
421	421	421	
421	421	421	
6.0	6.0	6.0	

calculation:
 chamber pressure(rdyn min)ph at z=22,5%bar
 chamber pressure(rdyn max)ph at z=22,5%bar
 chamber press.(servo)pcha at pm6,5bar
 piston force ThA at pm6,5bar
 brake force(rdyn min)T lad. at pm6,5bar
 brake force(rdyn max)T lad. at pm6,5bar
 Brake force incl. 1 % rolling resistance
 proportion %

2.1	2.1	2.1
2.1	2.1	2.1
5.2	5.2	5.2
4986	4986	4986
37653	37653	37653
37653	37653	37653
33.3	33.3	33.3

braking rate z laden
 z = sum (TR)/PRmax

0.604 for rdyn min
 0.604 for rdyn max

Trailer may only be operated in combination with trucks/tractors with ISO 7638 supply (5 or 7 polar).

brake diagram : 841 701 101 0

maximum pressure: 8.5 bar

axle 1:

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

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

brake cylinder: Meritor 1424HTLD64

axle 2:

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

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

brake cylinder: Meritor 1424HTLD64

axle 3:

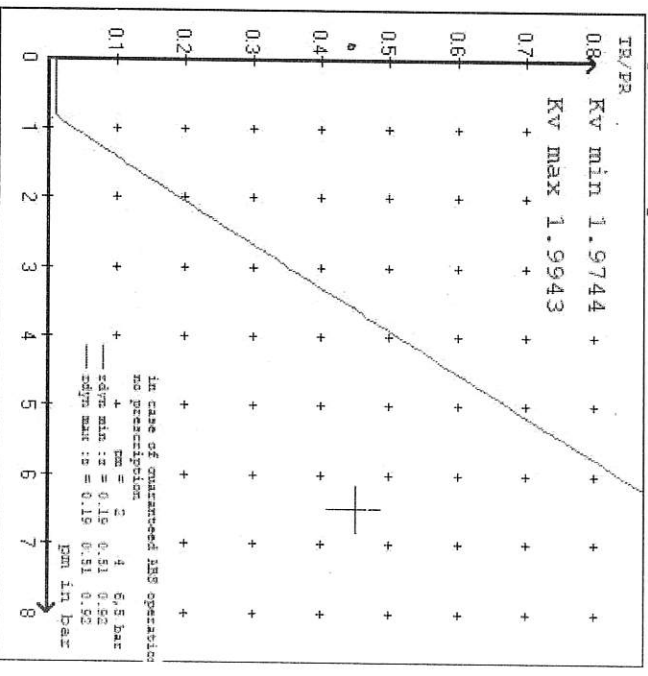
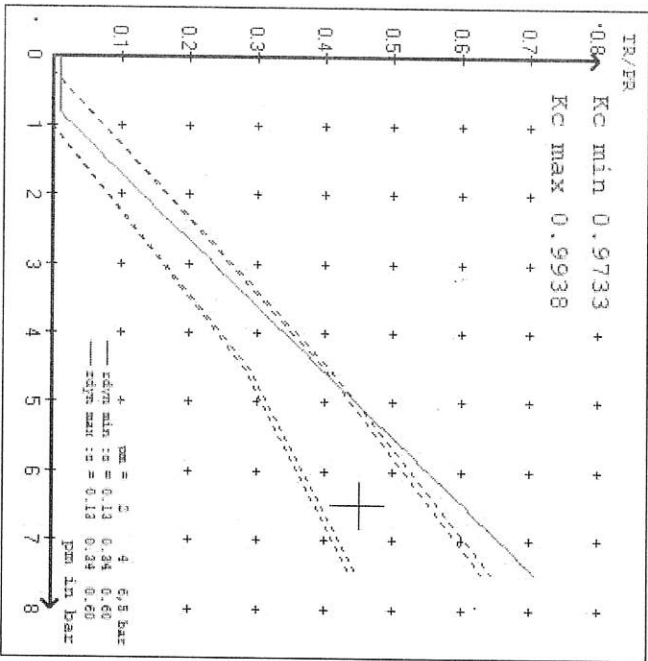
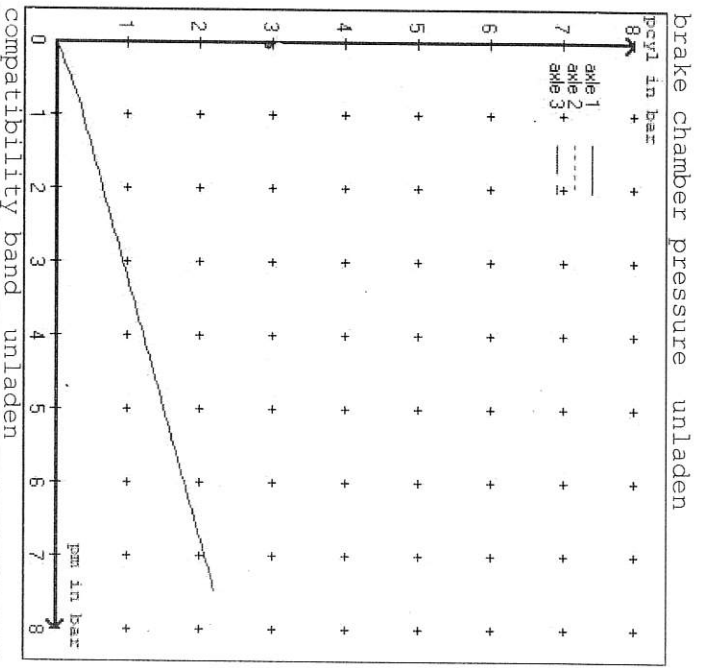
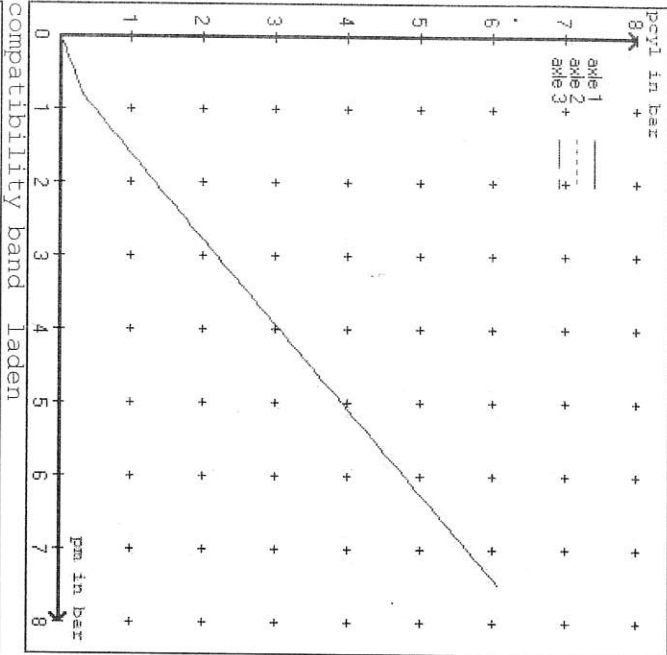
valve 1: 971 002 ... 0 WABCO
EBS emergency valve

valve 2: 480 102 ... 0 () WABCO or 480 207 0... 0 / 2... 0
EBS trailer modulator

brake cylinder: Meritor 14HSCLD64

test type III (zIII = 0.30) for rdyn min : axle1 axle2 axle3
at pm 3.6 bar => pcha in bar : 2.7 2.7 2.7
test type III (zIII = 0.06) for rdyn min : axle1 axle2 axle3
at pm 1.3 bar => pcha in bar : 0.7 0.7 0.7

brake chamber pressure laden



vehicle manufacturer: DOMETT TRAILERS
 trailer model : 3ASBTR CURTAINSIDE
 trailer type : 3-axle-semi-trailer

brake chamber and lever length :

axle 1 : 2 x type/diameter T.14/24 (Meritor) Lever length 69 mm
 axle 2 : 2 x type/diameter T.14/24 (Meritor) Lever length 69 mm
 axle 3 : 2 x type/diameter 14. (Meritor) Lever length 69 mm

brake diagram : 841 701 101 0

valve :
 971 002 ... 0 WABCO EBS emergency valve
 480 102 ... 0 WABCO EBS trailer modulator
 480 102 ... 0 WABCO EBS trailer modulator or 480 207 0.. 0 / 2.. 0

EBS input data

vehicle manufacturer: DOMETT TRAILERS
 trailer model : 3ASBTR CURTAINSIDE
 trailer type : 3-axle-semi-trailer
 brake calculation no. : TP 52297S

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

assignment pm / deceleration z: pm 0.8 bar z = 0.010
 2.0 bar z = 0.134
 (Laden condition) 6.5 bar z = 0.600

axle	control pressure pm		brake pr. unladen	axle load ,laden	control pressure pm		brake pr. laden	
	axle load unladen	bellow pr. unladen			bellow pr. laden	brake pr. laden		
1	1350	to be	1.9	6350	to be	0.3	1.3	5.2
2	1350	entered by	1.9	6350	entered by	0.3	1.3	5.2
3	1350	the vehicle	1.9	6350	the vehicle	0.3	1.3	5.2
4	0	manufact.	0,0	0	manufact.	0,0	0,0	0,0
5	0		0,0	0		0,0	0,0	0,0

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 load	pcyl	axle load	pcyl	axle load	pcyl
1350	1.9	1350	1.9	1350	1.9
1850	2.2	1850	2.2	1850	2.2
2350	2.6	2350	2.6	2350	2.6
2850	2.9	2850	2.9	2850	2.9
3350	3.2	3350	3.2	3350	3.2
3850	3.6	3850	3.6	3850	3.6
4350	3.9	4350	3.9	4350	3.9
4850	4.2	4850	4.2	4850	4.2
6350	5.2	6350	5.2	6350	5.2

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

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 = 18.7 % Fe
axle 2	(rdyn 421 mm)	T = 18.7 % Fe
axle 3	(rdyn 421 mm)	T = 18.7 % Fe

calculated actuator stroke in mm
 (item 4.3.1.1 of appendix 2 to annex 11)

axle 1	(sp = 56 mm)	s = 39 mm
axle 2	(sp = 56 mm)	s = 39 mm
axle 3	(sp = 56 mm)	s = 39 mm

average thrust output in N at pm = 6,5 bar (however max. pcha = 7,0 bar)

axle1	ThA = 4986 N
axle2	ThA = 4986 N
axle3	ThA = 4986 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 = 29448 N
axle 2	(rdyn 421 mm)	T = 29448 N
axle 3	(rdyn 421 mm)	T = 29448 N

basic test	type III
of subject	(calculated)
trailer (E)	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) $\geq 0,4$ and $\geq 0,6 * E$ (0.36)

axle 1	(rdyn 421 mm)	T = 29448 N
axle 2	(rdyn 421 mm)	T = 29448 N
axle 3	(rdyn 421 mm)	T = 29448 N

basic test	type III
of subject	(calculated)
trailer (E)	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) $\geq 0,4$ and $\geq 0,6 * E$ (0.36)

spring parking brake

	axle 1	axle 2
no of TRISTOP-actuators per axle	2	2
TRISTOP-actuator type	T.14/16	T.14/16
lèver length	69	69
stat. tyre radius	401	401
	rstat max in mm	
at a stroke of	S	in mm
min. force of spring brake	30	30
sp.brake chamber no	Meritor	Meritor
release pressure	pls in bar	pls in bar
	4.8	4.8

calculation:

ratio until road
 $iFb = LBh * \text{Eta} * C * rBt / (rBn * rstat)$
 for rstat in mm
 brake force of spring br. Tf in N
 $Tf = (TFZ * KDZ - 2 * Co / LBh) * iFb$
 braking rate
 $zF = \text{sum}(Tf) / P + 0,01$ zF laden 0.526

Test of the frictional connection required by the parking brake

minimum wheelbase/minimum supporting width min Ef necessary
 to fulfil the regulations

$$\text{min Ef} = E * (1 - PR/P + zferf * h/E) / (1 - zferf / (fzul * nf/ng))$$

min Ef = 3989 mm for E = 6200 mm
 min Ef = 4044 mm for E = 6300 mm

min Ef = minimum distance between front axle(s) (trailer) or support (semitraile) 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 = 2110 mm height of center of gravity - laden
 PR = 19050 kg maximum bogie mass - laden
 P = 30000 kg maximum total mass - laden
 nf = 2 no. of axle(s) with TRISTOP spring brake actuators
 ng = 3 no. of bogie axle(s)

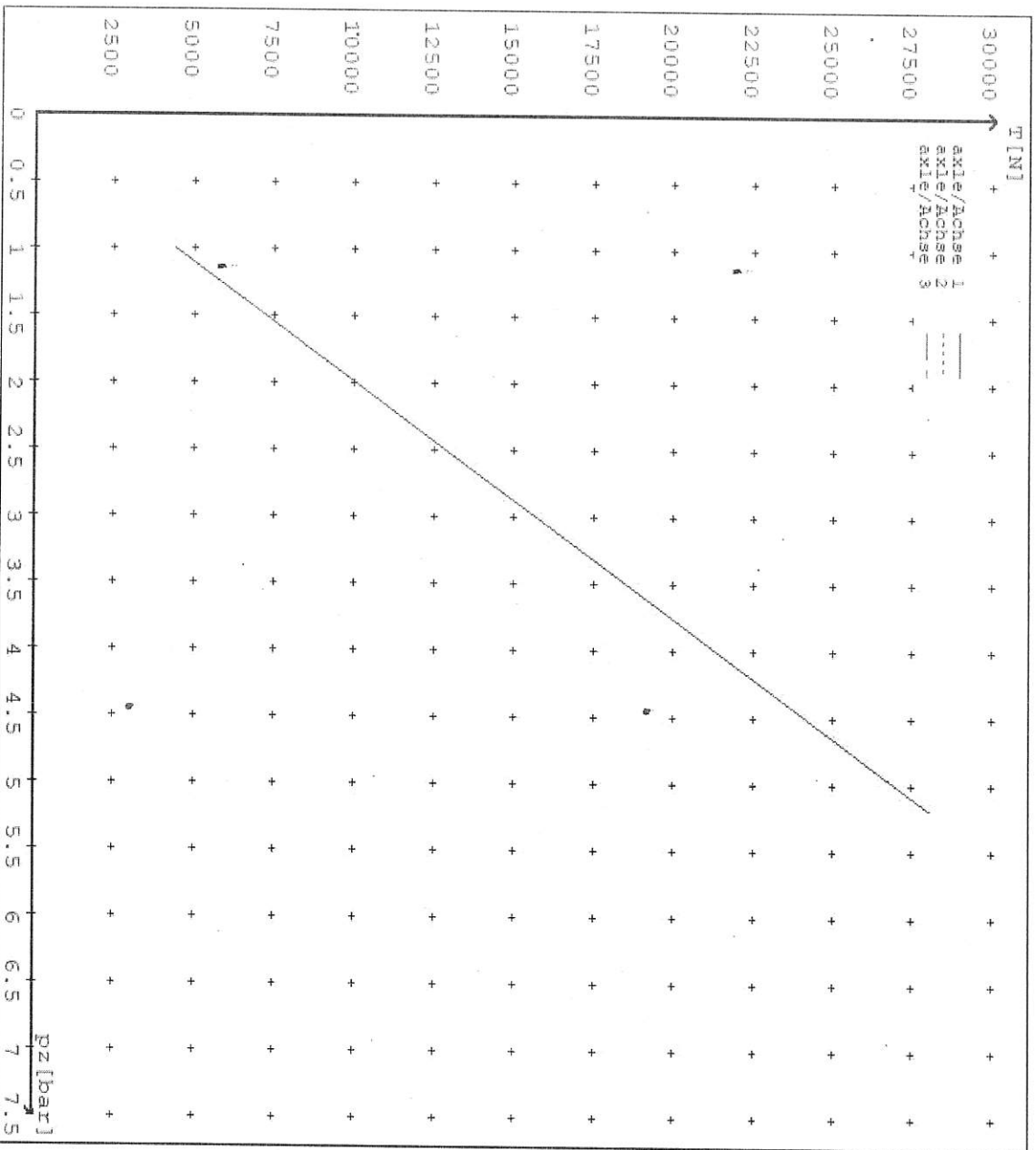
reference values

reference values for z = 45% for max rdyn: 421 mm

	pz [bar]	T [N]	T [N]
axle 1	1.0		4356
	5.2		28052
axle 2	1.0		4356
	5.2		28052
axle 3	1.0		4356
	5.2		28052

VIN - no.:

	Axle(s) / Achse(n)			
brake cylinder type (service / parking)	T.14/24	T.14/24	14./	/
Bremszylinder Typ (Betrieblø / Fest)				
Maximum stroke smax = ...mm	64	64	64	
maximaler Hub smax = ...mm				
Lever length = ...mm	69.08	69.08	69.08	
Hebellänge = ...mm				





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 32015/5.

IF THIS VEHICLE IS OPERATED IN CONJUNCTION WITH NON-CERTIFIED VEHICLES, THERE MAY BE OPERATIONAL FACTORS WHICH NEED TO BE TAKEN INTO CONSIDERATION.

PLEASE REFER TO THE CERTIFIER FOR FURTHER INFORMATION.

EXCEPT FROM LAND TRANSPORT RULE; HEAVY-VEHICLE BRAKES RULE 32015/5. SECTION 10,

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;
- 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.

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 7 working days and a resolution proposed within 25 working days. Resolution of complaints and Warranty issues is subject to Transpecs Warranty policy. Customers have the right to appeal to the New Zealand Transport Authority if dissatisfied with a Compliance issue. (Refer NZTA Deed Of Appointment Para 4.7.4) NZTA Helpdesk 0800 699 000



NOTICE TO VEHICLE OPERATOR

This trailer is equipped with an Electronic Brake System.

To comply with the New Zealand Heavy Vehicle Brake Rule 32015/5, 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 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.

If you are unsure of your responsibilities and/or obligations, please contact either the vehicle manufacturer or myself.

J E Hirst
(JEH HVEK)
(09 980 7300)



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 to Land Transport Rule: Heavy-vehicle Brakes Rule 32015/5.

When the vehicle is presented for COF the trailer park brake system is tested by pulling the red actuation knob on the PREV, situated mid way 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 E Hirst
(JEH HVEK)
(09 980 7300)



**NEW ZEALAND HEAVY VEHICLE BRAKE RULE 32015-5
WORKSHEET, PROCEDURE DOCUMENTATION SHEET
& CONFIRMATION OF COMPLIANCE**

CLIENT

MANUFACTURER: DOMETT TRAILERS
ADDRESS: TAURIKURA DRIVE, TAURANGA 3110
FLEET: MAINFREIGHT

VEHICLE DETAILS

VEHICLE TYPE: 3ASBTR CURTINSIDE **CERT #:** JH220343
YEAR: 2022 **CALCULATION #:** TP52297
MAKE: DOMETT **REGO #:** N/A
MODEL: C2002 BPH **LT400 #:** 819431
CHASSIS #: 2131 **ORDER #:** 8595
VIN #: 7A9C20021M2023131

GVM: t 28 **PRIME MOVER:** EBS / EUROPEAN

LOAD CONFIGURATION: MIXED FREIGHT

GROUP RATINGS: t

	FRONT	REAR
WHEEL BASE: m	9	19
	6.24	

	UNLADEN COG m	MAX HEIGHT m	HEIGHT DECK m
COG: m	0.9	4.3	1.2
	2.109		

	FRONT	REAR	TOTAL
TARE: t	1.2	4.08	5.28

TYRE SIZE: REAR 265 70 R19.5

ROLLING CIRCUMFERENCE: mm 2645

AXLE SPACING: m 3

BRAKE & AXLE DETAILS

	MAKE	MODEL	TEST REPORT
AXLE:	SAF	SAF-Z19W	TDB0749
STEER AXLE[S]:	NO	POLE WHEEL:	90
LINING MATERIAL:	JURID 539	BRAKE FACTOR:	23.03
SENSED AXLES:	#2	NOTES:	
SERIAL NUMBERS:	1		NG-IO35-Z19
	2		NG-IO35-Z19
	3		NG-IO35-Z19
	4	N/A	N/A

CHAMBER AND VALVING DETAILS

	AXLE 1 & 2	AXLE 3
CHAMBERS:	TSE_CHAMBERS	TSE_CHAMBERS
BRAND:	1416HTLD	14HSCLD
SIZE:	64	64
STROKE: mm	BC0143.0	BZ 122.1 Sep '00
TEST REPORT #:	6.16	N/A
SPRINGBRAKE FORCE: kN	4.8	N/A
HOLDOFF PRESSURE: Bar	WABCO PAN19	WABCO PAN19
FOUNDATION BRAKE:	69	69
LEVER LENGTH: mm	MAKE:	PART NUMBER:
BRAKE VALVES:	WABCO	480 102 08. 0 (MV)
ECU PART #:	N/A	N/A
3RD MODULATOR #:	YES	N/A
ANTI-COMPOUNDING:	WABCO_PREV	971 002 900 0
SPRING BRAKE RELAY:	WABCO-PREV	971 002 900 0
YARD RELEASE VALVE:	N/A	N/A
INLINE RELAY FITTED:		

ECU DIRECTION: FRONT REAR

SUBSYSTEMS: SMARTBOARD OPTI-LINK CAN R/R 446 122 050/051 0

ELEX 446 122 070 0 TAILGUARD

SUSPENSION

SUSPENSION TYPE:	REAR
MAKE:	PNEUMATIC
MODEL:	SAF_AIRSPRING
BELLOW SIZE:	SAF_INTRA
HEIGHT CONTROL VALVE:	2619, 300mm
OTHER VALVES:	N/A
RIDE HEIGHT mm :	N/A
HANGER HEIGHT mm :	350
PEDESTAL HEIGHT mm :	200
LIFTAXLE:	5
DUMP SWITCH:	N/A
LIFTAXLE VALVE:	N/A

AIR TANKS

AIR TANKS STANDARD:

REAR

BRAKE TANK SIZE: L

AUXILIARY TANK SIZE: L

PRESSURE PROTECTION:

AIR LINES

TEST POINTS:

CONTROL LINE:

FIXED AXLE CHAMBERS:

STEER AXLE CHAMBERS:

DUOMATIC COLOUR CODED:

TANK:

ELECTRONIC HEIGHT SENSOR CALIBRATION

TIMER TICKS [F/R] * MILLIMETRE mm [F / R]

UPPER LEVEL:

N/A

N/A

NORMAL LEVEL:

N/A

N/A

LOWER LEVEL:

N/A

N/A

CHECKS AT COMMISSION OF VEHICLE

CHAMBER BUNGS REMOVED:

VALVE MOUNTING:

ECU BLANKING PLUGS CHECKED:

DUOMATIC DRILLED:

RESPONSE TIME:

MODULATOR 2.1

MODULATOR 2.2

RELAY VALVE

ms:

220

230

N/A

NOTES AND SPECIAL CONDITIONS

FILES RECEIVED: 31.08.2021

FILES CREATED & SENT TO CIC: 31.03.2022

FINAL INSPECTION & SIGN OFF SCHEDULED FOR: 01.03.2022

FILES RETURNED AS COMPLETE: ././2022

REASON FOR CERTIFICATION: NEW TRAILER BUILD

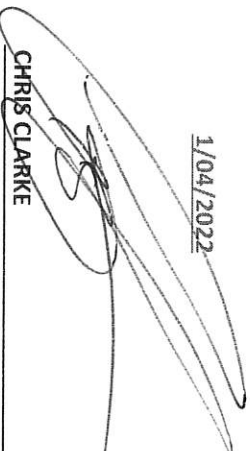
I UNDERSTAND AND DECLARE THAT I AM THE CERTIFIER IDENTIFIED BELOW AND HOLD A CURRENT VALID APPOINTMENT. I CERTIFY THAT AT THE TIME OF INSPECTION THE ABOVE MENTIONED VEHICLE COMPONENT DESIGN AND THIS CERTIFICATION COMPLIES IN ALL RESPECTS WITH THE LAND TRANSPORT RULE VEHICLE STANDARDS COMPLIANCE 2002 AND MY DEED OF APPOINTMENT. TO THE BEST OF MY KNOWLEDGE THE INFORMATION CONTAINED IN THIS CERTIFICATE IS TRUE AND CORRECT.

NEW ZEALAND HEAVY VEHICLE BRAKE RULE 32015/5, SCHEDULE 5.

DATE:

1/04/2022

SIGNED:



CERTIFIER NAME & ID:

CHRIS CLARKE

CIC

SODC BY:

JOHN HIRST

JEH

PHONE (BUS):

09-980-7300

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