WAKA KOTAHI
NZ TRANSPORT AGENCY

Heavy vehicle specialist certificate

Must be presented to a CoF (heavy) inspecting organisation if not entered into LANDATA

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

ID: CJC

Plate number *(optional)*:

VIN/chassis number: 7A9E23018L2023028

Make: DOMETT

Model *(optional)*: E2301

Certification category: HVEK

Component being certified:

- [ ] Chassis
- [ ] Load anchorage
- [ ] Log bolsters
- [ ] Towing connection
- [X] Brakes
- [ ] 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.
5AFT TIP CURTAINSIDE **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): 32 Tonnes GVM
16 Tonne (Front brake mass)
19 Tonne (Rear brake mass)

General drawing number(s): N/A

Supporting documents:
BRAKE RULE CERTIFICATE JH210221
BRAKE CALCULATION # TP52236

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)*: N/A [UNLESS MODIFIED]

or

Hubodometer reading *(whichever comes first)*:

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)*: JOHN HIRST J E H

Inspector's signature:

Inspector's name *(PRINT IN CAPS)*: CHRIS CLARKE ID number: CJC

Date: 23-Feb-21

Number: 776863

CoF vehicle inspector ID *(if applicable)*:

CoF vehicle inspector signature *(if applicable)*:

Date:

All fields are mandatory unless otherwise stated.

WABCO START-UP LOG

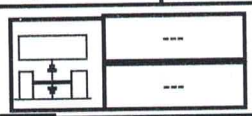
System	Trailer EBS-E	**WABCO part number**	480 102 084 0
Production date	2020-06-30	**Serial number**	437009017400H
Serial number (modulator)	000000503318		
Fingerprint Customer EOL / Customer Development / Flash Program	W503643 / 2021-02-26 ; 00000000 / 0000-00-00 ; 00000000 / 0000-00-00		

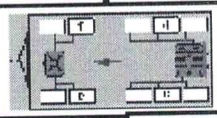
WABCO TRAILER EBS-E

GGVS/ADR TUEH TB 2007 - 019.00
ATPR0185

HERSTELLER MANUFACTURER CONSTRUCTEUR	DOMETT TRAILERS
TYP TYPE TYPE	5AFT CURTAINSIDE
VEHICLE IDENT. NUMBER CHASSIS NUMBER NUMERO DE CHASSIS	7A9E23018L2023028
BREMSBERECHNUNGS-NR. BRAKE CALCULATION NO. CALCUL DE FREINAGE NO.	TP52236A
POLRADZAHNEZAHL c-d | e-f POLE WHEEL TEETH c-d | e-f DENTS ROUE DENTÉE c-d | e-f	100 / 100 — ABS-System / ABS-System / Système ABS: 4S/3M
RSS / RSS / RSS — Einfachbereifung / Single Tire / Monte simple	— — Lenkachse / Steering axle / Essieu vireur
RSS / RSS / RSS — Zwillingsbereifung / Twin Tire / Monte jumelée: X — Kippkritisches Fahrzeug / Critical Trailer / Véhicule critique	
Subsystems: SB — I/O: 24N	

GIO	Pin1	Pin3	Pin4
1	24V-O1	---	---
2	---	---	---
3	ALS2	ALS2	---
4	---	---	---
5	DIAG	DIAG	DIAG
6	---	---	---
7	---	---	---





	pm (bar)		6.5	pm (bar)		0.8	2.0	---	6.5		TYP TYPE	(mm)	(mm)	(bar) 1.0 TR (daN)	(bar) Pz
ACHSE AXLE ESSIEU									pz						
1	2300	1.0	2.3	8000	4.5	0.4	1.3	---	6.0	-	20	65	69	515	4472
2	2300	1.0	2.3	8000	4.5	0.4	1.3	---	6.0	-	20	65	69	515	4472
3	1550	0.6	1.5	6350	3.5	0.3	1.4	---	4.5	-	14 / 16	64	69	495	2748
4	1550	0.6	1.5	6350	3.5	0.3	1.4	---	4.5	-	14 / 16	64	69	495	2748
5	1550	0.6	1.5	6350	3.5	0.3	1.4	---	4.5	-	14	64	69	495	2748

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**	7A9E23018L2023028
Vehicle type	5AFT CURTAINSIDE	**Odometer reading**	0.0 km
next Service	0 km	**Trip reading**	0.0 km
Tester	Chris Clarke	**Signature**	
Date	2021-02-26 2:23:03 PM		

trailer (full, semi-, centre-axle) with air brake system acc. to UN/ECE-R.13.11

distribution: DOMETT TRAILERS
7A9E23018L2023028
SODC: JH210221
LT400: CJC 776863

please note!

This brake calculation is made under consideration of
-the legal precriptions 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 db 31.08.2018

vehicle manufacturer: DOMETT TRAILERS
trailer model : 5AFT TIPPING C'SIDE
trailer type : 5-axle-full-trailer
remarks : air / hydraulic / VA suspension
WABCO TRAILER - EBS
TRISTOP 3+4: T.14/24 [TSE1416HTLD64 ACTUALLY FITTED -SEE PAGE 7 FOR PERFORMANCE DATA]
265/70 R 19,5

axle 1 + 2 + 3 + 4 + 5 : HENDRICKSON, SBW 1937, ATRP0185,

		unladen	laden
total mass	P in kg	9250	35050
axle 1	P1 in kg	2300	8000
axle 2	P2 in kg	2300	8000
axle 3	P3 in kg	1550	6350
axle 4	P4 in kg	1550	6350
axle 5	P5 in kg	1550	6350
wheel base	E in mm	7650 - 7750	
centre of gravity height	h in mm	1276	2330

		axle 1	axle 2	axle 3	axle 4	axle 5
		manually	manually	manually	manually	manually
no. of combined axles		1	1	1	1	1
no. of brake chambers per axle line	KDZ	2	2	2	2	2
The power output corresponds to		BZ 122.1	BZ 122.1	BZ 119.6	BZ 119.6	BZ 122.1
brake chamber manufacturer		Meritor	Meritor	Meritor	Meritor	Meritor
chamber size		20.	20.	T.14/24	T.14/24	14.
lever length	lBh in mm	69	69	69	69	69
brake factor	[-]	23.49	23.49	23.49	23.49	23.49
dyn. rolling radius	rdyn min in mm	421	421	421	421	421
dyn. rolling radius	rdyn max in mm	421	421	421	421	421
threshold torque	Co Nm	6.0	6.0	6.0	6.0	6.0

calculation:						
chamber pressure(rdyn min)pH at z=22,5%bar		2.2	2.2	2.0	2.0	2.0
chamber pressure(rdyn max)pH at z=22,5%bar		2.2	2.2	2.0	2.0	2.0
chamber press.(servo)pcha at pm6,5bar	bar	6.0	6.0	4.5	4.5	4.5
piston force ThA at pm6,5bar	N	6948	6948	4285	4285	4285
brake force(rdyn min)T lad. at pm6,5bar	N	53676	53676	32985	32985	32985
brake force(rdyn max)T lad. at pm6,5bar	N	53676	53676	32985	32985	32985
Brake force incl. 1 % rolling resistance proportion	%	22.3	22.3	18.5	18.5	18.5

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

0.600 for rdyn min
0.600 for rdyn max

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

brake diagram :

maximum pressure: 8.5 bar

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

valve 2: 480 207 0.. 0 WABCO or 480 207 2.. 0
EBS relay valve

brake cylinder: Meritor 20HSCLD65

axle 2:
valve 1: 971 002 ... 0 WABCO
EBS emergency valve

valve 2: 480 207 0.. 0 WABCO or 480 207 2.. 0
EBS relay valve

brake cylinder: Meritor 20HSCLD65

axle 3:
valve 1: 971 002 ... 0 WABCO
EBS emergency valve

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

brake cylinder: Meritor 1424HTLD64

axle 4:
valve 1: 971 002 ... 0 WABCO
EBS emergency valve

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

brake cylinder: Meritor 1424HTLD64

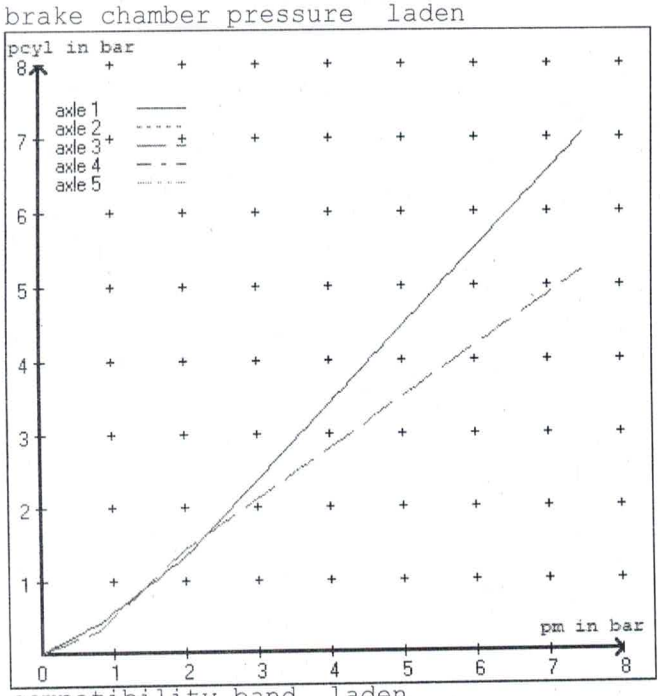
axle 5:
valve 1: 971 002 ... 0 WABCO
EBS emergency valve

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

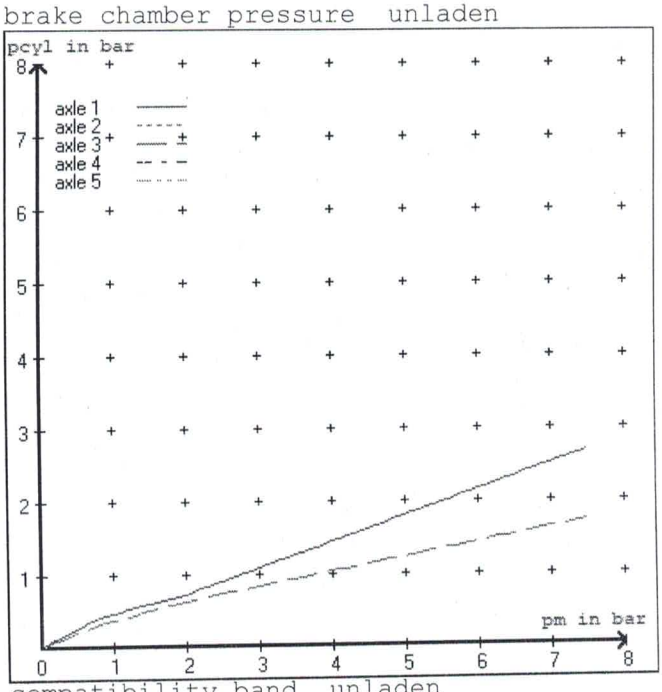
brake cylinder: Meritor 14HSCLD64

test type III (zIII = 0.30)	for rdyn min :	axle1	axle2	axle3	axle4	axle5
at pm 3.6 bar =>	pcha in bar :	3.0	3.0	2.5	2.5	2.5
test type III (zIII = 0.06)	for rdyn min :	axle1	axle2	axle3	axle4	axle5
at pm 1.3 bar =>	pcha in bar :	0.8	0.8	0.8	0.8	0.8

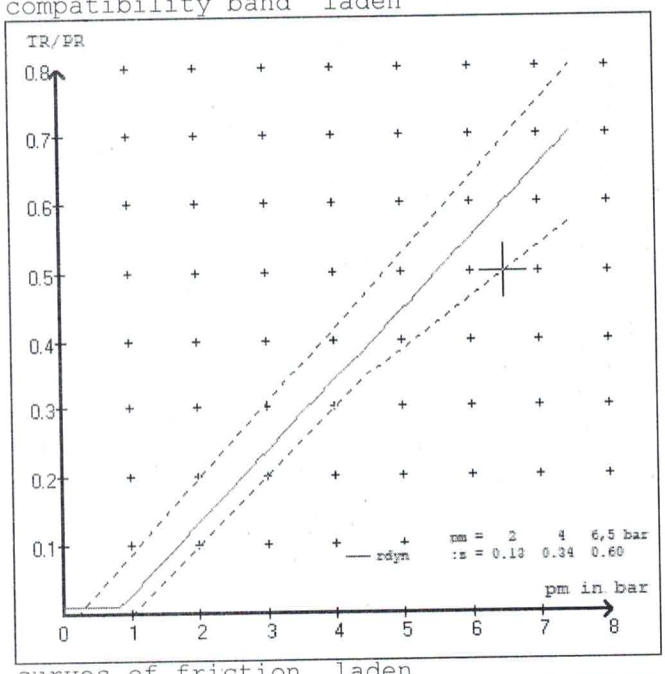
brake chamber pressure laden



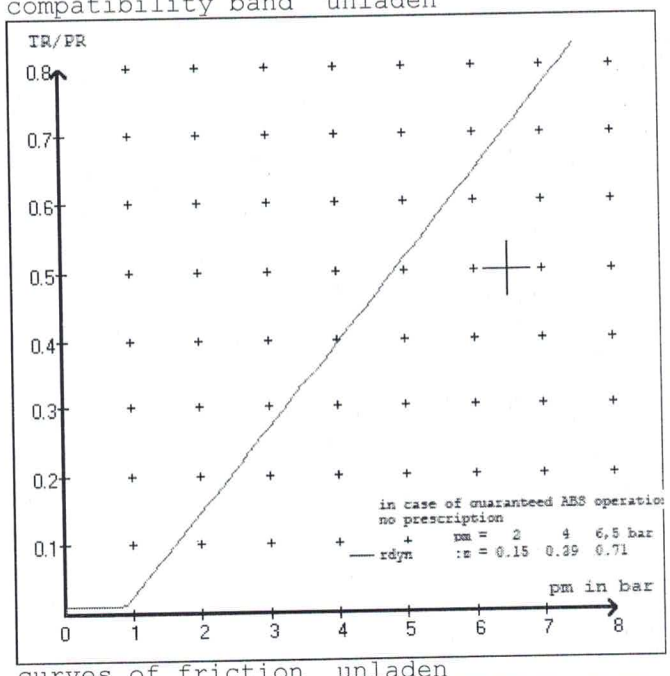
brake chamber pressure unladen



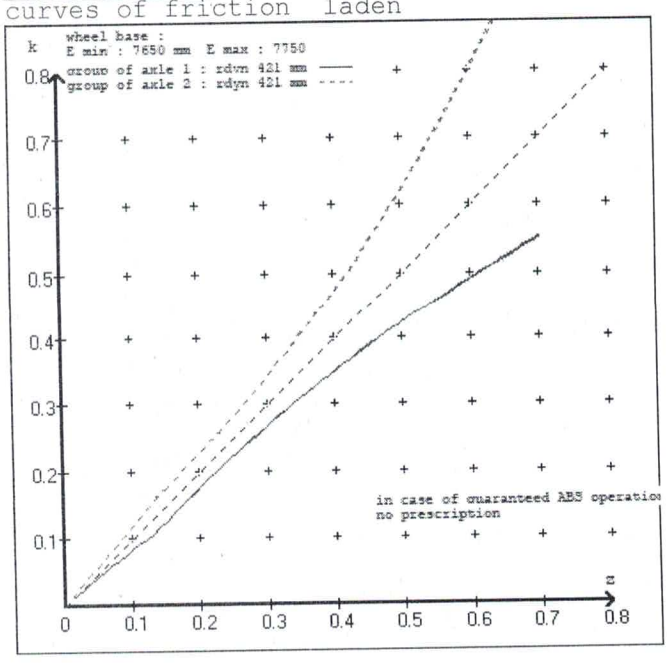
compatibility band laden



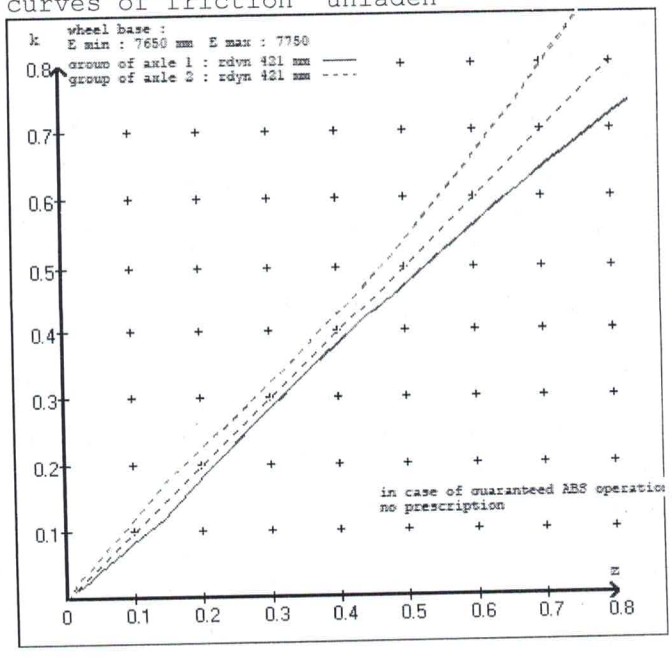
compatibility band unladen



curves of friction laden



curves of friction unladen



vehicle manufacturer: DOMETT TRAILERS
trailer model : 5AFT TIPPING C'SIDE
trailer type : 5-axle-full-trailer

brake chamber and lever length :

axle 1 :	2 x type/diameter	20.	(Meritor)	lever length 69 mm
axle 2 :	2 x type/diameter	20.	(Meritor)	lever length 69 mm
axle 3 :	2 x type/diameter	T.14/24	(Meritor)	lever length 69 mm
axle 4 :	2 x type/diameter	T.14/24	(Meritor)	lever length 69 mm
axle 5 :	2 x type/diameter	14.	(Meritor)	lever length 69 mm

brake diagram :

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

EBS input data
==========
vehicle manufacturer: DOMETT TRAILERS
trailer model : 5AFT TIPPING C'SIDE
trailer type : 5-axle-full-trailer
brake calculation no. : TP 52236A

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
(laden condition) 2.0 bar z = 0.134
6.5 bar z = 0.600

control pressure pm			6,5	control pressure pm		0.8	2.0	6.5
axle	axle load unladen	bellow pr. unladen	brake pr. unladen	axle load laden	bellow pr. laden	brake pr. laden		
1	2300	to be entered by the vehicle manufact.	2.3	8000	to be entered by the vehicle manufact.	0.4	1.3	6.0
2	2300		2.3	8000		0.4	1.3	6.0
3	1550		1.5	6350		0.3	1.4	4.5
4	1550		1.5	6350		0.3	1.4	4.5
5	1550		1.5	6350		0.3	1.4	4.5

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 4		axle 5	
axle load	pcyl	axle load	pcyl	axle load	pcyl	axle load	pcyl	axle load	pcyl
2300	2.3	2300	2.3	1550	1.5	1550	1.5	1550	1.5
2800	2.6	2800	2.6	2050	1.8	2050	1.8	2050	1.8
3300	2.9	3300	2.9	2550	2.1	2550	2.1	2550	2.1
3800	3.3	3800	3.3	3050	2.4	3050	2.4	3050	2.4
4300	3.6	4300	3.6	3550	2.8	3550	2.8	3550	2.8
4800	3.9	4800	3.9	4050	3.1	4050	3.1	4050	3.1
5300	4.2	5300	4.2	4550	3.4	4550	3.4	4550	3.4
5800	4.6	5800	4.6	5050	3.7	5050	3.7	5050	3.7
8000	6.0	8000	6.0	6350	4.5	6350	4.5	6350	4.5

data sheet to ECE vehicle type-approval certificate concerning braking equipment: according to ECE R13 annex 11

axle 1 :	reference axle: HENDRICKSONSBW 1937	brake lining: WABCO 230
	test report : ATRP0185	date : 02.03.2017
axle 2 :	reference axle: HENDRICKSONSBW 1937	brake lining: WABCO 230
	test report : ATRP0185	date : 02.03.2017
axle 3 :	reference axle: HENDRICKSONSBW 1937	brake lining: WABCO 230
	test report : ATRP0185	date : 02.03.2017
axle 4 :	reference axle: HENDRICKSONSBW 1937	brake lining: WABCO 230
	test report : ATRP0185	date : 02.03.2017
axle 5 :	reference axle: HENDRICKSONSBW 1937	brake lining: WABCO 230
	test report : ATRP0185	date : 02.03.2017

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 = 25.1 % Fe
axle 2	(rdyn 421 mm)	T = 25.1 % Fe
axle 3	(rdyn 421 mm)	T = 17.6 % Fe
axle 4	(rdyn 421 mm)	T = 17.6 % Fe
axle 5	(rdyn 421 mm)	T = 17.6 % Fe

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

axle 1	(sp = 58 mm)	s = 48 mm
axle 2	(sp = 58 mm)	s = 48 mm
axle 3	(sp = 56 mm)	s = 48 mm
axle 4	(sp = 56 mm)	s = 48 mm
axle 5	(sp = 56 mm)	s = 48 mm

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

axle1	ThA = 6948 N
axle2	ThA = 6948 N
axle3	ThA = 4285 N
axle4	ThA = 4285 N
axle5	ThA = 4285 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 = 42919 N
axle 2	(rdyn 421 mm)	T = 42919 N
axle 3	(rdyn 421 mm)	T = 26406 N
axle 4	(rdyn 421 mm)	T = 26406 N
axle 5	(rdyn 421 mm)	T = 26406 N

	basic test of subject trailer (E)	type III (calculated) residual (hot)braking
braking rate of the vehicle (item 4.3.2 to appendix 2 to annex 11)	0.60	0.48
required braking rate (items 1.5.3 and 1.7.2 to annex 11)		>= 0,4 and >= 0,6*E (0.36)

axle 1	(rdyn 421 mm)	T = 42919 N
axle 2	(rdyn 421 mm)	T = 42919 N
axle 3	(rdyn 421 mm)	T = 26406 N
axle 4	(rdyn 421 mm)	T = 26406 N
axle 5	(rdyn 421 mm)	T = 26406 N

	basic test of subject trailer (E)	type III (calculated) residual (hot)braking
braking rate of the vehicle (item 4.3.2 to appendix 2 to annex 11)	0.60	0.48
required braking rate (items 1.5.3 and 1.7.2 to annex 11)		>= 0,4 and >= 0,6*E (0.36)

spring parking brake

		axle 3	axle 4
no of TRISTOP-actuators per axle line	KDZ	2	2
TRISTOP-actuator type		T.14/16	T.14/16
lever length	lBh in mm	69	69
stat. tyre radius	rstat max in mm	401	401
at a stroke of	s in mm	30	30
min. force of spring brake	TFZ in N	6160	6160
sp.brake chamber no Meritor.....		4	4
release pressure	pLs in bar	4.8	4.8

calculation:

ratio until road iFb = lBh*Eta*C*rBt/(rBn*rstat)		4.0466	4.0466
	for rstat in mm	401	401
brake force of spring br. Tf Tf = (TFZ*KDZ-2*Co/lBh)*iFb	in N	49151	49151
braking rate zf = sum (Tf)/P + 0,01	zf laden	0.296	

Test of the frictional connection required by the parking brake

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

min Ef = E * (1 - PR/P + zferf * h/E) / (1 - zferf / (fzul * nf/ng))

min Ef = 5904 mm for E = 7650 mm
==========
min Ef = 5973 mm for E = 7750 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	=	2330 mm	height of center of gravity - laden
PR	=	19050 kg	maximum bogie mass - laden
P	=	35050 kg	maximum total mass - laden
nf	=	2	no. of axle(s) with TRISTOP spring brake actuators
ng	=	3	no. of bogie axle(s)

			axle 1 + 2 + 3 + 4 + 5
axle manufacturer			HENDRICKSON
type of brake			SBW 1937
type of axle			SBW 1937
			ATRP0185
test report of characteristic value			
adm. stat. axle load	Pstat	in kg	9000
tested axle load	Pe	in kg	10200
max. adm. tyre radius	Rezul	in mm	999
adm. cam. torque (6,5 bar)	Czul	in Nm	640
lining area per brake	AB	in cm²	292
no. of brake cylinder		-	2
brakefactor (SB) Bf		-	23.49
brakefactor (PB) Bf		-	23.49
threshold torque (Co,dec)	Mo	in Nm	6
date			02.03.2017
brake lining			WABCO 230
cam torque	Ce	in Nm	638
brake force	TeIII	in daN	4649
stroke	seIII	in mm	48
tested tyre radius	Re	in mm	520
tested lever length	le	in mm	69
threshold torque (Co,e)		in Nm	5

reference values

reference values for z = 50% for max rdyn: 421 mm

	pz [bar]	T [N]	T [N]
axle 1	1.0 6.0	5158 44730	
axle 2	1.0 6.0	5158 44730	
axle 3	1.0 4.5		4959 27488
axle 4	1.0 4.5		4959 27488
axle 5	1.0 4.5		4959 27488

VIN - no.:

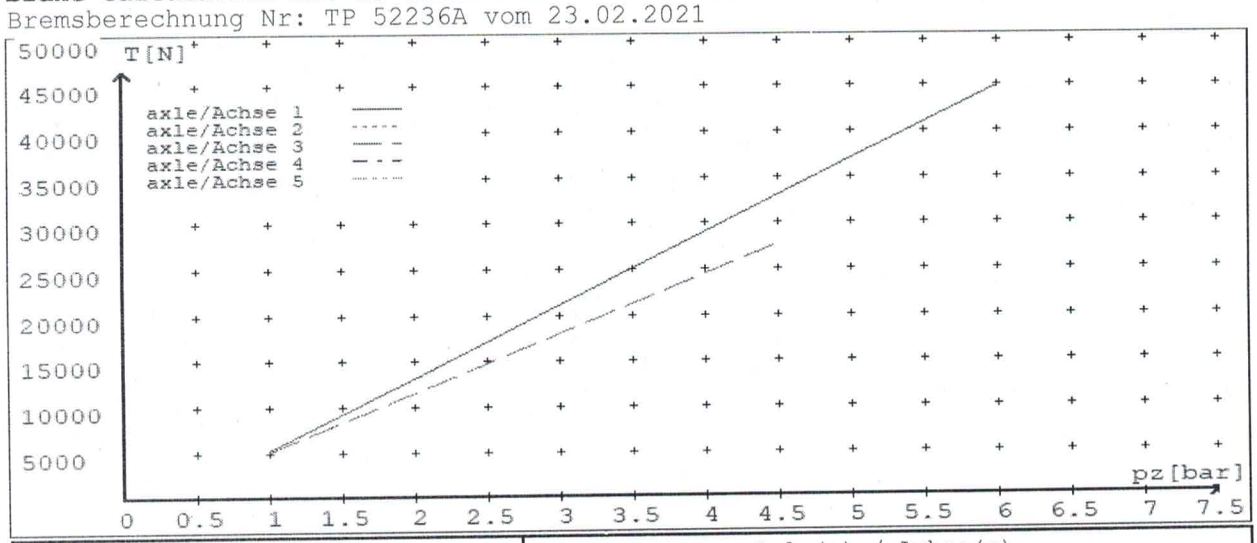
	Axle(s) / Achse(n)				
brake cylinder type (service / parking) Bremszylinder Typ (Betrieb / Fest)	20./	20./	T.14/24	T.14/24	14./
Maximum stroke smax = ...mm maximaler Hub smax = ...mm	65	65	64	64	64
Lever length = ...mm Hebellänge = ...mm	69.08	69.08	69.08	69.08	69.08

Print on WABCO no. 899 200 922 4 (only possible with laser printers!)

reference values for z = 0.5
Angabe der Referenzwerte für z = 0.5

for max rdyn: 421 mm
für max rdyn: 421 mm

brake calculation no: TP 52236A date 23.02.2021
Bremsberechnung Nr: TP 52236A vom 23.02.2021



	Axle(s) / Achse(n)				
brake cylinder type (service / parking) Bremszylinder Typ (Betrieb / Fest)	20./	20./	T.14/24	T.14/24	14./
Maximum stroke smax = ...mm maximaler Hub smax = ...mm	65	65	64	64	64
Lever length = ...mm Hebellänge = ...mm	69.08	69.08	69.08	69.08	69.08

GOUGH Transpecs

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.

EXCERPT 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 47.4) **NZTA Helpdesk 0800 699 000**

(p.p.).....
(J.Hirst (JEH) HVEK)

GOUGH Transpecs

NOTICE TO VEHICLE OPERATOR

This trailer is equipped with an **E**lectronic **B**rake **S**ystem.

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.

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

GOUGH Transpecs

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.

(p.p.)
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:	TARANAKI TRANSPORT SERVICES

VEHICLE DETAILS

VEHICLE TYPE:	5AFT TIP CURTAINSIDE	**CERT #:**	JH210221
YEAR:	2021	**CALCULATION #:**	TP52236
MAKE:	DOMETT	**REGO #:**	N/A
MODEL:	E2301	**LT400 #:**	776863
CHASSIS #:	2028	**ORDER #:**	7344
VIN #:	7A9E23018L2023028		
GVM: *t*	32	**PRIME MOVER:**	EBS / EUROPEAN
LOAD CONFIGURATION:	UNIFORM DENSITY		

	FRONT	REAR
GROUP RATINGS: *t*	16	19
WHEEL BASE: *m*	7.7	

	UNLADEN COG *m*	MAX HEIGHT *m*	HEIGHT DECK *m*
	1.276	4.3	1.21
COG: *m*	2.327		

	FRONT	REAR	TOTAL
TARE: t	4.6	4.65	9.25

	FRONT	REAR
TYRE SIZE:	265 70 R19.5	265 70 R19.5
ROLLING CIRCUMFERENCE: *mm*	2645	2645
AXLE SPACING: *m*	1.31	2.75

BRAKE & AXLE DETAILS

	MAKE	MODEL	TEST REPORT
AXLE:	HENDRICKSON	HND-PAN 19 DISC	ATPR0185
POLE WHEEL FRONT:	100	POLE WHEEL REAR:	100
LINING MATERIAL:	WABCO 230	BRAKE FACTOR:	23.49
SENSED AXLES:	2 + 4		NOTES:
SERIAL NUMBERS: 1	N/A		AANL ZMD
2	N/A		AANL ZMD
3	N/A		AANL ZMD
4	N/A		AANL ZMD
5	N/A		AANL ZMD

CHAMBER AND VALVING DETAILS

CHAMBERS:	AXLE 1 & 2	AXLE 3 & 4	AXLE 5
BRAND:	TSE_CHAMBERS	TSE_CHAMBERS	TSE_CHAMBERS
SIZE:	20HSCLD	1416HTLD	14HSCLD
STROKE: *mm*	65	64	64
TEST REPORT #:	BC 0041.0 Jul '07	BC0143.0	TSE derived
SPRINGBRAKE FORCE: *kN*	N/A	6.16	N/A
HOLDOFF PRESSURE: *Bar*	N/A	4.8	N/A
FOUNDATION BRAKE:	WABCO PAN19	WABCO PAN19	WABCO PAN19
LEVER LENGTH: *mm*	69	69	69

BRAKE VALVES:	MAKE:	PART NUMBER:	PM PRESS. *kPa*
ECU PART #:	WABCO	480 102 08. 0 (MV)	80 kPa
3RD MODULATOR #:	WABCO	480 207 202 0 (12V)	80 kPa
ANTI-COMPOUNDING:	YES		
SPRING BRAKE RELAY:	WABCO_PREV	971 002 900 0	
YARD RELEASE VALVE:	WABCO-PREV	971 002 900 0	
INLINE RELAY FITTED:	N/A	N/A	

ECU DIRECTION: ☑ FRONT ☐ REAR

FRONT FRICTION: μ 0.49

SUBSYSTEMS: ☐ SMARTBOARD ☐ OPTI-LINK ☐ CAN ROUTER 446 122 050 0

☐ ELEX 446 122 070 0 ☐ TAILGUARD

SUSPENSION

	FRONT	REAR
SUSPENSION TYPE:	PNEUMATIC	PNEUMATIC
MAKE:	HENDRICKSON_AIR	HENDRICKSON_AIR
MODEL:	HENDRICKSON_INTRAX	HENDRICKSON_INTRAX
BELLOW SIZE:	ZMD SHOCKLESS	ZMD SHOCKLESS
HEIGHT CONTROL VALVE:	464 008 011 0	464 008 011 0
OTHER VALVES:	N/A	N/A
RIDE HEIGHT *mm* :	255	255
HANGER HEIGHT *mm* :	N/A	N/A
PEDESTAL HEIGHT *mm* :	N/A	N/A
LIFTAXLE:		N/A
TIPPING DUMP SWITCH:		N/A
LIFTAXLE VALVE:		N/A
PRESSURE LIMITING:		N/A

AIR TANKS

AIR TANKS STANDARD: SAE J10A / EN286-2

	FRONT	REAR
BRAKE TANK SIZE: *L*	46	46 + 25
AUXILLARY TANK SIZE: *L*	N/A	46
PRESSURE PROTECTION:	WABCO PEM: 461 513 002 0	

AIR LINES

TEST POINTS:

CONTROL LINE:	X 1	**TANK:**	X 1
REAR CHAMBER:	X 2	**FRONT CHAMBER:**	X 1
DUOMATIC COLOUR CODED:	YES		

ELECTRONIC HEIGHT SENSOR CALIBRATION

	TIMER TICKS [F/R]	MILLIMETRE [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: ☑

RESPONSE TIME:	MODULATOR 2.1	MODULATOR 2.2	RELAY VALVE
ms:	220	230	355

NOTES AND SPECIAL CONDITIONS

FILES RECEIVED: 09.12.20

FILES CREATED (SoDC) AND SENT TO CJC: 23.02.21

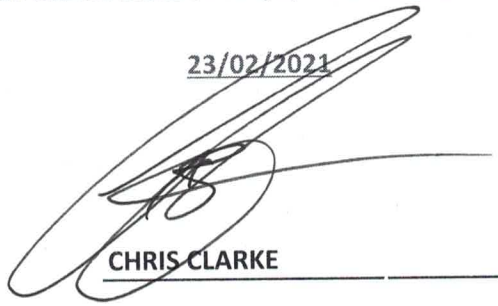
REASON FOR CERTIFICATION: NEW TRAILER

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 VECHLE BRAKE RULE 32015/5, SCHEDULE 5.

DATE: 23/02/2021

SIGNED:



CERTIFIER NAME & ID: CHRIS CLARKE CJC

SODC BY: JOHN HIRST JEH

PHONE (BUS): 09-980-7300

FAX:

POSTAL ADDRESS: P.O. Box 98-971, Manukau 2241
New Zealand