

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)

Make **DOMETT**

Model (optional) **B2001**

Certification category **HVEK**

VIN/chassis number **7A9B20010M2023088**

Component being certified:

<input type="checkbox"/> Chassis	<input type="checkbox"/> Load anchorage
<input type="checkbox"/> Log bolsters	<input checked="" type="checkbox"/> Brakes
<input type="checkbox"/> SRT	<input type="checkbox"/> PSV stability
<input type="checkbox"/> Swept path	<input type="checkbox"/> PSV rollover
	<input type="checkbox"/> 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.
 2AFT 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) **16 Tonnes GVM**

General drawing number(s) **N/A** **8 Tonnes (Front brake mass)**
8 Tonnes (Rear brake mass)

Supporting documents

BRAKE RULE CERTIFICATE JH210425

BRAKE CALCULATION # TP52279

Special conditions (optional)

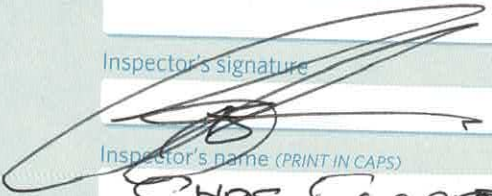
WARNING LAMP MUST ILLUMINATE WHEN IGNITION IS SWITCHED ON & THEN EXTINGUISH IMMEDIATELY OR WHEN VEHICLE SPEED EXCEEDS 7 KM/H

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)

Inspector's signature 

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

Date **24-Apr-21** Number **782544**

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	2020-10-12	Serial number	437009617800D
Serial number (modulator)	000000504330		
Fingerprint Customer EOL / Customer Development / Flash Program	W503643 / 2021-05-03 ; 00000000 / 0000-00-00 ; 00000000 / 0000-00-00		

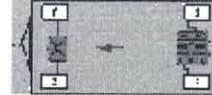
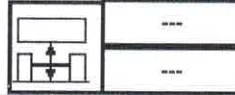
WABCO

TRAILER EBS-E

GGVS/ADR TUEH TB 2007 - 019.00
TDB0459

HERSTELLER MANUFACTURER CONSTRUCTEUR	DOMETT TRAILERS		
TYP TYPE TYPE	2AFT CURTAINSIDE		
VEHICLE IDENT. NUMBER CHASSIS NUMBER NUMERO DE CHASSIS	7A9B20010M2023088		
BREMSBERECHNUNGS-NR. BRAKE CALCULATION NO. CALCUL DE FREINAGE NO.	TP52279A		
POLRADZAHNEZAHL c-d e-f POLE WHEEL TEETH c-d e-f DENTS ROUE DENTEE c-d e-f	90	90	ABS-System ABS-System Systeme ABS 4S/3M
RSS RSS RSS	Einfachbereifung Single Tire Monte simple	Lonkchse Steering axle Essieu vireur	
	Zwillingbereifung Twin Tire Monte jumelée	X	Kippkritisches Fahrzeug Critical Trailer Vehicule critique
Subsystems	SB	I/O	24N

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

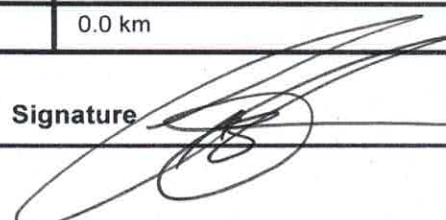


ACHSE AXLE ESSEU	pm (bar)		6.5		pm (bar)		0.7		2.0		---		6.5		TYP TYPE	(mm)	(mm)	(bar)	
	+	-	+	-	+	-	+	-	+	-	+	-	+	-				1.0	Pz
1	2200	1.1	2.8	8000	5.1	0.4	1.4	---	6.1	-	24	67	152	584	5083				
2	1840	0.8	1.7	8000	5.1	0.4	1.6	---	4.1	-	24 / 30	64	127	544	2766				
3	0	---	---	0	---	---	---	---	---	-	---	---	---	---	---				
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	7A9B20010M2023088
Vehicle type	2AFT CURTAINSIDE	Odometer reading	0.0 km
next Service	0 km	Trip reading	0.0 km
Tester	Chris Clarke	Signature 	
Date	2021-05-03 11:46:58 AM		

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

distribution: DOMETT TRAILERS
 7A9B20010M2023088
 SoDC: JH210425
 LT400: CJC 782544

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 db 31.08.2018

vehicle manufacturer: DOMETT TRAILERS
 trailer model : 2AFT CURTAINSIDE
 trailer type : 2-axle-full-trailer
 remarks : air / hydraulic / VA suspension
 WABCO TRAILER - EBS E
 TRISTOP 2: 24/30
 265/70 R 19,5
 THE BRAKE CHAMBERS ARE TSE

axle 1 + 2 : SAF, SNK 367x180, TDB 0459 ECE,

		<u>unladen</u>	<u>laden</u>
total mass	P in kg	4040	16000
axle 1	P1 in kg	2200	8000
axle 2	P2 in kg	1840	8000
wheel base	E in mm	5300 - 5400	
centre of gravity height	h in mm	1193	2100

		<u>axle 1</u>	<u>axle 2</u>
no. of combined axles		1	1
no. of brake chambers per axle line	KDZ	2	2
The power output corresponds to		BC 0069.2BC	0051.0
brake chamber manufacturer		BPW	WABCO
chamber size		24.	24/30
lever length	lBh in mm	152	127
brake factor	[-]	9.73	9.73
dyn. rolling radius	rdyn min in mm	421	421
dyn. rolling radius	rdyn max in mm	421	421
threshold torque	Co Nm	30.0	30.0

calculation:

chamber pressure(rdyn min)pH at z=22,5%bar	2.2	2.0
chamber pressure(rdyn max)pH at z=22,5%bar	2.2	2.0
chamber press.(servo)pcha at pm6,5bar bar	6.1	4.1
piston force ThA at pm6,5bar N	8782	5768
brake force(rdyn min)T lad. at pm6,5bar N	61099	33257
brake force(rdyn max)T lad. at pm6,5bar N	61099	33257
Brake force incl. 1 % rolling resistance proportion	54.8	45.2

braking rate z laden 0.601 for rdyn min
 z = sum. (TR)/PRmax 0.601 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: BPW 05.444.15...

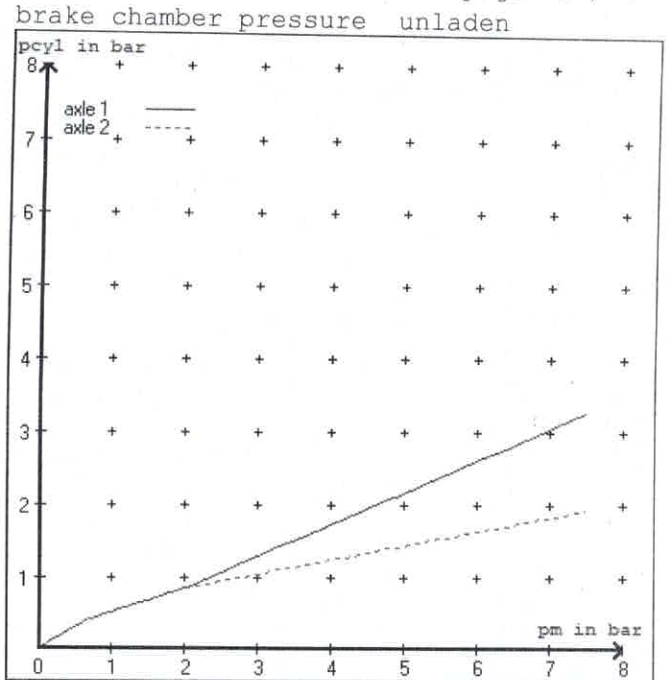
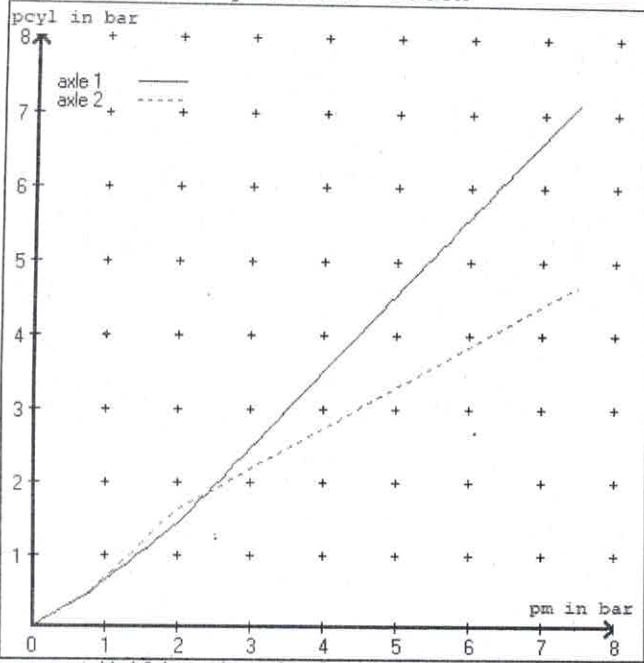
axle 2:

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

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

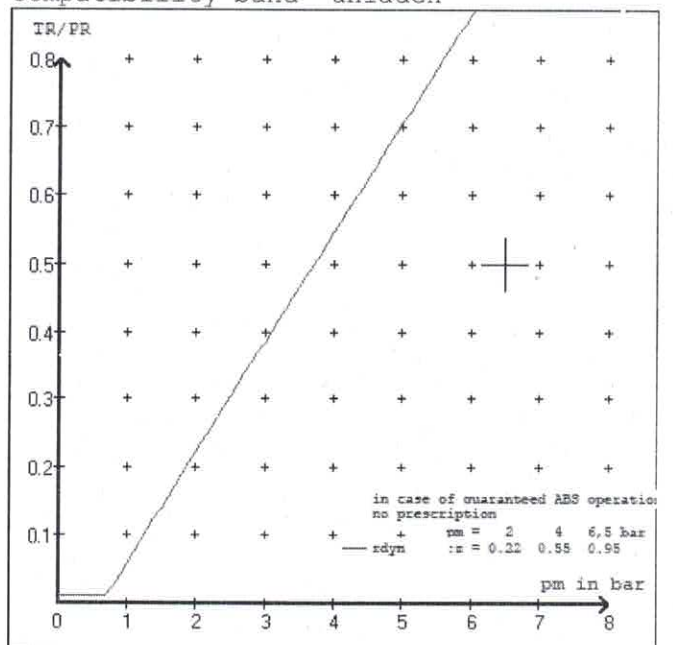
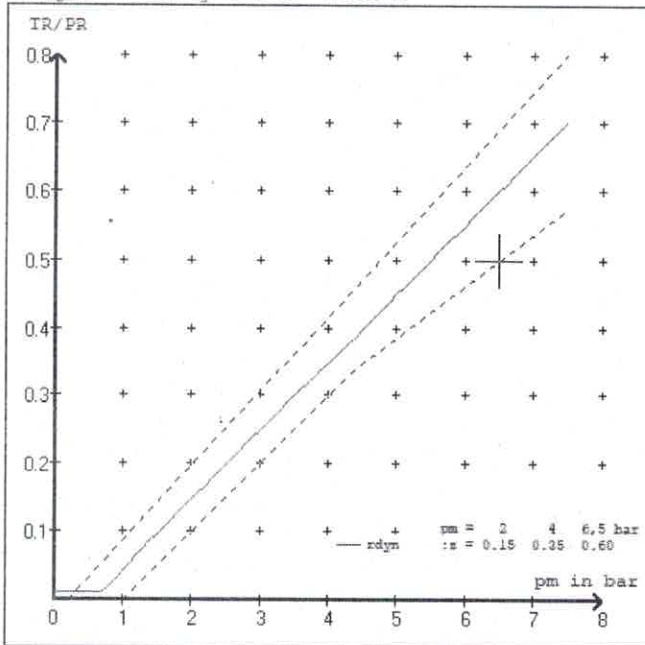
brake cylinder: WABCO 925 376 005 0 / 925 376 2.. 0

test type III (zIII = 0.30) for rdyn min : axle1 axle2
at pm 3.5 bar => pcha in bar : 3.0 2.4
test type III (zIII = 0.06) for rdyn min : axle1 axle2
at pm 1.2 bar => pcha in bar : 0.8 0.8



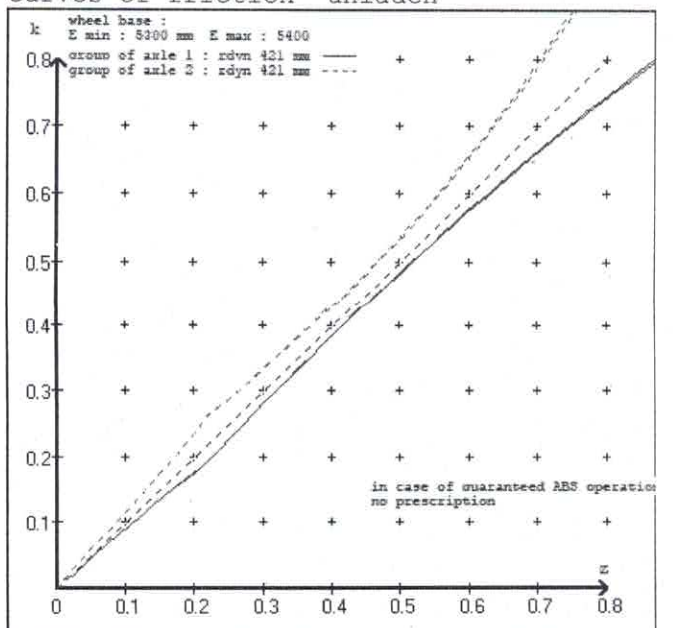
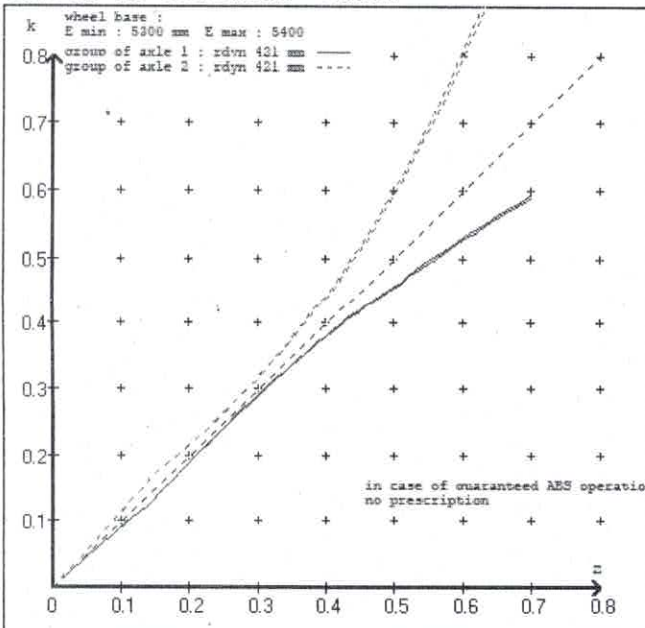
compatibility band laden

compatibility band unladen



curves of friction laden

curves of friction unladen



vehicle manufacturer: DOMETT TRAILERS
 trailer model : 2AFT CURTAINSIDE
 trailer type : 2-axle-full-trailer

brake chamber and lever length :

axle 1 : 2 x type/diameter 24. (BPW) lever length 152 mm
 axle 2 : 2 x type/diameter 24/30 (WABCO) lever length 127 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.. 0 WABCO EBS trailer modulator

EBS input data

=====

vehicle manufacturer: DOMETT TRAILERS
 trailer model : 2AFT CURTAINSIDE
 trailer type : 2-axle-full-trailer
 brake calculation no. : TP 52279A

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

assignment pm / deceleration z: pm 0.7 bar z = 0.010
 (laden condition) 2.0 bar z = 0.142
 6.5 bar z = 0.600

control pressure pm		6,5	control pressure pm		0.7	2.0	6.5	
axle	axle load unladen	bellow pr. unladen	brake pr. unladen	axle load laden	bellow pr. laden	brake pr. laden		
1	2200	to be	2.8	8000	to be	0.4	1.4	6.1
2	1840	entered by	1.7	8000	entered by	0.4	1.6	4.1
3	0	the vehicle	0,0	0	the vehicle	0,0	0,0	0,0
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 load pcyl	axle load pcyl
2200 2.8	1840 1.7
2700 3.1	2340 1.9
3200 3.4	2840 2.1
3700 3.7	3340 2.3
4200 3.9	3840 2.5
4700 4.2	4340 2.7
5200 4.5	4840 2.9
5700 4.8	5340 3.1
8000 6.1	8000 4.1

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

axle 1 : reference axle: SAF	SNK 3718	brake lining: BK 6386
test report :	TDB 0459 ECE	date : 20130801
axle 2 : reference axle: SAF	SNK 3718	brake lining: BK 6386
test report :	TDB 0459 ECE	date : 20130801

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 = 28.1 % Fe
axle 2	(rdyn 421 mm)	T = 19.0 % Fe

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

axle 1	(sp = 74 mm)	s = 64 mm
axle 2	(sp = 63 mm)	s = 54 mm

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

axle1	ThA = 8782 N
axle2	ThA = 5768 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 = 44402 N
axle 2	(rdyn 421 mm)	T = 24305 N

basic test	type III
of subject	(calculated)
trailer (E)	residual
	(hot)braking
	0.44

braking rate of the vehicle
(item 4.3.2 to appendix 2 to annex 11)

0.60

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 = 44402 N
axle 2	(rdyn 421 mm)	T = 24305 N

basic test	type III
of subject	(calculated)
trailer (E)	residual
	(hot)braking
	0.44

braking rate of the vehicle
(item 4.3.2 to appendix 2 to annex 11)

0.60

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

		<u>axle 2</u>
no of TRISTOP-actuators per axle line KDZ		2
TRISTOP-actuator type		24/30
lever length	lBh in mm	127
stat. tyre radius	rstat max in mm	401
at a stroke of	s in mm	30
min. force of spring brake	TFZ in N	6360
sp.brake chamber no 925		376 005 0
sp.brake chamber no 925		376 2.. 0
release pressure	pLs in bar	4.9

calculation:

ratio until road		3.0816
$iFb = lBh * \eta * C * rBt / (2 * rBn * rstat)$		
	for rstat in mm	401
brake force of spring br. Tf in N		37742
$Tf = (TFZ * KDZ - 2 * Co / lBh) * iFb$		
braking rate	zf laden	0.250
$zf = \sum (Tf) / P + 0,01$		

Test of the frictional connection required by the parking brake

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

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

$$\min Ef = 3907 \text{ mm} \quad \text{for } E = 5300 \text{ mm}$$

$$\min Ef = 3972 \text{ mm} \quad \text{for } E = 5400 \text{ mm}$$

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 =	2100 mm	height of center of gravity - laden
PR =	8000 kg	maximum bogie mass - laden
P =	16000 kg	maximum total mass - laden
nf =	1	no. of axle(s) with TRISTOP spring brake actuators
ng =	1	no. of bogie axle(s)

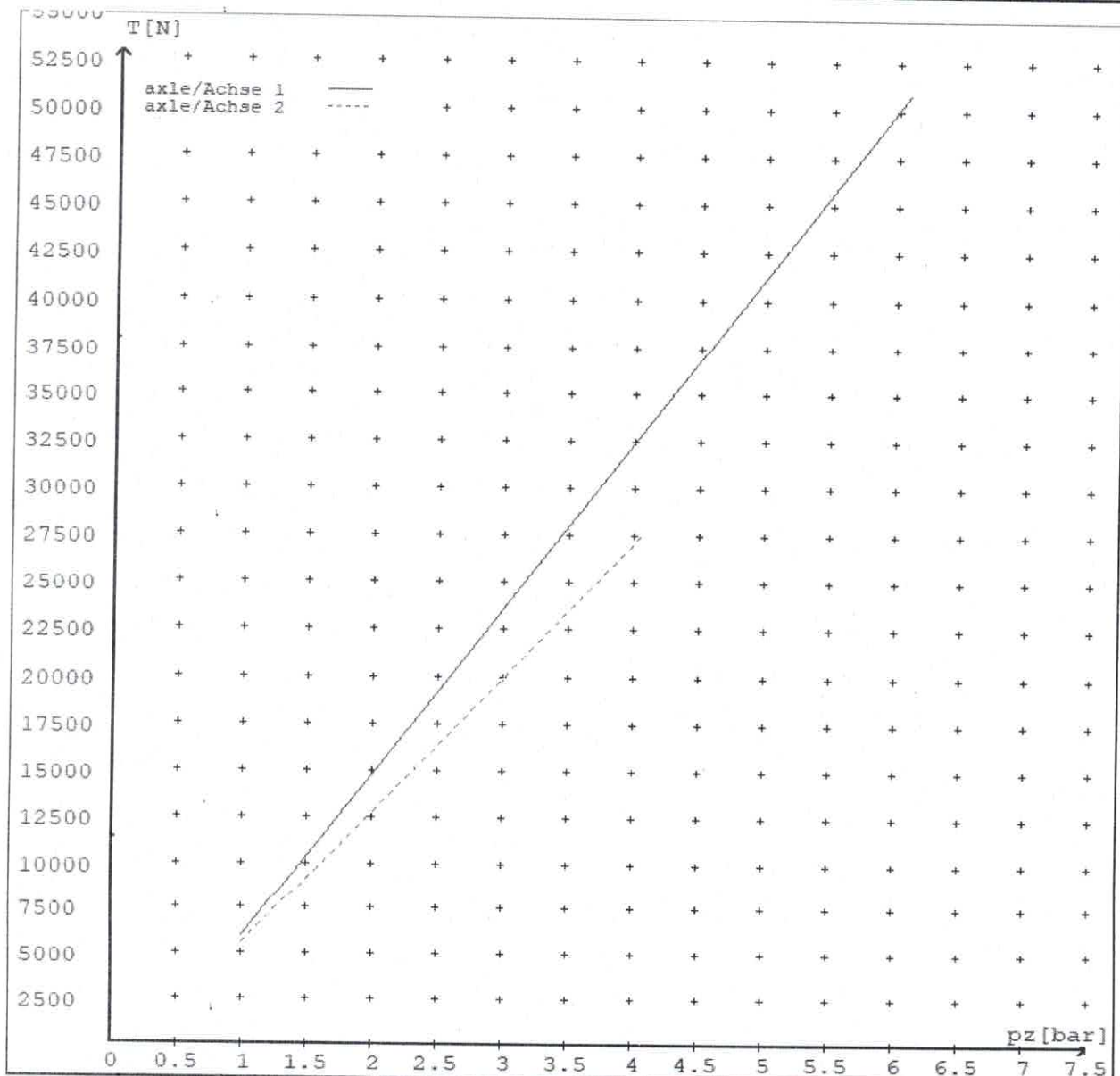
reference values

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

	pz [bar]	T [N]	T [N]
axle 1	1.0	5847	
	6.1	50831	
axle 2	1.0		5443
	4.1		27668

VIN - no.:

	Axle(s) / Achse(n)				
brake cylinder type (service / parking) Bremszylinder Typ (Betrieb / Fest)	24./	24/30	/	/	/
Maximum stroke smax = ...mm maximaler Hub smax =mm	75	64			
Lever length =mm Hebellänge =mm	152	127			



reference values for $z = 0.5$

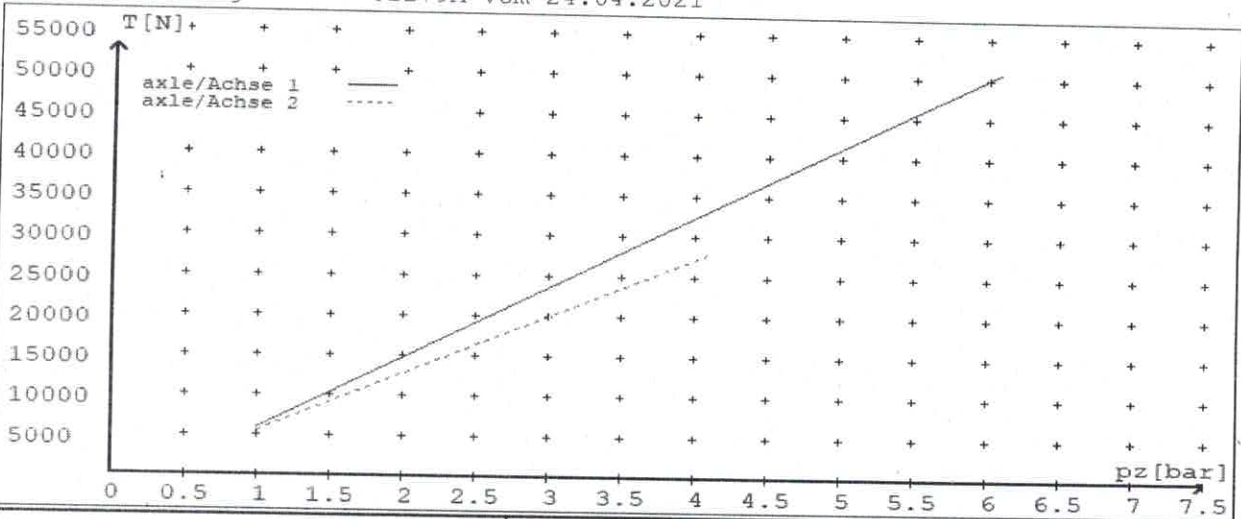
Angabe der Referenzwerte für $z = 0.5$

for max r_{dyn}: 421 mm

für max r_{dyn}: 421 mm

brake calculation no: TP 52279A date 24.04.2021

Bremsberechnung Nr: TP 52279A vom 24.04.2021



	Axle(s) / Achse(n)				
brake cylinder type (service / parking) Bremszylinder Typ (Betrieb / Fest)	24./	24/30	/	/	/
Maximum stroke s _{max} = ...mm maximaler Hub s _{max} = ...mm	75	64			
Lever length = ...mm Hebellänge = ...mm	152	127			

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)

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.

(p.p.)
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.


(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:	NOT SPECIFIED

VEHICLE DETAILS

VEHICLE TYPE:	2AFT CURTAINSIDE	CERT #:	JH210425
YEAR:	2020	CALCULATION #:	TP52279
MAKE:	DOMETT	REGO:	N/A
MODEL:	B2001	LT400 #:	782544
CHASSIS #:	2088	ORDER #:	7997
VIN #:	7A9B20010M2023088		
GVM: t	16	PRIME MOVER:	JAPANESE
LOAD CONFIGURATION:	MIXED FREIGHT		
GROUP RATINGS: t	FRONT	REAR	
	8	8	
WHEEL BASE: m	5.35		
	UNLADEN COG m	MAX HEIGHT m	HEIGHT DECK m
	1.193	4.3	1.103
COG: m	2.082		
	FRONT	REAR	TOTAL
TARE: t	2.2	1.84	4.04
	FRONT	REAR	
TYRE SIZE:	265 70 R19.5	265 70 R19.5	
ROLLING CIRCUMFERENCE:mm	2645	2645	
AXLE SPACING: m	N/A	N/A	

BRAKE & AXLE DETAILS

	MAKE	MODEL	TEST REPORT
AXLE:	SAF	SAF-367 X 180	TDB0459
POLE WHEEL FRONT:	90	POLE WHEEL REAR:	90
LINING MATERIAL:	BK 6386	BRAKE FACTOR:	9.73
SENSED AXLES:	#1 & #2	NOTES:	
SERIAL NUMBERS:	1		NG-IU30
	2		NG-IU30
	3	N/A	N/A
	4	N/A	N/A

CHAMBER AND VALVING DETAILS

	AXLE 1	AXLE 2	
CHAMBERS:			
BRAND:	TSE_CHAMBERS	TSE_CHAMBERS	
SIZE:	245	2430 TN2	
STROKE: <i>mm</i>	67	64	
TEST REPORT #:	TSE derived	TSE derived	
SPRINGBRAKE FORCE: <i>kN</i>	N/A	6.72	
HOLDOFF PRESSURE: <i>Bar</i>	N/A	4.8	
FOUNDATION BRAKE:	DRUM	DRUM	
LEVER LENGTH: <i>mm</i>	152	127	
BRAKE VALVES:	MAKE:	PART NUMBER:	PM PRESS. <i>kPa</i>
ECU PART #:	WABCO	480 102 08. 0 (MV)	70 kPa
3RD MODULATOR #:	WABCO	480 207 202 0 (12V)	70 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:	<input checked="" type="checkbox"/> FRONT	<input type="checkbox"/> REAR	FRONT FRICTION: μ 0.525

SUBSYSTEMS: SMARTBOARD OPTI-LINK CAN ROUTER 446 122 050 0 ELEX 446 122 070 0 TAILGUARD**SUSPENSION**

	FRONT	REAR
SUSPENSION TYPE:	PNEUMATIC	PNEUMATIC
MAKE:	SAF_AIRSPRING	SAF_AIRSPRING
MODEL:	SAF_INTRA	SAF_INTRA
BELLOW SIZE:	2619, 300mm	2619, 300mm
HEIGHT CONTROL VALVE:	464 008 011 0	464 008 011 0
OTHER VALVES:	N/A	N/A
RIDE HEIGHT mm :	290	290
HANGER HEIGHT mm :	250	250
PEDESTAL HEIGHT mm :	50	50
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	25	25
AUXILLARY TANK SIZE: L	N/A	25
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:	<input checked="" type="checkbox"/>	VALVE MOUNTING:	<input checked="" type="checkbox"/>
ECU BLANKING PLUGS CHECKED:	<input checked="" type="checkbox"/>		

RESPONSE TIME:	MODULATOR 2.1	MODULATOR 2.2	RELAY VALVE
ms:	150	155	255

NOTES AND SPECIAL CONDITIONS

REASON FOR CERTIFICATION: NEW TRAILER BUILD

FILES RECEIVED: 23.03.2021

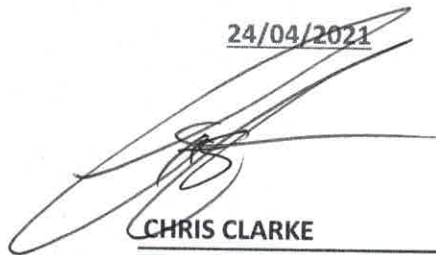
FILES CREATED AND SENT TO CJC: 24.04.2021

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: 24/04/2021

SIGNED:



CERTIFIER NAME & ID: CHRIS CLARKE CJC

SODC BY: JOHN HIRST JEH

PHONE (BUS): 09-980-7300

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