

Heavy vehicle specialist inspector's or manufacturing inspecting organisation's name <small>(PRINT IN CAPS)</small>	ID
CHRIS CLARKE	CJC

Plate number <small>(optional)</small>	VIN/chassis number
	7 A 9 D 2 0 0 1 1 N 2 0 2 3 1 5 7
Make	Component being certified:
DOMETT	<input type="checkbox"/> Chassis <input type="checkbox"/> Load anchorage
Model <small>(optional)</small>	<input type="checkbox"/> Log bolsters <input type="checkbox"/> Towing connection <input checked="" type="checkbox"/> Brakes
D2001 PH	<input type="checkbox"/> SRT <input type="checkbox"/> PSV stability <input type="checkbox"/> PSV rollover
Certification category	<input type="checkbox"/> Swept path <input type="checkbox"/> PBS
HVEK	

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.
 4AFT 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	Component load rating(s)
LTR 32015/5	30 Tonnes GVM
General drawing number(s)	16 Tonnes (Front brake mass)
N/A	16 Tonnes (Rear brake mass)

Supporting documents

BRAKE RULE CERTIFICATE	JH220233
BRAKE CALCULATION #	TP52457

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 <small>(if applicable)</small>	or	Hubodometer reading <small>(whichever comes first)</small>
N/A [UNLESS MODIFIED]		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

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

CHRIS CLARKE **CJC**

Date Number

25.02.2022 **819354**

CoF vehicle inspector ID <small>(if applicable)</small>	CoF vehicle inspector signature <small>(if applicable)</small>	Date

All fields are mandatory unless otherwise stated.

8660

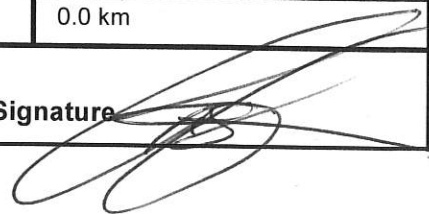
WABCO START-UP LOG			
System	Trailer EBS-E	WABCO part number	480 102 084 0
Production date	2021-07-29	Serial number	897040092500H
Serial number (modulator)	000000511251		
Fingerprint Customer EOL / Customer Development / Flash Program	W503643 / 2022-02-25 ; 00000000 / 0000-00-00 ; 00000000 / 0000-00-00		

WABCO				TRAILER EBS-E				GGVS/ADR TUEH TB 2007 - 019.00 ATPR0185											
HERSTELLER MANUFACTURER CONSTRUCTEUR				DOMETT TRAILERS				GIO				Pin1		Pin3		Pin4			
TYP TYPE TYPE				4AFT CURTAINSIDE				1		---		---		---					
VEHICLE IDENT. NUMBER CHASSIS NUMBER NUMERO DE CHASSIS				7A9D20011N2023157				2		---		---		---					
BREMSBERECHNUNGS-NR. BRAKE CALCULATION NO. CALCUL DE FREINAGE NO.				TP52457A				3		ALS2		ALS2		---					
POLRADZÄHNEZAHL 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		4		---		---			
RSS RSS RSS		Einfachbereifung Single Tire Monte simple		Lenkachse Steering axle Essieu vireur						5		DIAG		DIAG		DIAG			
		Zwillingsbereifung Twin Tire Monte jumelée		X		KippKritisches Fahrzeug Critical Trailer Véhicule critique				6		---		---		---			
Subsystems		SB		I/O		24N				7		---		---		---			
ACHSE AXLE ESSIEU		pm (bar)		6.5		pm (bar)		0.7		2.0		---		6.5		TYP TYPE			
1		1650		0.6		2.2		8000		4.5		0.4		1.5		---		6.1	
2		1650		0.6		2.2		8000		4.5		0.4		1.5		---		6.1	
3		1600		0.6		1.9		8000		4.5		0.3		1.7		---		5.3	
4		1600		0.6		1.9		8000		4.5		0.3		1.7		---		5.3	
5		0		---		---		0		---		---		---		---		---	
		1.0		Pz															
		TR (daN)																	

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.	7A9D20011N2023157
Vehicle type	4AFT CURTAINSIDE	Odometer reading	0.0 km
Next service	0 km	Trip reading	0.0 km
Tester	Chris Clarke	Signature 	
Date	2022-02-25 4:37:07 pm		

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

distribution: DOMETT TRAILERS
 7A9D20011N2023157
 SODC: JH220233
 LT400: CJC 819354

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 : 4AFT CURTAINSIDE
 trailer type : 4-axle-full-trailer
 remarks : air / hydraulic / VA suspension
 WABCO TRAILER - EBS E
 TRISTOP 3+4: T.14/24 [TSE1416HTLD ACTUALLY FITTED -
 SEE PAGE 7 FOR PERFORMANCE DATA]
 265/70 R 19,5

axle 1 + 2 + 3 + 4 : Hendrickson, WABCO PAN-19, ATPR0185, AT0185

		unladen	laden
total mass	P in kg	6500	32000
axle 1	P1 in kg	1650	8000
axle 2	P2 in kg	1650	8000
axle 3	P3 in kg	1600	8000
axle 4	P4 in kg	1600	8000
wheel base	E in mm	7050 - 7150	
centre of gravity height	h in mm	1150	2110

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

calculation:

chamber pressure(rdyn min)pH at z=22,5%bar	2.3	2.3	2.3	2.3
chamber pressure(rdyn max)pH at z=22,5%bar	2.3	2.3	2.3	2.3
chamber press.(servo)pcha at pm6,5bar bar	6.1	6.1	5.3	5.3
piston force ThA at pm6,5bar N	7071	7071	5087	5087
brake force(rdyn min)T lad. at pm6,5bar N	54625	54625	39327	39327
brake force(rdyn max)T lad. at pm6,5bar N	54625	54625	39327	39327
Brake force incl. 1 % rolling resistance proportion %	27.3	27.3	22.7	22.7

braking rate z laden 0.599 for rdyn min
 z = sum (TR)/PRmax 0.599 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:

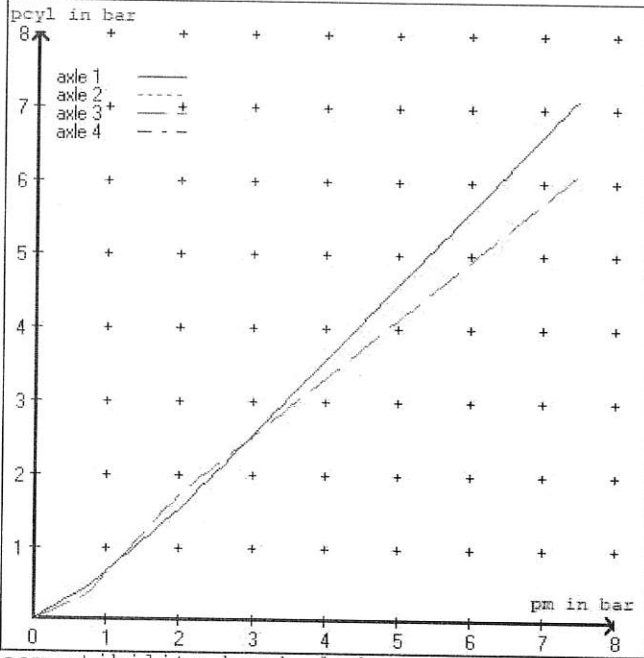
valve 1: 971 002 ... 0 WABCO
 EBS emergency valve

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

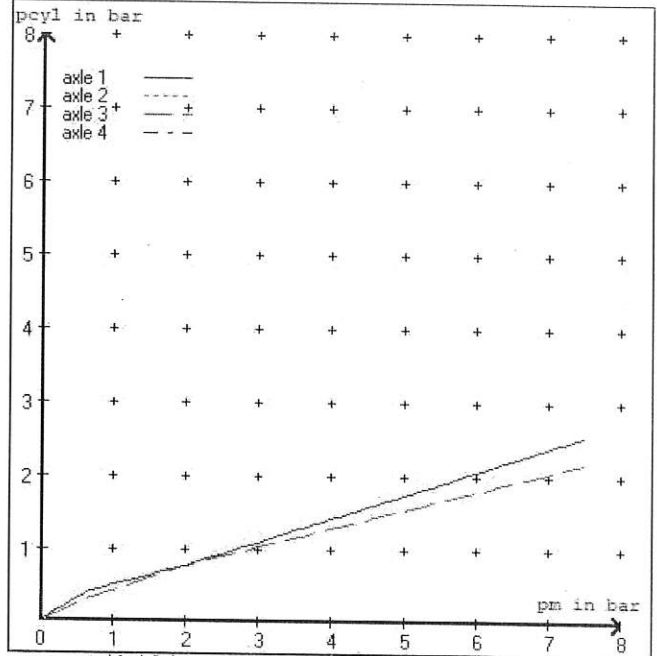
brake cylinder: Meritor 1424HTLD64

test type III (zIII = 0.30)	for rdyn min :	axle1	axle2	axle3	axle4	
at pm 3.6 bar =>	pcha in bar :	3.1	3.1	2.9	2.9	
test type III (zIII = 0.06)	for rdyn min :	axle1	axle2	axle3	axle4	
at pm 1.2 bar =>	pcha in bar :	0.8	0.8	0.8	0.8	

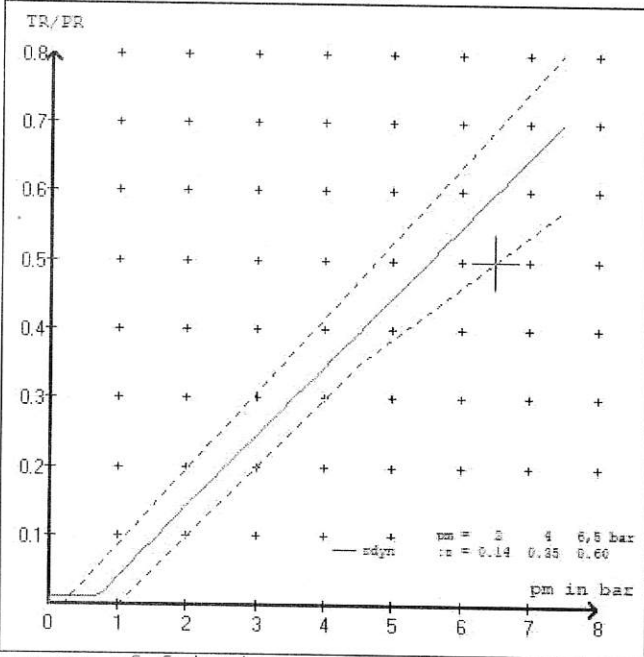
brake chamber pressure laden



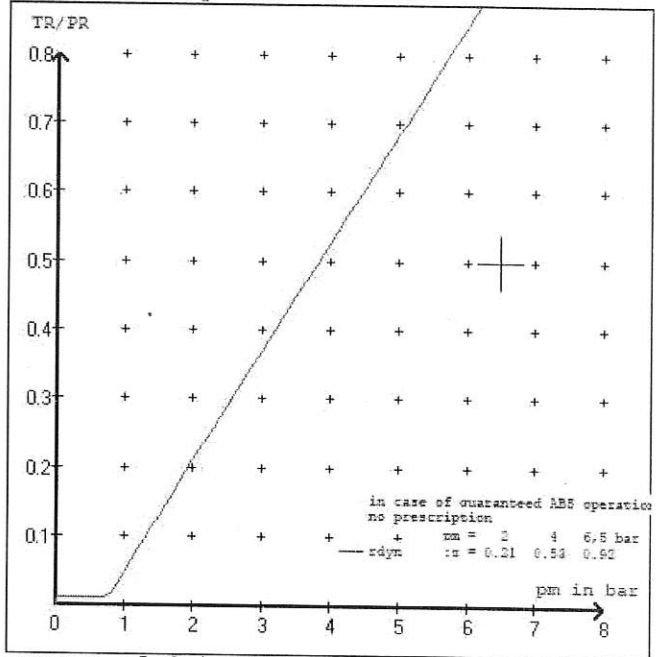
brake chamber pressure unladen



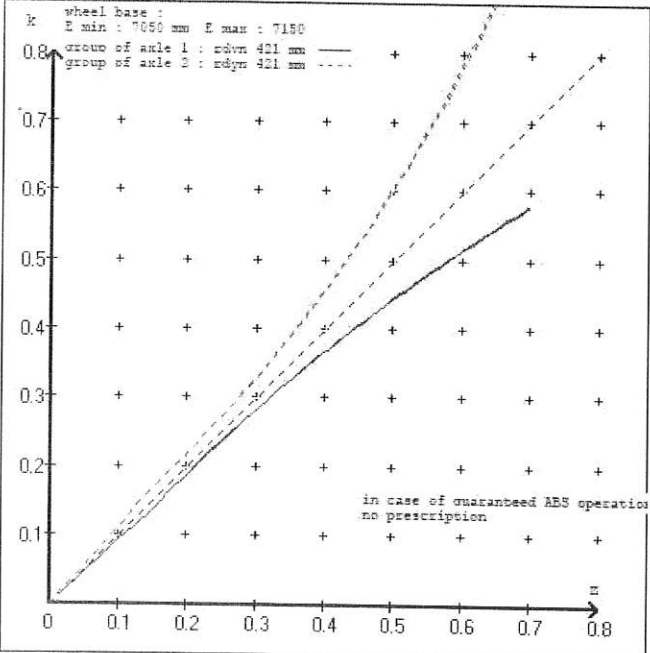
compatibility band laden



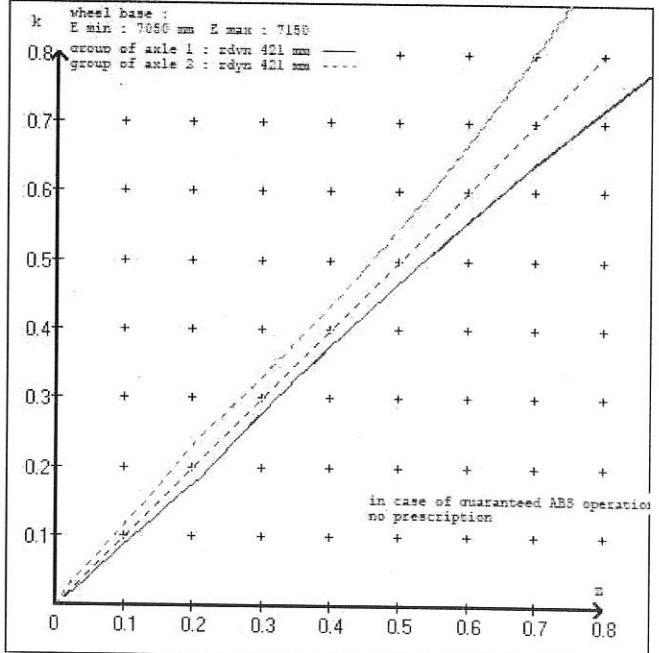
compatibility band unladen



curves of friction laden



curves of friction unladen



vehicle manufacturer: DOMETT TRAILERS
 trailer model : 4AFT CURTAINSIDE
 trailer type : 4-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

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 : 4AFT CURTAINSIDE
 trailer type : 4-axle-full-trailer
 brake calculation no. : TP 52457A

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	1650	to be	2.2	8000	to be	0.4	1.5	6.1
2	1650	entered by the vehicle manufact.	2.2	8000	entered by the vehicle manufact.	0.4	1.5	6.1
3	1600		1.9	8000		0.3	1.7	5.3
4	1600		1.9	8000		0.3	1.7	5.3
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 4
axle load pcy1	axle load pcy1	axle load pcy1	axle load pcy1
1650 2.2	1650 2.2	1600 1.9	1600 1.9
2150 2.5	2150 2.5	2100 2.2	2100 2.2
2650 2.8	2650 2.8	2600 2.4	2600 2.4
3150 3.1	3150 3.1	3100 2.7	3100 2.7
3650 3.4	3650 3.4	3600 3.0	3600 3.0
4150 3.7	4150 3.7	4100 3.2	4100 3.2
4650 4.0	4650 4.0	4600 3.5	4600 3.5
5150 4.3	5150 4.3	5100 3.8	5100 3.8
8000 6.1	8000 6.1	8000 5.3	8000 5.3

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

axle 1 : reference axle: HendricksonAANT 23K	brake lining: WABCO 230
test report : ATPR0185	date : 20170302 02.03.2017
axle 2 : reference axle: HendricksonAANT 23K	brake lining: WABCO 230
test report : ATPR0185	date : 20170302 02.03.2017
axle 3 : reference axle: HendricksonAANT 23K	brake lining: WABCO 230
test report : ATPR0185	date : 20170302 02.03.2017
axle 4 : reference axle: HendricksonAANT 23K	brake lining: WABCO 230
test report : ATPR0185	date : 20170302 02.03.2017

calc. verific. of residual (hot) braking force type III
(item 4.2.1 of appendix 2 to annex 11)

axle 1 (rdyn 421 mm)	T = 26.0 % Fe
axle 2 (rdyn 421 mm)	T = 26.0 % Fe
axle 3 (rdyn 421 mm)	T = 21.1 % Fe
axle 4 (rdyn 421 mm)	T = 21.1 % Fe

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

axle 1 (sp = 58 mm)	s = 39 mm
axle 2 (sp = 58 mm)	s = 39 mm
axle 3 (sp = 56 mm)	s = 39 mm
axle 4 (sp = 56 mm)	s = 39 mm

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

axle1	ThA = 7071 N
axle2	ThA = 7071 N
axle3	ThA = 5087 N
axle4	ThA = 5087 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 = 41752 N
axle 2 (rdyn 421 mm)	T = 41752 N
axle 3 (rdyn 421 mm)	T = 30116 N
axle 4 (rdyn 421 mm)	T = 30116 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	0.46

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 = 41752 N
axle 2 (rdyn 421 mm)	T = 41752 N
axle 3 (rdyn 421 mm)	T = 30116 N
axle 4 (rdyn 421 mm)	T = 30116 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	0.46

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 3</u>	<u>axle 4</u>
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		4.0466	4.0466
$iFb = lBh * \eta * C * rBt / (rBn * rstat)$			
	for rstat in mm	401	401
brake force of spring br. Tf in N		49151	49151
$Tf = (TFZ * KDZ - 2 * Co / lBh) * iFb$			
braking rate	zf laden	0.323	
$zf = \text{sum}(Tf) / P + 0,01$			

Test of the frictional connection required by the parking brake

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

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

$$\min Ef = 5038 \text{ mm} \quad \text{for } E = 7050 \text{ mm}$$

$$\min Ef = 5103 \text{ mm} \quad \text{for } E = 7150 \text{ mm}$$

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 = 2110 mm height of center of gravity - laden

PR = 16000 kg maximum bogie mass - laden

P = 32000 kg maximum total mass - laden

nf = 2 no. of axle(s) with TRISTOP spring brake actuators

ng = 2 no. of bogie axle(s)

axle manufacturer	axle 1 + 2 + 3 + 4
type of brake	Hendrickson
type of axle	WABCO PAN-19
	AANT 23K
	ATPR0185
test report of characteristic value	AT0185
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 cm ² 292
no. of brake cylinder	- 2
brakefactor (SB) Bf	- 23.49
brakefactor (PB) Bf	- 23.49
threshold torque (Co,dec)	Mo in Nm 6
date	20170302 02.03.2017
brake lining	WABCO 230
cam torque	Ce in Nm 499
brake force	TeIII in daN 4180
stroke	seIII in mm 39
tested tyre radius	Re in mm 432
tested lever length	le in mm 69
threshold torque (Co,e)	in Nm 6

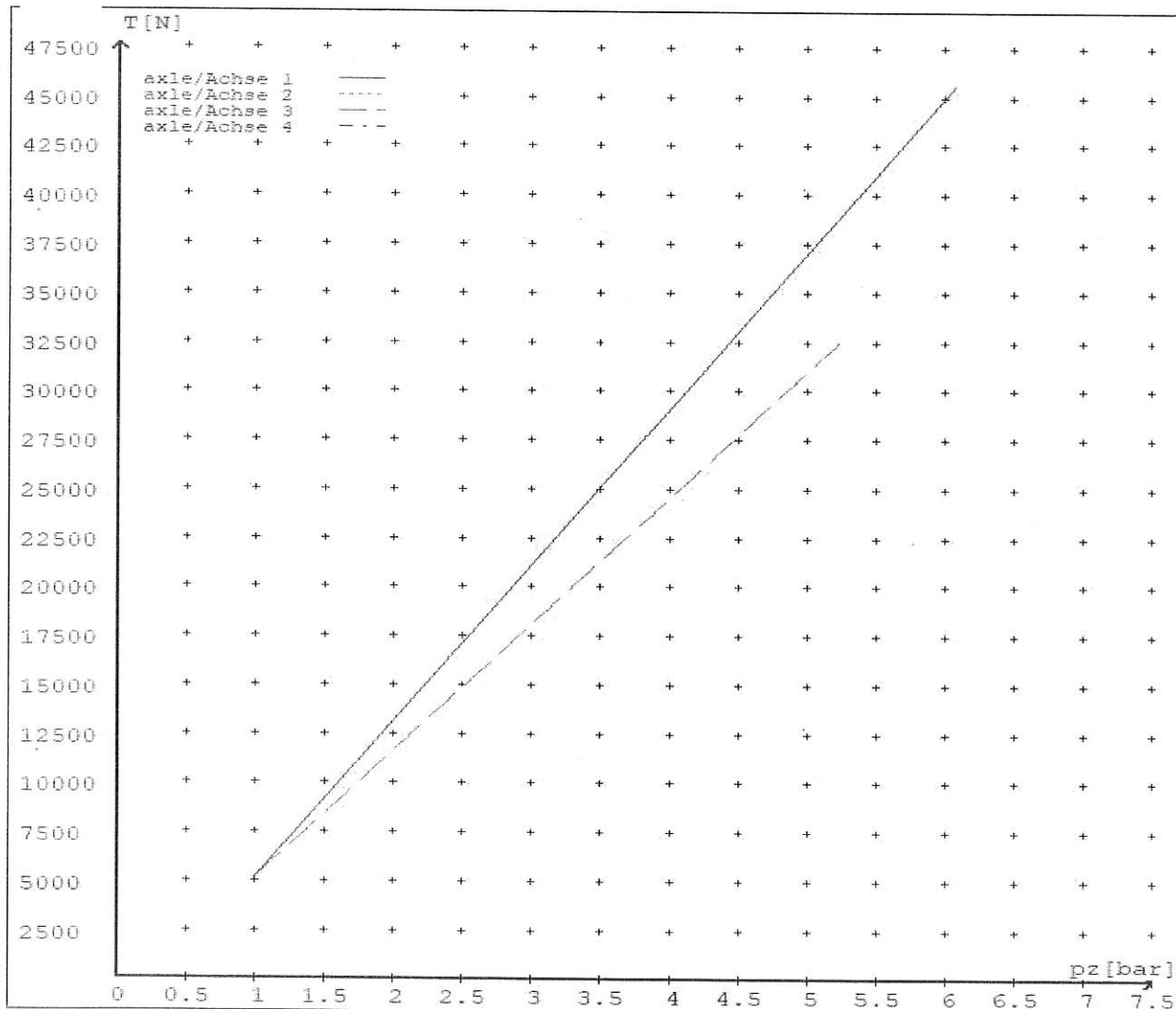
reference values

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

	pz [bar]	T [N]	T [N]
axle 1	1.0	5167	
	6.1	45597	
axle 2	1.0	5167	
	6.1	45597	
axle 3	1.0		5102
	5.3		32827
axle 4	1.0		5102
	5.3		32827

VIN - no.:

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



reference values for $z = 0.5$

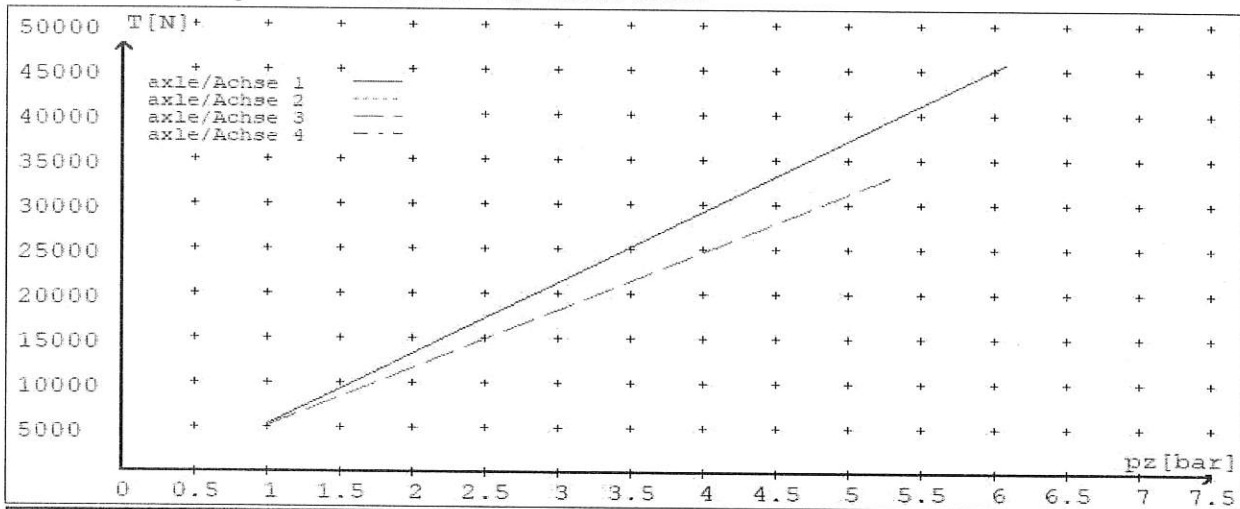
for max rdyn: 421 mm

Angabe der Referenzwerte für $z = 0.5$

für max rdyn: 421 mm

brake calculation no: TP 52457A date 23.02.2022

Bremsberechnung Nr: TP 52457A vom 23.02.2022



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



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:	

VEHICLE DETAILS

VEHICLE TYPE:	4AFT CURTAINSIDE	CERT #:	JH220233
YEAR:	2022	CALCULATION #:	TP52457
MAKE:	DOMETT	REGO:	N/A
MODEL:	D2001 PH	LT400 #:	819354
CHASSIS #:	2157	ORDER #:	8660
VIN #:	7A9D20011N2023157		
GVM: <i>t</i>	30	PRIME MOVER:	JAPANESE
LOAD CONFIGURATION:	MIXED FREIGHT		
GROUP RATINGS: <i>t</i>	FRONT	REAR	
	16	16	
WHEEL BASE: <i>m</i>	7.1		
	UNLADEN COG <i>m</i>	MAX HEIGHT <i>m</i>	HEIGHT DECK <i>m</i>
	1.15	4.3	1.088
COG: <i>m</i>	2.108		
TARE: <i>t</i>	FRONT	REAR	TOTAL
	3.3	3.2	6.5
TYRE SIZE:	FRONT	REAR	
	265 70 R19.5	265 70 R19.5	
ROLLING CIRCUMFERENCE: <i>mm</i>	2645		
AXLE SPACING: <i>m</i>	1.31		

BRAKE & AXLE DETAILS

	MAKE	MODEL	TEST REPORT
AXLE:	HENDRICKSON	HND-PAN 19 DISC	ATRP0185
POLE WHEEL FRONT:	100	POLE WHEEL REAR:	100
LINING MATERIAL:	WABCO 230	BRAKE FACTOR:	23.49
SENSED AXLE(S):	#2 & #4	NOTES:	
SERIAL NUMBERS:	1		AANL ZMD
	2		AANL ZMD
	3		AANL ZMD
	4		AANL ZMD

CHAMBER AND VALVING DETAILS

CHAMBERS:	AXLE 1 & 2	AXLE 3 & 4	
BRAND:	TSE_CHAMBERS	TSE_CHAMBERS	
SIZE:	20HSCLD	1416HTLD	
STROKE: <i>mm</i>	65	64	
TEST REPORT #:	BC 0041.0 Jul '07	BC0143.0	
SPRINGBRAKE FORCE: <i>kN</i>	N/A	6.16	
HOLDOFF PRESSURE: <i>Bar</i>	N/A	4.8	
FOUNDATION BRAKE:	WABCO PAN19	WABCO PAN19	
LEVER LENGTH: <i>mm</i>	69	69	
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	0.51
SUBSYSTEMS:	<input type="checkbox"/> SMARTBOARD	<input type="checkbox"/> OPTI-LINK	<input type="checkbox"/> CAN ROUTER 446 122 050 0
	<input type="checkbox"/> ELEX 446 122 070 0	<input type="checkbox"/> 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:	HALDEX 90554950	HALDEX 90554950
OTHER VALVES:	N/A	N/A
RIDE HEIGHT <i>mm</i> :	255	255
HANGER HEIGHT <i>mm</i> :	203	203
PEDESTAL HEIGHT <i>mm</i> :	40	40
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: <i>L</i>	46	46
AUXILLARY TANK SIZE: <i>L</i>	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:	240	250	415

NOTES AND SPECIAL CONDITIONS

FILES RECEIVED 22.11.21

CALCULATION & FILES CREATED 23.02.22

CERTIFICATION FILES SENT TO CJC: 23.02.2022

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: 25/02/2022

SIGNED:

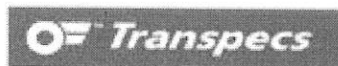
CERTIFIER NAME & ID: CHRIS CLARKE CJC

SODC BY: JOHN HIRST JEH

PHONE (BUS): 09-980-7300

FAX:

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



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

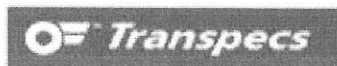
A person who modifies a vehicle so as to affect the braking performance of the vehicle must:

- 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

(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.

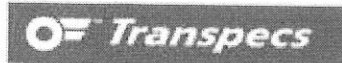
Failure to connect to such supply invalidates Brake Rule compliance.

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.

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)