

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

**CHRIS CLARKE**

ID

**CJC**

Plate number (optional)

VIN/chassis number  
**7A9E23018N2023159**

Make

**DOMETT**

Component being certified:

Chassis

Load anchorage

Model (optional)

**E2301**

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.  
 5AFT C-SIDE TIPPER  
 FOR SYSTEM ARCHITECTURE, PLEASE REFER TO PDS WORKSHEET & SCHEMATIC.  
**RSS ON TYRE: 265 70 R19.5**  
**REASON FOR CERTIFICATION: NEW TRAILER BUILD**

Code/standard/rule certified to

**LTR 32015/5**

Component load rating(s)

**32 Tonnes GVM**

General drawing number(s)

**N/A**

**16 Tonne (Front brake mass)  
 19 Tonne (Rear brake mass)**

Supporting documents

**BRAKE RULE CERTIFICATE JH220511  
 BRAKE CALCULATION # TP52504**

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

Hubdodometer 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**

**JEH**

Inspector's signature

Inspector's name (PRINT IN CAPS)

**CHRIS CLARKE**

ID number

**CJC**

Date

**17.05.2022**

Number

**825570**

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	2022-03-23	Serial number	897041278300B
Serial number (modulator)	000000549931		
Fingerprint Customer EOL / Customer Development / Flash Program	W503643 / 2022-05-17 ; 00000000 / 0000-00-00 ; 00000000 / 0000-00-00		

## WABCO

### TRAILER EBS-E

GGV/SADR TUEH TB 2007 - 019.00  
ATPR0185

HERSTELLER MANUFACTURER CONSTRUCTEUR	DOMETT TRAILERS		
TYPE	5AFT C-SIDE TIPPER	GIO	Pin1
VEHICLE IDENT. NUMBER	7A9E23018N2023159	1	24 V-O1
CHASSIS NUMBER NUMERO DE CHASSIS		2	---
BREMSENRECHNUNGS-NR. BRAKE CALCULATION NO.	TP52504A	3	ALS2
CHASSIS DE FRENAGE NO.		4	---
POUR PARAZEMEZAH: c-d l e f POUR PARAZEMEZAH: c-d l e f DENTS ROUE DENTITE c-d l e f	100	5	DIAG
Einzelabspeisung Single line	100	6	---
Zweifelspeisung Twin line	X	7	---
Leuchte Stromlose Essen-Vireur			
Kopfkritische Fahrzeug Critical Trailer Vehicule critique			
RES-System ABS-System systeme ABS	4S/3M		



NOM ACHTUNG ATTENTION Essieu	p (bar)	p (bar)	p (bar)		pz	TP TYPE	(mm)	(mm)	(bar)					
			0.8	2.0					1.0	Pz				
1	2450	1.1	3.0	8000	4.5	0.4	1.3	---	20	64	69	588	4500	
2	2450	1.1	3.0	8000	4.5	0.4	1.3	---	20	64	69	588	4500	
3	1500	0.5	1.8	6350	3.6	0.3	1.4	---	4.5	14 / 16	64	69	492	2730
4	1500	0.5	1.8	6350	3.6	0.3	1.4	---	4.5	14 / 16	64	69	492	2730
5	1500	0.5	1.8	6350	3.6	0.3	1.4	---	4.5	14	64	69	492	2730

#### 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.	7A9E23018N2023159
Vehicle type	5AFT C-SIDE TIPPER	Odometer reading	0.0 km
Next service	0 km	Trip reading	0.0 km
Tester	Chris Clarke	Signature	
Date	2022-05-17 10:59:39 am		

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

distribution: DOMETT TRAILERS  
 7A9E23018N2023159  
 SODC: JH220511  
 LT400: CJC 825570

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 : 5AFT C-SIDE TIPPER  
 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  
 THE FRONT CHAMBERS ARE FKH T.20

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

		unladen	laden
total mass	P	9400	35050
axle 1	P1	2450	8000
axle 2	P2	2450	8000
axle 3	P3	1500	6350
axle 4	P4	1500	6350
axle 5	P5	1500	6350
wheel base	E	6725	
centre of gravity height	h	1400	2120

	axle 1		axle 2		axle 3		axle 4		axle 5	
	manually	manually	manually	manually	manually	manually	manually	manually	manually	
no. of combined axles	1	2	1	2	1	2	1	2	1	
no. of brake chambers per axle line	1	2	1	2	1	2	1	2	1	
The power output corresponds to	BC 0003.0BC	0003.0	BZ 119.6	BZ 119.6	BZ 119.6	BZ 119.6	BZ 122.1			
brake chamber manufacturer	WABCO	WABCO	Meritor	Meritor	Meritor	Meritor				
chamber size	20	20	T.14/24	T.14/24	T.14/24					
lever length	69	69	69	69	69	14.				
brake factor	23.49	23.49	23.49	23.49	23.49	23.49				
dyn. rolling radius	421	421	421	421	421	421				
dyn. rolling radius	421	421	421	421	421	421				
threshold torque	Co	6.0	6.0	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	bar	piston force	ThA at pm6,5bar	N	brake force(rdyn min)	T lad. at pm6,5bar	N	brake force(rdyn max)	T lad. at pm6,5bar	N	Brake force incl. 1 % rolling resistance	proportion
	2.2	2.2	2.2	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	22.6	22.6
	5.9	5.9	5.9	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	54369	54369
	7038	7038	7038	4285	4285	4285	4285	4285	4285	4285	4285	4285	4285	4285	4285	4285	54369	54369
	54369	54369	54369	32985	32985	32985	32985	32985	32985	32985	32985	32985	32985	32985	32985	32985	22.6	22.6

braking rate z laden 0.604 for rdyn min  
 z = sum (TR)/PRmax 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 :

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: WABCO 423 505 00. 0 / 423 505 76x 0

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: WABCO 423 505 00. 0 / 423 505 76x 0

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

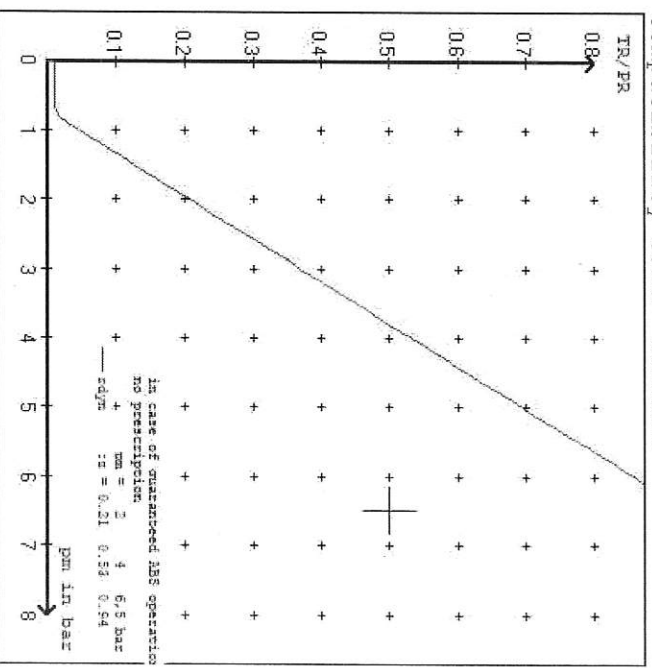
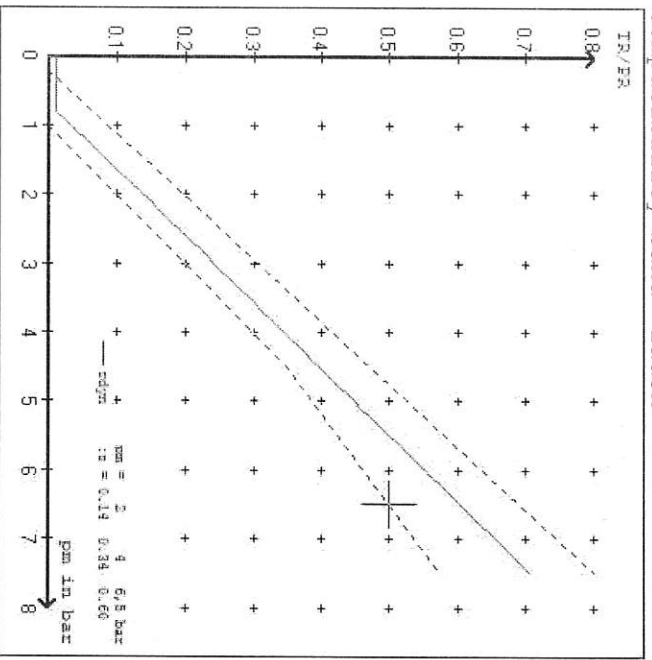
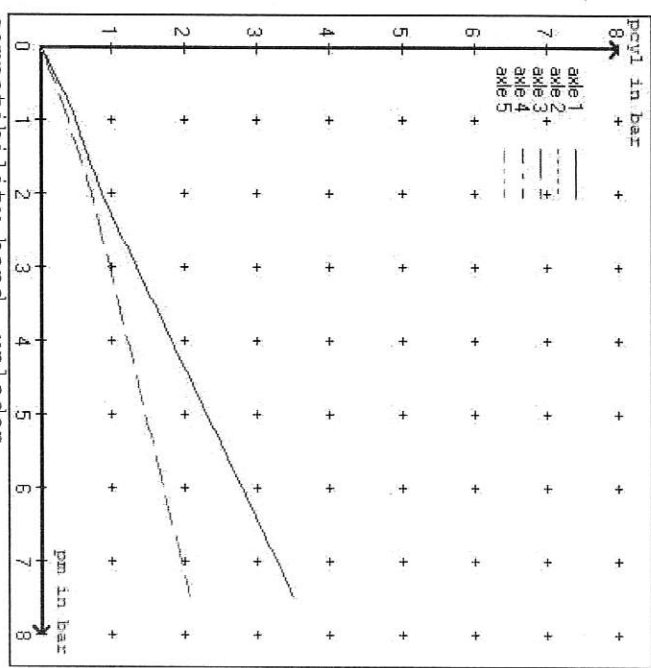
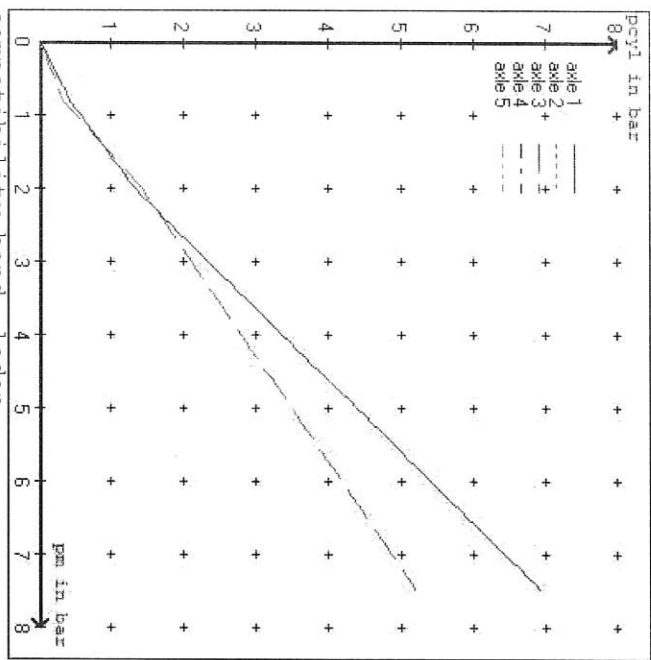
axle 5:

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

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

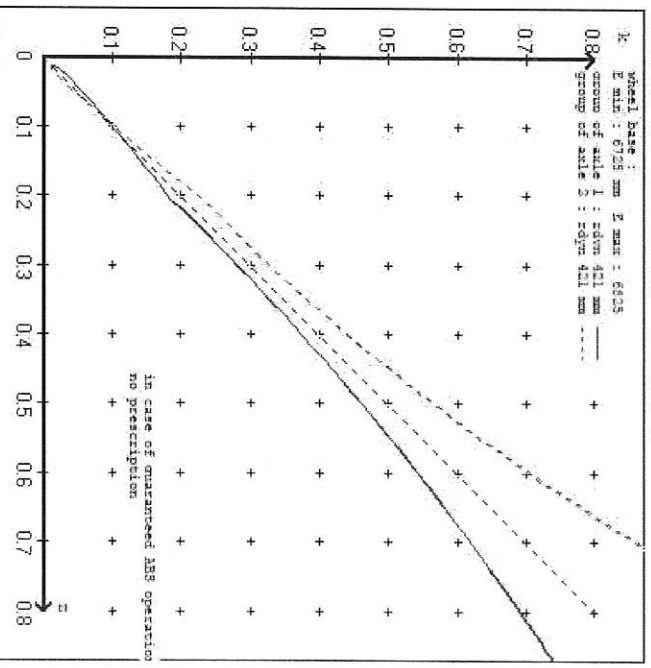
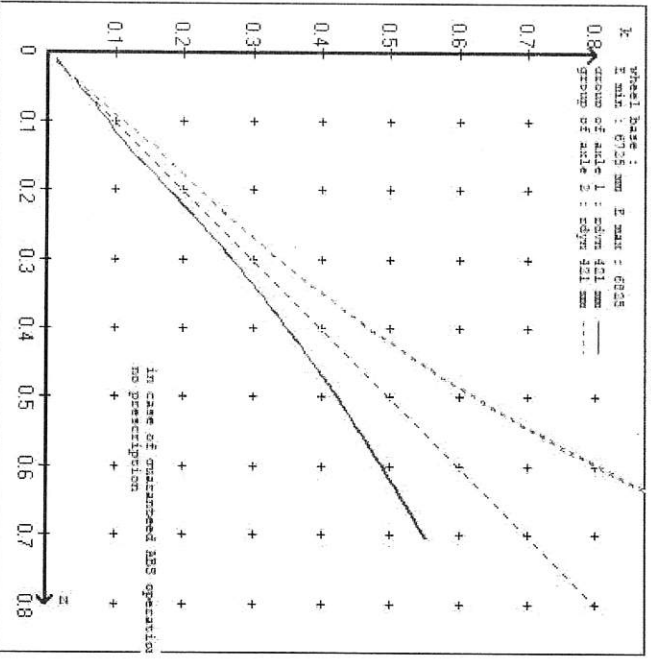
brake cylinder: Meritor 14HSCID64

test type III	(ZIII = 0.30)	for rdyn min :	axle1	axle2	axle3	axle4	axle5
at pm 3.6 bar =>		pcha in bar :	2.9	2.9	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 :	0.7	0.7	0.7	0.7	0.7



curves of friction laden

curves of friction unladen



In case of guaranteed ABS operation  
 no prescription

In case of guaranteed ABS operation  
 no prescription

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

brake chamber and lever length :  
 axle 1 : 2 x type/diameter 20 (WABCO) lever length 69 mm  
 axle 2 : 2 x type/diameter 20 (WABCO) 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 C-SIDE TIPPER  
 trailer type : 5-axle-full-trailer  
 brake calculation no. : TP 52504A

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	2450	to be	3.0	8000	to be	0.4	1.3	5.9
2	2450	entered by	3.0	8000	entered by	0.4	1.3	5.9
3	1500	the vehicle	1.8	6350	the vehicle	0.3	1.4	4.5
4	1500	manufact.	1.8	6350	manufact.	0.3	1.4	4.5
5	1500		1.8	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	axle load	axle load	axle load	axle load
pcyl	pcyl	pcyl	pcyl	pcyl
2450	2450	1500	1500	1500
2950	2950	2000	2000	2000
3450	3450	2500	2500	2500
3950	3950	3000	3000	3000
4450	4450	3500	3500	3500
4950	4950	4000	4000	4000
5450	5450	4500	4500	4500
5950	5950	5000	5000	5000
8000	8000	6350	6350	6350

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 = 25.5 % Fe
axle 2	(rdyn 421 mm)	T = 25.5 % Fe
axle 3	(rdyn 421 mm)	T = 17.4 % Fe
axle 4	(rdyn 421 mm)	T = 17.4 % Fe
axle 5	(rdyn 421 mm)	T = 17.4 % Fe

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

axle 1	(sp = 52 mm)	s = 48 mm
axle 2	(sp = 52 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 = 7038 N
axle2	ThA = 7038 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 = 43471 N
axle 2	(rdyn 421 mm)	T = 43471 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 type III  
 of subject (calculated)  
 trailer (E) residual

braking rate of the vehicle (hot)braking  
 (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)  $\geq 0,4$  and  $\geq 0,6 * E$  (0.36)

axle 1	(rdyn 421 mm)	T = 43471 N
axle 2	(rdyn 421 mm)	T = 43471 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 type III  
 of subject (calculated)  
 trailer (E) residual

braking rate of the vehicle (hot)braking  
 (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)  $\geq 0,4$  and  $\geq 0,6 * E$  (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	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.....	6160	6160
release pressure	4	4
	plus in bar	
	4.8	4.8

calculation:

ratio until road  
 $iFb = 1Bh * \text{Eta} * C * rBt / (rBn * rstat)$   
 for rstat in mm 401 401  
 brake force of spring br. TF in N 49151 49151  
 $TF = (TFZ * KDZ - 2 * Co / 1Bh) * iFb$   
 braking rate zf laden 0.296  
 $zf = \text{sum}(TF) / P + 0,01$

Test of the frictional connection required by the parking brake

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

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

min Ef = 5210 mm for E = 6725 mm  
 =====  
 min Ef = 5279 mm for E = 6825 mm  
 =====

min Ef = minimum distance between front axle(s) (trailer) or support (semitrailer)  
 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 = 2120 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 manufacturer  
 type of brake  
 type of axle

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

test report of characteristic value

adm. stat. axle load  
 tested axle load  
 max. adm. tyre radius  
 adm. cam. torque (6,5 bar)  
 lining area per brake  
 no. of brake cylinder  
 brakefactor (SB) BF  
 brakefactor (PB) BF  
 threshold torque (Co,dec)

Pstat in kg 9000  
 Pe in kg 10200  
 Rezul in mm 999  
 Czul in Nm 640  
 AB in cm<sup>2</sup> 292  
 -  
 - 23.49  
 - 23.49  
 Mo in Nm 6

date  
 brake lining  
 cam torque  
 brake force  
 stroke  
 tested tyre radius  
 tested lever length  
 threshold torque (Co,e)

02.03.2017  
 WABCO 230  
 Ce in Nm 638  
 TeIII in dan 4649  
 seIII in mm 48  
 Re in mm 520  
 Le in mm 69  
 in Nm 5

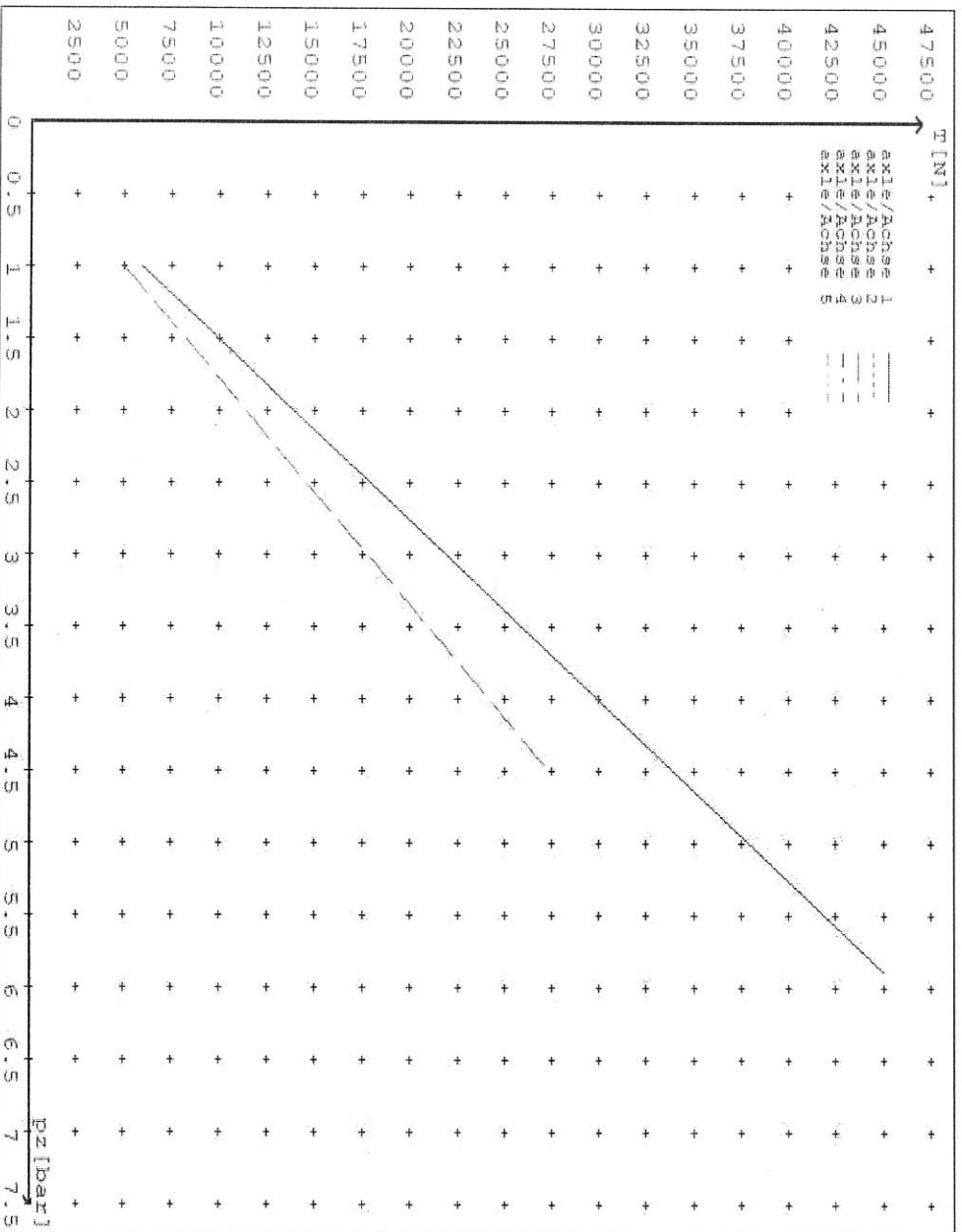
**reference values**

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

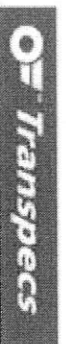
	pz [bar]	T [N]	T [N]
axle 1	1.0	5890	
	5.9	45007	
axle 2	1.0	5890	
	5.9	45007	
axle 3	1.0		4926
	4.5		27306
axle 4	1.0		4926
	4.5		27306
axle 5	1.0		4926
	4.5		27306

VIN - no.:

brake cylinder type (service / parking) Bremszylinder Typ (Betrieb / Fest)	Axle(s) / Achse(n)				
	20/	20/	T.14/24	T.14/24	14./
Maximum stroke smax = ...mm maximaler Hub smax = ...mm	63	63	64	64	64
Lever length = ...mm Hebellänge = ...mm	69.08	69.08	69.08	69.08	69.08







## **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 47.4) 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.

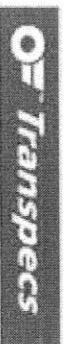
Failure to connect to such supply invalidates Brake Rule compliance.

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:** BOOTHS TRANSPORT

**VEHICLE DETAILS**

**VEHICLE TYPE:** SAFT C-SIDE TIPPER **CERT #:** JH220511  
**YEAR:** 2022 **CALCULATION #:** TP52504  
**MAKE:** DOMETT **REGO #:** N/A  
**MODEL:** E2301 **LT400 #:** 825570  
**CHASSIS #:** 2159 **ORDER #:** 8716  
**VIN #:** 7A9E23018N2023159

**GVM: t** 32 **PRIME MOVER:** EBS / EUROPEAN

**LOAD CONFIGURATION:** MIXED FREIGHT

**GROUP RATINGS: t**

<b>FRONT</b>	16	<b>REAR</b>	19
<b>WHEEL BASE: m</b>	6.775		

<b>UNLADEN COG m</b>	1.4	<b>MAX HEIGHT m</b>	4.3	<b>HEIGHT DECK m</b>	1.158
<b>COG: m</b>	2.117				

<b>TARE: t</b>	<b>FRONT</b>	<b>REAR</b>	<b>TOTAL</b>
	4.9	4.5	9.4

<b>TYRE SIZE:</b>	<b>FRONT</b>	<b>REAR</b>
	265 70 R19.5	265 70 R19.5
<b>ROLLING CIRCUMFERENCE: mm</b>	2645	

<b>AXLE SPACING: m</b>	1.31	2.51
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**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		
SERIAL NUMBERS:	NOTES:		
1	N/A		AANL ZMID
2	N/A		AANL ZMID
3	N/A		AANL ZMID
4	N/A		AANL ZMID
5	N/A		AANL ZMID

**CHAMBER AND VALVING DETAILS**

	AXLE 1 & 2	AXLE 3 & 4	AXLE 5
CHAMBERS:	FKH_CHAMBERS	TSE_CHAMBERS	TSE_CHAMBERS
BRAND:	T20D	1416HTLD	14HSCLD
SIZE:	64	64	64
STROKE: mm	SAE J1.469	BC0143.0	TSE derived
TEST REPORT #:	N/A	6.16	N/A
SPRINGBRAKE FORCE: kN	N/A	4.8	N/A
HOLDOFF PRESSURE: Bar	WABCO PAN19	WABCO PAN19	WABCO PAN19
FOUNDATION BRAKE:	69	69	69
LEVER LENGTH: mm	MAKE:	PART NUMBER:	PM PRESS. kPa
BRAKE VALVES:	WABCO	480 102 08. 0 (MV)	80 kPa
ECU PART #:	WABCO	480 207 202 0 (12V)	80 kPa
3RD MODULATOR #:	YES		
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:	<input checked="" type="checkbox"/> FRONT	<input type="checkbox"/> REAR	FRONT FRICTION: $\mu$ 0.49
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	230
HANGER HEIGHT <i>mm</i> :	203	114
PEDESTAL HEIGHT <i>mm</i> :	40	60
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
AUXILIARY 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 COMMISSIONING 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:	190	195	355

**NOTES AND SPECIAL CONDITIONS**


FILES RECEIVED: 13.05.2022  
FILES CREATED (SODC) AND SENT TO CIC: 13.05.2022  
FILES RETURNED AS COMPLETE:

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: 13/05/2022

SIGNED: 

CERTIFIER NAME & ID: CHRIS CLARKE CIC

SODC BY: JOHN HIRST JEH

PHONE (BUS): 09-980-7300

FAX:

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