

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

**CHRIS CLARKE**

ID

**CJC**

Plate number (optional)

VIN/chassis number

**7A9E20013N2023195**

Make

**DOMETT**

Component being certified:

Chassis

Load anchorage

Model (optional)

**E2001 PH**

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 CURTAINSIDE **RSS ON TYRE: 265 70 R19.5**  
 FOR SYSTEM ARCHITECTURE, PLEASE REFER TO PDS WORKSHEET & SCHEMATIC.  
**REASON FOR CERTIFICATE: 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

JH220528

BRAKE CALCULATION #

TP52514

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**

**CJC**

Date

**22.06.2022**

Number

**830388**

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	2022-04-13	Serial number	897041472100G
Serial number (modulator)	000000551070		
Fingerprint Customer EOL / Customer Development / Flash Program	W503643 / 2022-06-22 ; 00000000 / 0000-00-00 ; 00000000 / 0000-00-00		

# WABCO

## TRAILER EBS-E

GGV5/ADR TUEH TB 2007 - 019.00  
364-071-04

HERSTELLER FABRIQUEUR CONSTRUCTEUR	DOMETT TRAILERS			GIO	Pin1	Pin3	Pin4
TYPE	SAFT CURTAINSIDE			1	---	---	---
VEHICLE IDENT. NUMBER	7A9E20013N2023195			2	---	---	---
CHASSIS NUMBER NUMERO DE CHASSIS	TP52514A			3	ALS2	ALS2	---
ABRESECCIONINGS-AIR BRAKE CALCULATION NO. CALCUL DE FREINAGE NO.	90	90	ABS-System ABS-System Systeme ABS	4	---	---	---
POLYRADZAHNZAHL ccd 1 ed POLE WHEEL TEETH ccd 1 ed	90	90	Lebnachse Steering axle Essieu avant	5	DIAG	DIAG	DIAG
DENTS ROUE DENTEE ccd 1 ed	90	90	Kopplachse Fahrzeug Essieu arriere Vehicul de tractiune	6	---	---	---
RSS RSS RSS				7	---	---	---
Einbaubereitigung Single tire Montage simple							
Zweitrigbereitigung Montage jantele	X						
Subsystems	SB	I/O	24N				

ACHSE AXLE ESSIEU					TR (dan)										
	pm (bar)	6.5	pm (bar)	0.8	2.0	6.5									
1	1750	0.7	2.4	8000	4.7	0.4	1.4	---	6.2	-	20	66	74	475	4265
2	1750	0.7	2.4	8000	4.7	0.4	1.4	---	6.2	-	20	66	74	475	4265
3	1500	0.6	2.2	6350	3.6	0.5	1.6	---	5.1	-	16 / 24	65	74	385	2883
4	1500	0.6	2.2	6350	3.6	0.5	1.6	---	5.1	-	16 / 24	65	74	385	2883
5	1500	0.6	2.2	6350	3.6	0.5	1.6	---	5.1	-	16	65	74	385	2883

### 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.	7A9E20013N2023195
Vehicle type	SAFT CURTAINSIDE	Odometer reading	0.0 km
Next service	0 km	Trip reading	0.0 km
Tester	Chris Clarke	Signature	
Date	2022-06-22 7:59:19 am		

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

distribution: DOMETT TRAILERS  
 7A9E20013N2023195  
 SoDC: JH220528  
 LT400: CJC 830388

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 : SAFT CURTAINSIDE  
 trailer type : 5-axle-full-trailer  
 remarks : air / hydraulic / VA suspension  
 WABCO TRAILER - EBS E  
 TRISTOP 3+4: 16/24  
 265/70 R 19,5  
 THE FRONT CHAMBERS ARE HALDEX T.20 [125 200 ...]

axle 1 + 2 + 3 + 4 + 5 : Assali Stefen, K, 361-071-04 ECE Re 432,

		<u>unladen</u>					<u>laden</u>
total mass							35050
axle 1	P	in kg					8000
axle 2	P1	in kg					8000
axle 3	P2	in kg					8000
axle 4	P3	in kg					6350
axle 5	P4	in kg					6350
wheel base	P5	in kg					6350
centre of gravity height	E	in mm					7800 -
	h	in mm					1250

	<u>axle 1</u>		<u>axle 2</u>		<u>axle 3</u>		<u>axle 4</u>		<u>axle 5</u>	
no. of combined axles	1	1	1	1	1	1	1	1	1	1
no. of brake chambers per axle line	2	2	2	2	2	2	2	2	2	2
The power output corresponds to	BZ 122.1	BZ 122.1BC	0165.1BC	0165.2BC	0165.2BC	0169.2	0169.2	0169.2	0169.2	0169.2
brake chamber manufacturer	Meritor	Meritor	Meritor	Meritor	Meritor	Meritor	Meritor	Meritor	Meritor	Meritor
chamber size	20.	20.	16/24	16/24	16/24	16/24	16/24	16/24	16/24	16/24
lever length	74	74	74	74	74	74	74	74	74	74
brake factor	20.26	20.26	20.26	20.26	20.26	20.26	20.26	20.26	20.26	20.26
dyn. rolling radius	421	421	421	421	421	421	421	421	421	421
dyn. rolling radius	421	421	421	421	421	421	421	421	421	421
threshold torque	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0

calculation:

chamber pressure(rdyn min)pH at z=22,5%bar	2.3	2.3	2.3	2.3	2.3	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	2.3	2.3	2.3	2.3	2.3
chamber press.(servo)pcha at pm6,5bar	6.2	6.2	5.1	5.1	5.1	5.1	5.1	5.1	5.1
piston force	7194	7194	4882	4882	4882	4882	4882	4882	4882
brake force(rdyn min)T lad. at pm6,5bar N	51352	51352	34720	34720	34720	34720	34720	34720	34720
brake force(rdyn max)T lad. at pm6,5bar N	51352	51352	34720	34720	34720	34720	34720	34720	34720
Brake force incl. 1 % rolling resistance	22.2	22.2	18.5	18.5	18.5	18.5	18.5	18.5	18.5

braking rate z laden 0.602 for rdyn min  
 z = sum (TR)/PRmax 0.602 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: Haldex 135 1624 ... / 175 1624....

axle 4:

valve 1: 971 002 ... 0 WABCO  
 EBS emergency valve  
 valve 2: 480 102 ... 0 WABCO  
 EBS trailer modulator

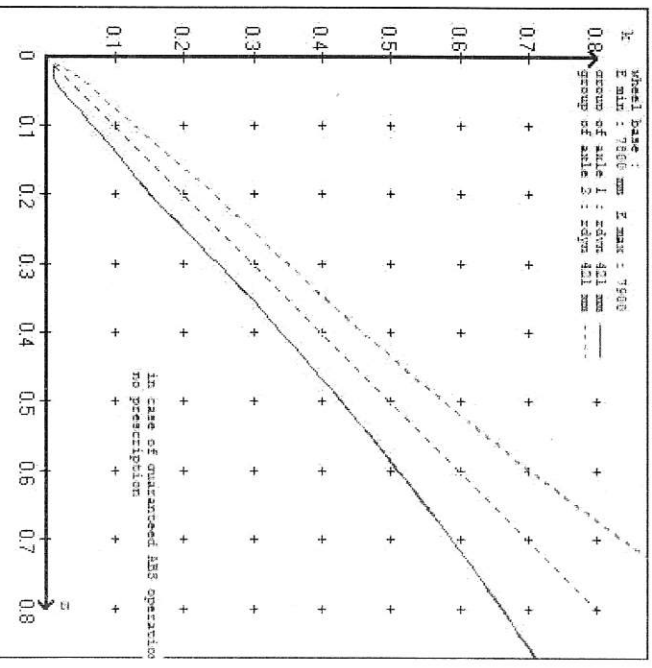
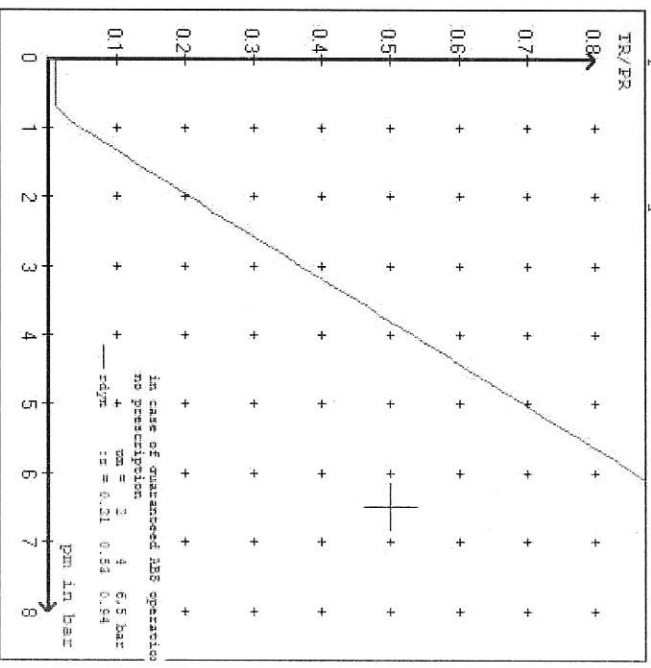
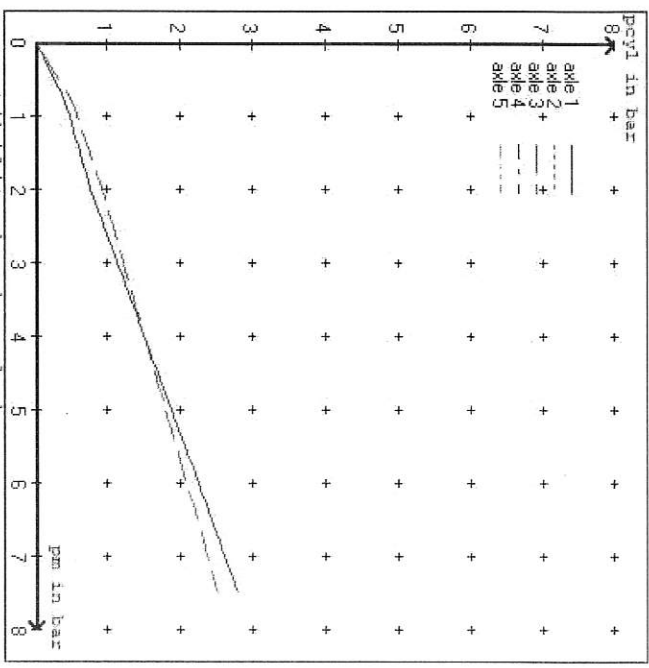
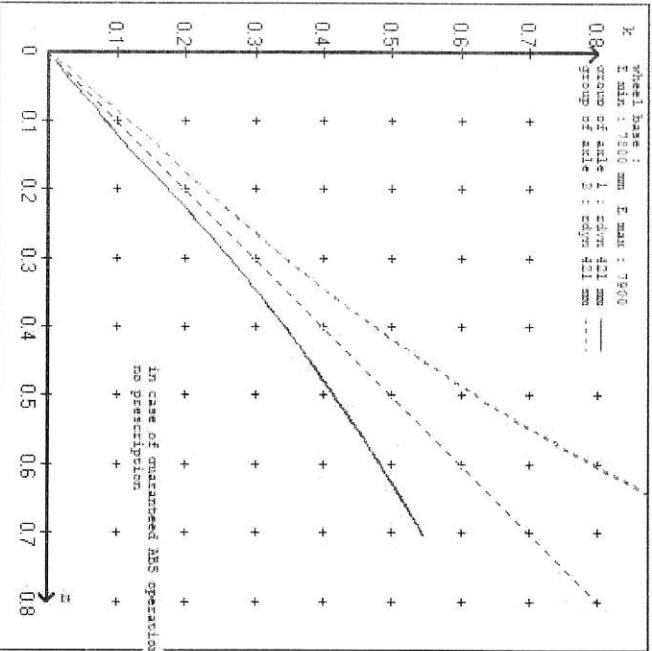
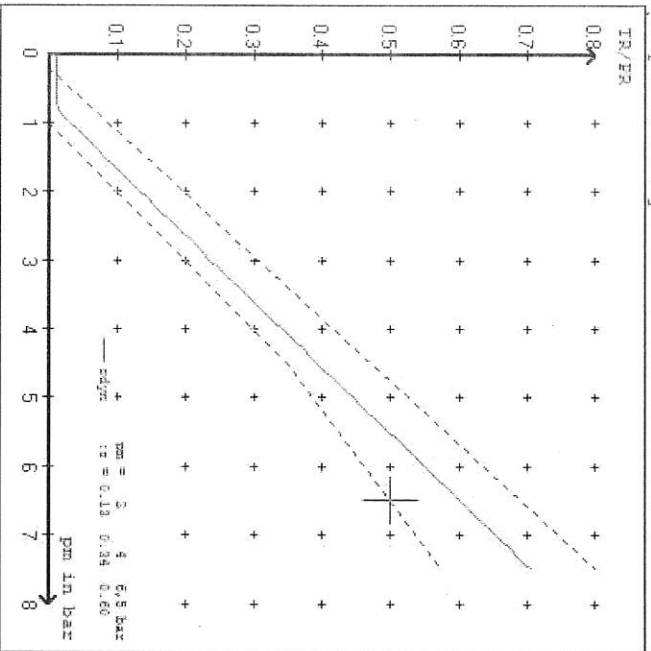
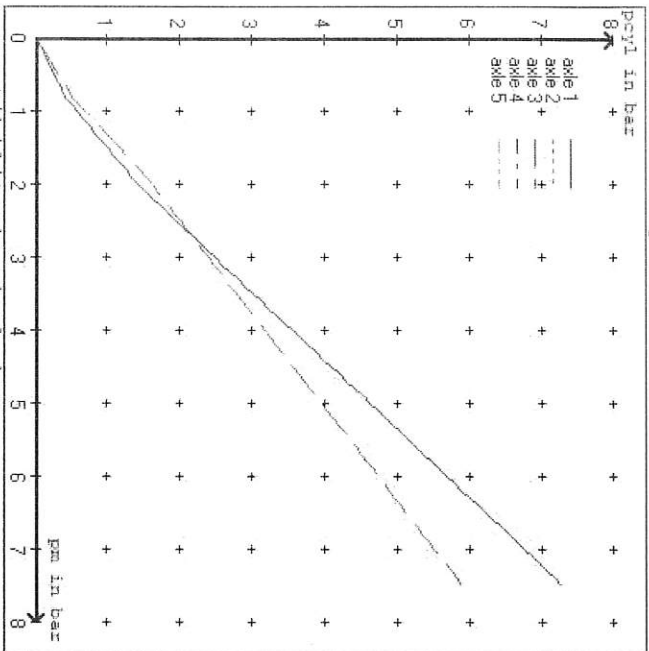
brake cylinder: Haldex 135 1624 ... / 175 1624....

axle 5:

valve 1: 971 002 ... 0 WABCO  
 EBS emergency valve  
 valve 2: 480 102 ... 0 WABCO  
 EBS trailer modulator

brake cylinder: Haldex 125 160 0.. - 125 160 5.. / 125 160 6.. - 125 160 9..

test type III	(ZIII = 0.30)	for rdyn min :	axle1	axle2	axle3	axle4	axle5
at pm 3.6 bar =>		pcha in bar :	3.1	3.1	2.8	2.8	2.8
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	0.9	0.9	0.9



vehicle manufacturer: DOMETT TRAILERS  
 trailer model : 5AFT CURTAINSIDE  
 trailer type : 5-axle-full-trailer

brake chamber and lever length :  
 axle 1 : 2 x type/diameter 20. (Meritor) lever length 74 mm  
 axle 2 : 2 x type/diameter 20. (Meritor) lever length 74 mm  
 axle 3 : 2 x type/diameter 16/24 (Haldex) lever length 74 mm  
 axle 4 : 2 x type/diameter 16/24 (Haldex) lever length 74 mm  
 axle 5 : 2 x type/diameter 16" (Haldex) lever length 74 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 CURTAINSIDE  
 trailer type : 5-axle-full-trailer  
 brake calculation no. : TP 52514A

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

assignment pm / deceleration z: pm 0.8 bar z = 0.010  
 2.0 bar z = 0.134  
 6.5 bar z = 0.600

axle	control pressure pm		brake pr. unladen	axle Load laden	control pressure pm		brake pr. laden	axle Load laden
	axle load unladen	bellow pr. unladen			bellow pr. laden	brake pr. laden		
1	1750	to be	2.4	8000	to be	0.4	1.4	6.2
2	1750	entered by	2.4	8000	entered by	0.4	1.4	6.2
3	1500	the vehicle	2.2	6350	the vehicle	0.5	1.6	5.1
4	1500	manufact.	2.2	6350	manufact.	0.5	1.6	5.1
5	1500		2.2	6350		0.5	1.6	5.1

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
1750	1750	1500	1500	1500
2250	2250	2000	2000	2000
2750	2750	2500	2500	2500
3250	3250	3000	3000	3000
3750	3750	3500	3500	3500
4250	4250	4000	4000	4000
4750	4750	4500	4500	4500
5250	5250	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: Assali SteFTM or LM or LcEn	brake lining: ROR 8616 AF (M13)
test report : 361-071-04 ECE Re 432	date : GA310709
axle 2 : reference axle: Assali SteFTM or LM or LcEn	brake lining: ROR 8616 AF (M13)
test report : 361-071-04 ECE Re 432	date : GA310709
axle 3 : reference axle: Assali SteFTM or LM or LcEn	brake lining: ROR 8616 AF (M13)
test report : 361-071-04 ECE Re 432	date : GA310709
axle 4 : reference axle: Assali SteFTM or LM or LcEn	brake lining: ROR 8616 AF (M13)
test report : 361-071-04 ECE Re 432	date : GA310709
axle 5 : reference axle: Assali SteFTM or LM or LcEn	brake lining: ROR 8616 AF (M13)
test report : 361-071-04 ECE Re 432	date : GA310709

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 = 22.5 % Fe
axle 2	(rdyn 421 mm)	T = 22.5 % Fe
axle 3	(rdyn 421 mm)	T = 16.9 % Fe
axle 4	(rdyn 421 mm)	T = 16.9 % Fe
axle 5	(rdyn 421 mm)	T = 16.9 % Fe

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

axle 1	(sp = 58 mm)	s = 38 mm
axle 2	(sp = 58 mm)	s = 38 mm
axle 3	(sp = 51 mm)	s = 38 mm
axle 4	(sp = 51 mm)	s = 38 mm
axle 5	(sp = 51 mm)	s = 38 mm

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

axle1	ThA = 7194 N
axle2	ThA = 7194 N
axle3	ThA = 4882 N
axle4	ThA = 4882 N
axle5	ThA = 4882 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 = 44014 N
axle 2	(rdyn 421 mm)	T = 44014 N
axle 3	(rdyn 421 mm)	T = 29774 N
axle 4	(rdyn 421 mm)	T = 29774 N
axle 5	(rdyn 421 mm)	T = 29774 N

basic test	type III
of subject	(calculated)
trailer (E)	residual
	(hot)braking
	0.52

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

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 = 44014 N
axle 2	(rdyn 421 mm)	T = 44014 N
axle 3	(rdyn 421 mm)	T = 29774 N
axle 4	(rdyn 421 mm)	T = 29774 N
axle 5	(rdyn 421 mm)	T = 29774 N

basic test	type III
of subject	(calculated)
trailer (E)	residual
	(hot)braking
	0.52

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

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	2	2
TRISTOP-actuator type	16/24	16/24
lever length	74	74
stat. tyre radius	401	401
	LBh in mm	
	rstat max in mm	
at a stroke of	S	in mm
min. force of spring brake	TFZ	in N
sp.brake chamber no Haldex	.....	
sp.brake chamber no Haldex	.....	
release pressure	pls in bar	
	135 162	135 162
	175 162	175 162
	5.2	5.2

calculation:

ratio until road  $3.7388$   $3.7388$   
 $iFb = LBh * \text{Eta} * C * rBt / (rBn * rstat)$   
 for rstat in mm  $401$   $401$   
 brake force of spring br. TF in N  $44180$   $44180$   
 $TF = (TFZ * KDZ - 2 * Co / LBh) * iFb$   
 braking rate  $zf$  laden  $0.267$   
 $zf = \text{sum}(TF) / P + 0,01$

Test of the frictional connection required by the parking brake

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

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

min Ef =  $5948$  mm for E =  $7800$  mm

min Ef =  $6017$  mm for E =  $7900$  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  
 $h = 2110$  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)

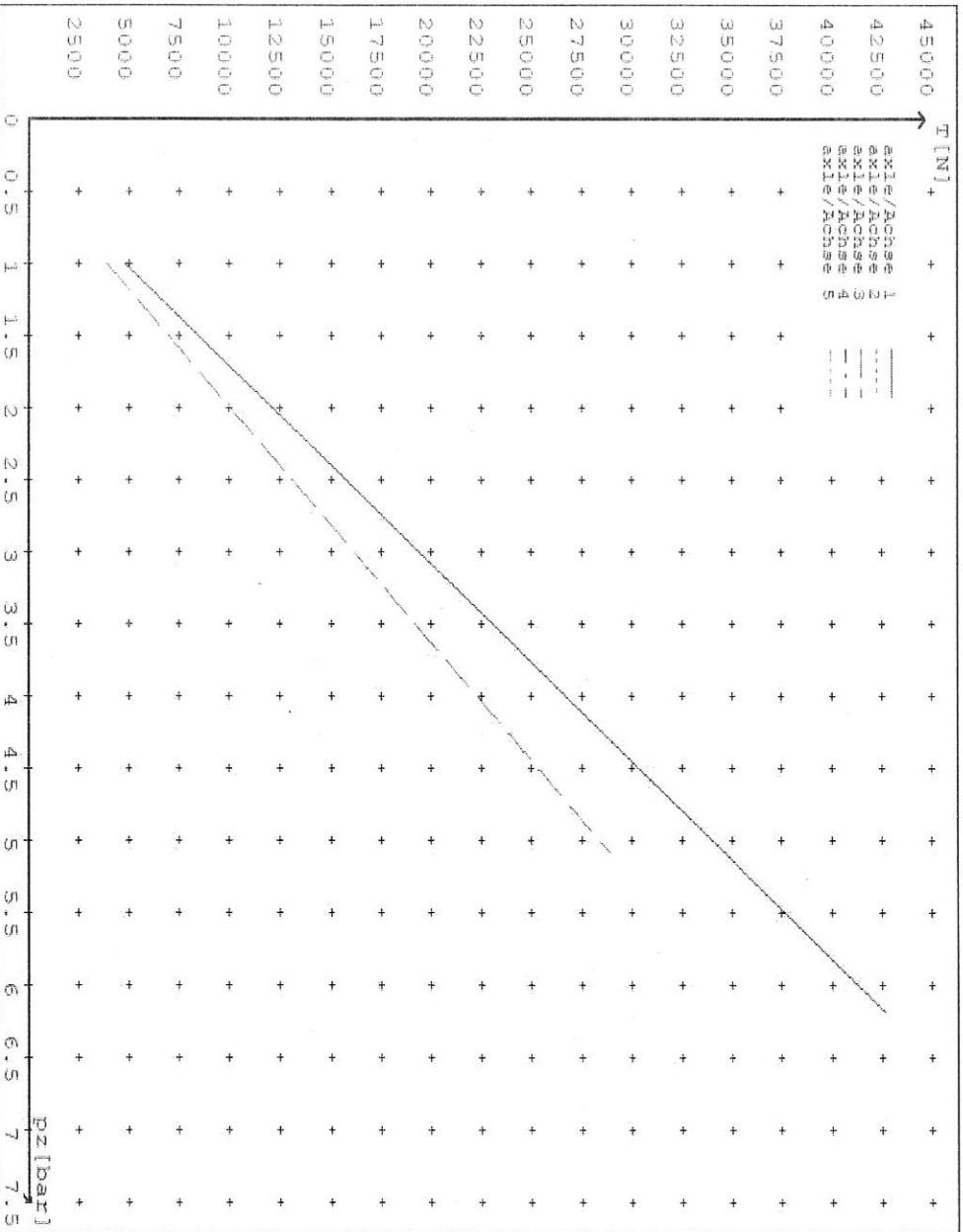
**reference values**

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

	pz [bar]	T [N]	T [N]
axle 1	1.0 6.2	4754 42651	
axle 2	1.0 6.2	4754 42651	
axle 3	1.0 5.1		3856 28837
axle 4	1.0 5.1		3856 28837
axle 5	1.0 5.1		3856 28837

VIN - no.:

	Axle(s) / Achse(n)				
Brake cylinder type (service / parking)	20./	20./	16/24	16/24	16"/
Bremszylinder Typ (Betrieb / Fest)					
Maximum stroke smax = ...mm	65	65	65	65	65
maximaler Hub smax = ...mm					
Lever length = ...mm	74	74	74	74	74
Hebellänge = ...mm					





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

**CLIENT**

<b>MANUFACTURER:</b>	DOMETT TRAILERS
<b>ADDRESS:</b>	TAURIKURA DRIVE, TAURANGA 3110
<b>FLEET:</b>	FITCHETT LINEHAUL

**VEHICLE DETAILS**

<b>VEHICLE TYPE:</b>	SAFT CURTAINSIDE	<b>CERT #:</b>	JH220528
<b>YEAR:</b>	2022	<b>CALCULATION #:</b>	TP52514
<b>MAKE:</b>	DOMETT	<b>REGO #:</b>	N/A
<b>MODEL:</b>	E2001 PH	<b>LT400 #:</b>	830388
<b>CHASSIS #:</b>	2195	<b>ORDER #:</b>	8770
<b>VIN #:</b>	7A9E20013N2023195		
<b>GVW: t</b>	32	<b>PRIME MOVER:</b>	EBS / EUROPEAN

**LOAD CONFIGURATION:**

MIXED FREIGHT
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**GROUP RATINGS: t**

<b>FRONT</b>	<b>REAR</b>
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16	19
----	----

**WHEEL BASE: m**

7.86
------

**UNLADEN COG m**

1.25
------

**MAX HEIGHT m**

4.3
-----

**HEIGHT DECK m**

1.121
-------

**COG: m**

2.107
-------

**TARE: t**

<b>FRONT</b>	<b>REAR</b>	<b>TOTAL</b>
3.5	4.5	8

**TYRE SIZE:**

<b>FRONT</b>	<b>REAR</b>
265 70 R19.5	265 70 R19.5

**ROLLING CIRCUMFERENCE: mm**

2645	2645
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**AXLE SPACING: m**

1.31	2.88
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**BRAKE & AXLE DETAILS**

	MAKE	MODEL	TEST REPORT
AXLE:	ROR_ASSALL_STEFFEN	ROR-CS9 I DISC	361-071-04
POLE WHEEL FRONT:	90	POLE WHEEL REAR:	90
LINING MATERIAL:	ROR 8616	BRAKE FACTOR:	20.26
SENSED AXLE(S):	# 2 + 4	NOTES:	
SERIAL NUMBERS:	1	N/A	ROR CS9L
	2	N/A	ROR CS9L
	3	N/A	ROR CS9L
	4	N/A	ROR CS9L
	5	N/A	ROR CS9L

**CHAMBER AND VALVING DETAILS**

	AXLE 1 & 2	AXLE 3 & 4	AXLE 5
CHAMBERS:	HALDEX_CHAMBERS	HALDEX_CHAMBERS	HALDEX_CHAMBERS
BRAND:	20, (125 200)	1624 (135 1624)	16, (125 160)
SIZE:	66	65	65
STROKE: mm	BC0175.0	BC0165.0	BC0169.0
TEST REPORT #:	N/A	6.003	N/A
SPRINGBRAKE FORCE: kN	N/A	5.2	N/A
HOLDOFF PRESSURE: Bar	MERITOR	MERITOR	MERITOR
FOUNDATION BRAKE:	74	74	74
LEVER LENGTH: mm	MAKE:	PART NUMBER:	PMI 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:  FRONT  REAR FRONT FRICTION:  $\mu$

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

ELEX 446 122 070 0  TAILGUARD

**SUSPENSION**

	FRONT	REAR
SUSPENSION TYPE:	PNEUMATIC	PNEUMATIC
MAKE:	ROR_AIRSPRING	ROR_AIRSPRING
MODEL:	ROR_INTRA	ROR_INTRA
BELLOW SIZE:	CS9I	CS9I
HEIGHT CONTROL VALVE:	HALDEX 90554950	HALDEX 90554950
OTHER VALVES:	N/A	N/A
RIDE HEIGHT <i>mm</i> :	260	260
HANGER HEIGHT <i>mm</i> :	225	225
PEDESTAL HEIGHT <i>mm</i> :	50	50
LIFTAXLE:	N/A	N/A
TIPPING DUMP SWITCH:	N/A	N/A
LIFTAXLE VALVE:	N/A	N/A
PRESSURE LIMITING:	N/A	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 COMMISSION OF VEHICLE**

CHAMBER BUNGS REMOVED:  VALVE MOUNTING:

ECU BLANKING PLUGS CHECKED:

RESPONSE TIME:                      MODULATOR 2.1                      MODULATOR 2.2                      RELAY VALVE

ms:           

**NOTES AND SPECIAL CONDITIONS**

FILES RECEIVED: 17.02.2022

FILES CREATED & SENT TO CIC: 30.05.2022

FILES RETURNED AS COMPLETE:

REASON FOR CERTIFICATION:                      NEW TRAILER BUILD

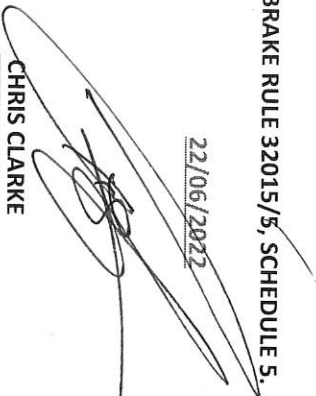
I UNDERSTAND AND DECLARE THAT I AM THE CERTIFIER IDENTIFIED BELOW AND HOLD A CURRENT VALID APPOINTMENT. I CERTIFY THAT AT THE TIME OF INSPECTION THE ABOVE MENTIONED VEHICLE COMPONENT DESIGN AND THIS CERTIFICATION COMPLIES IN ALL RESPECTS WITH THE LAND TRANSPORT RULE VEHICLE STANDARDS COMPLIANCE 2002 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: 22/06/2022

SIGNED:

CERTIFIER NAME & ID:

  
CHRIS CLARKE                      CIC

SODC BY:

JOHN HIRST

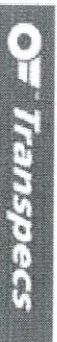
JEH

PHONE (BUS):

09-980-7300

FAX:

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



## NOTICE TO VEHICLE OPERATOR

**THIS VEHICLE HAS A BRAKE SYSTEM WHICH HAS BEEN DESIGNED AND FITTED IN ACCORDANCE WITH THE LAND TRANSPORT HEAVY VEHICLE BRAKE RULE 32015/5.**

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

**PLEASE REFER TO THE CERTIFIER FOR FURTHER INFORMATION.**

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

### **10.1 RESPONSIBILITIES OF OPERATORS**

A person who operates a vehicle must ensure that the vehicle complies with this rule.

### **10.2 RESPONSIBILITIES OF REPAIRERS**

A person who repairs or adjusts a brake must ensure that the repair or adjustment:

- a) does not prevent the vehicle from complying with this rule;
- b) complies with Land Transport Rule: Vehicle Repair 1998.

### **10.3 RESPONSIBILITIES OF MODIFIERS**

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

- a) ensure that the modification does not prevent the vehicle from complying with this Rule; and
- b) notify the operator that the vehicle must be inspected and, if necessary, certified by person or organisation appointed to carry out specialist inspection and certification of heavy vehicle brakes.

***IF YOU ARE UNSURE ABOUT YOUR RESPONSIBILITIES, PLEASE CONTACT THE VEHICLE MANUFACTURER, OR MYSELF.***

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



## **NOTICE TO VEHICLE OPERATOR**

This trailer is equipped with an Electronic Brake System.

To comply with the New Zealand Heavy Vehicle Brake Rule 32015/5, it must be used only in conjunction with a truck/tractor equipped with a 5 or 7 pin ABS/EBS power supply socket.

Failure to connect to such supply invalidates Brake Rule compliance.

The trailer ABS/EBS warning light on the towing vehicle dashboard must illuminate when the ignition is switched on and extinguish when the vehicle is in motion.

If the light does not illuminate when ignition is switched on, the system must be checked. If the light remains illuminated when the vehicle is in motion, Brake Rule compliance is compromised. Repairs must be made as soon as possible.

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

A handwritten signature in blue ink, appearing to read 'J E Hirst'.

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)