

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

**CHRIS CLARKE**

ID

**CJC**

Plate number (optional)

VIN/chassis number  
**7A9E20012N2023219**

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

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**

**JH220629**

**BRAKE CALCULATION #**

**TP52526**

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**

Designer's ID (if different from inspector below)

Inspector's signature

Inspector's name (PRINT IN CAPS)

ID number

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.

  
**CHRIS CLARKE**

**47K**

Date

**25.08.2024**

Number

**837707**

CoF vehicle inspector ID (if applicable)

CoF vehicle inspector signature (if applicable)

Date

All fields are mandatory unless otherwise stated.

# WABCO START-UP LOG

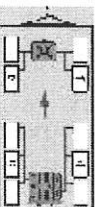
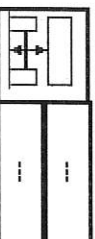
System	Trailer EBS-E	WABCO part number	480 102 080 0
Production date	2022-05-12	Serial number	897041637500E
Serial number (modulator)	000000552432		
Fingerprint Customer EOL / Customer Development / Flash Program	W503643 / 2022-08-25 ; 00000000 / 0000-00-00 ; 00000000 / 0000-00-00		

## WABCO

### TRAILER EBS-E

GGV/ADR TUEH TB 2007 - 019.00  
TDB0749

HERSTELLER MANUFACTURER OMANUFACTURER	DOMETT TRAILERS		
TYPE	5AFT CURTAIN SIDE	GIO	Pin1
VEHICLE IDENT. NUMBER NUMERO DE CHASSIS	7A9E20012N2023219	1	Pin3
BREMSREGELNUMMERS-NR. SISTÈME DE FREINAGE NO.	TP52526A	2	Pin4
POLE RADZAMIAZAH, c-d   e-d POLE WHEEL, TEETH, c-d   e-d	90	3	ALIS2
DENTS ROUE DENTES c-d   e-d	90	4	ALIS2
Einachsbeziehung Single axle Monte simple		5	DIAG
Zwillingssbereingung Twin Tire Monte jumele	X	6	DIAG
Leitachse Steering axle Essien vreur	90	7	DIAG
Kippentisches Fahrzeug Chical T railer Vehicule chique			
ABS-System Systeme ABS	4S/3M		



ACHSE AXLE ESSIEU	pm (bar)	6.5	pm (bar)	0.7	2.0	6.5	pz	TYPE	(mm)	(mm)	(bar)	
											1.0	Pz
1	1550	0.7	2.0	8000	5.1	0.4	1.4	---	20	65	504	4287
2	1550	0.7	2.0	8000	5.1	0.4	1.4	---	20	.65	504	4287
3	1300	0.5	1.7	6350	4.0	0.3	1.5	---	14 / 16	64	69	484
4	1300	0.5	1.7	6350	4.0	0.3	1.5	---	14 / 16	64	69	484
5	1300	0.5	1.7	6350	4.0	0.3	1.5	---	14	64	69	484
												2870

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.	7A9E20012N2023219
Vehicle type	5AFT CURTAIN SIDE	Odometer reading	0.0 km
Next service	0 km	Trip reading	0.0 km
Tester	Chris Clarke	Signature	
Date	2022-08-25 9:34:22 am		

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

distribution: DOMETT TRAILERS

7A9E20012N2023219

SODC: JH220629

LT400: CJC 837707

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 CURTAIN \$IDE

trailer type : 5-axle-full-trailer

remarks : air / hydraulic / VA suspension

WABCO TRAILER - EBS E

TRISTOP 3+4: T.14/24 [TSEI416HTLD64 ACTUALLY FITTED -

SEE PAGE 7 FOR PERFORMANCE DATA]

265/70 R 19,5

axle 1 + 2 + 3 + 4 + 5 : SAF, SBW 1937, TDB 0749 ECE,

		<u>unladen</u>	<u>laden</u>
total mass	P	7000	35050
axle 1	P1	1550	8000
axle 2	P2	1550	8000
axle 3	P3	1300	6350
axle 4	P4	1300	6350
axle 5	P5	1300	6350
wheel base	E	7450	7550
centre of gravity height	h	1016	2100

	<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
no. of brake chambers per axle line	2	2	2	2	2
The power output corresponds to	BZ 122.1	BZ 122.1	BZ 119.6	BZ 119.6	BZ 122.1
brake chamber manufacturer	Meritor	Meritor	Meritor	Meritor	Meritor
chamber size	20.	20.	T.14/24	T.14/24	14.
lever length	69	69	69	69	69
brake factor	23.03	23.03	23.03	23.03	23.03
dyn. rolling radius	421	421	421	421	421
dyn. rolling radius	rdyn max	rdyn min	rdyn min	rdyn min	rdyn min
threshold torque	Co	Co	6.0	6.0	6.0

calculation:

chamber pressure(rdyn min)	pH at z=22,5%bar	2.2	2.2	2.1	2.1	2.1
chamber pressure(rdyn max)	pH at z=24,5%bar	2.2	2.2	2.1	2.1	2.1
chamber press.(servo)	pcha at pm6,5bar	5.9	5.9	4.8	4.8	4.8
piston force	Tha at pm6,5bar	6825	6825	4586	4586	4586
brake force(rdyn min)	T lad. at pm6,5bar	51709	51709	34623	34623	34623
brake force(rdyn max)	T lad. at pm6,5bar	51709	51709	34623	34623	34623
Brake force incl. 1 % rolling resistance		22.3	22.3	18.5	18.5	18.5

braking rate z laden 0.603 for rdyn min  
z = sum (TR)/PRmax 0.603 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 20HSCID65

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 20HSCID65

axle 3:

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

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

brake cylinder: Meritor 1424HTLD64

axle 4:

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

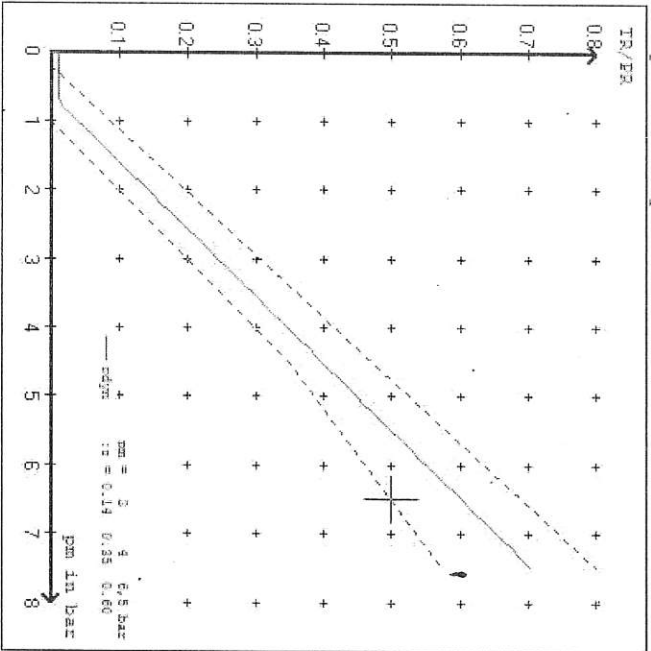
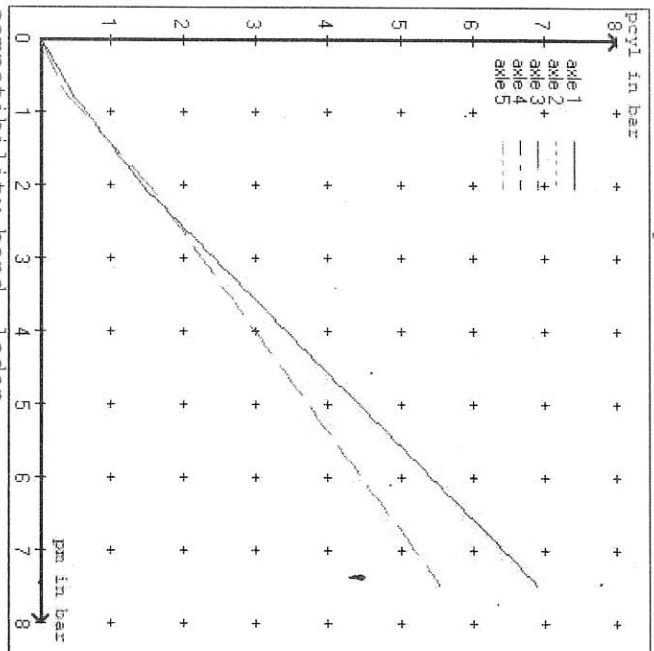
brake cylinder: Meritor 1424HTLD64

axle 5:

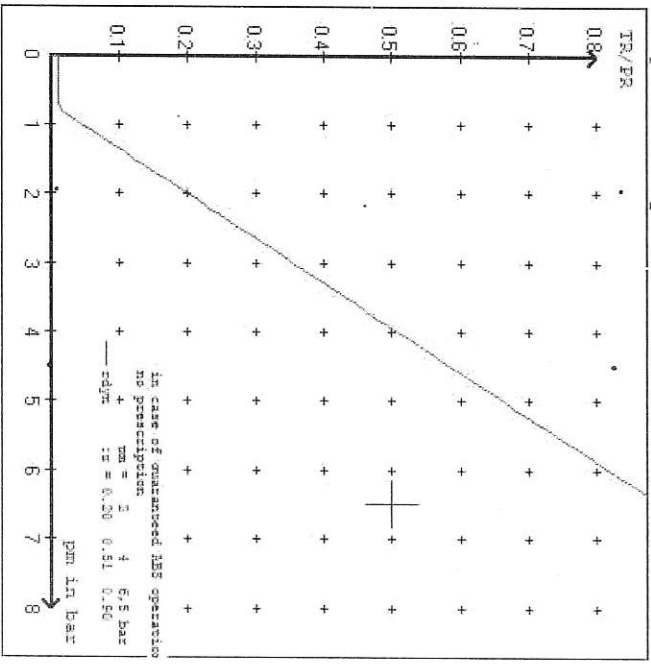
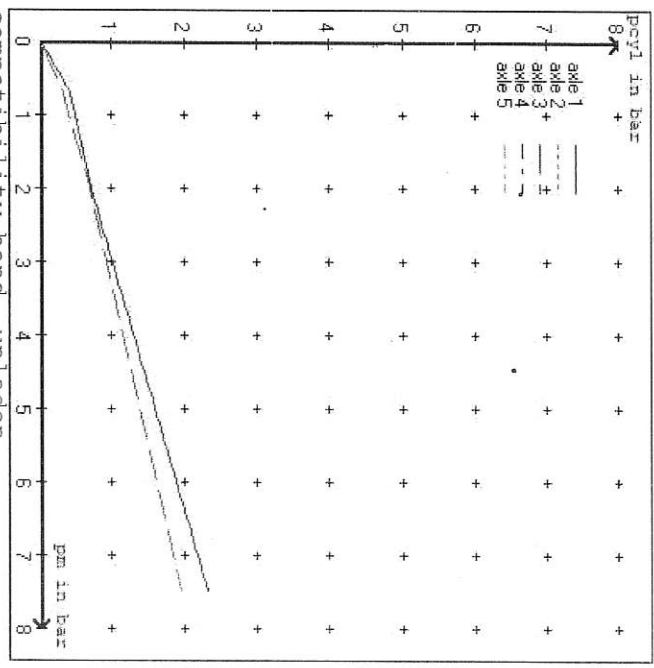
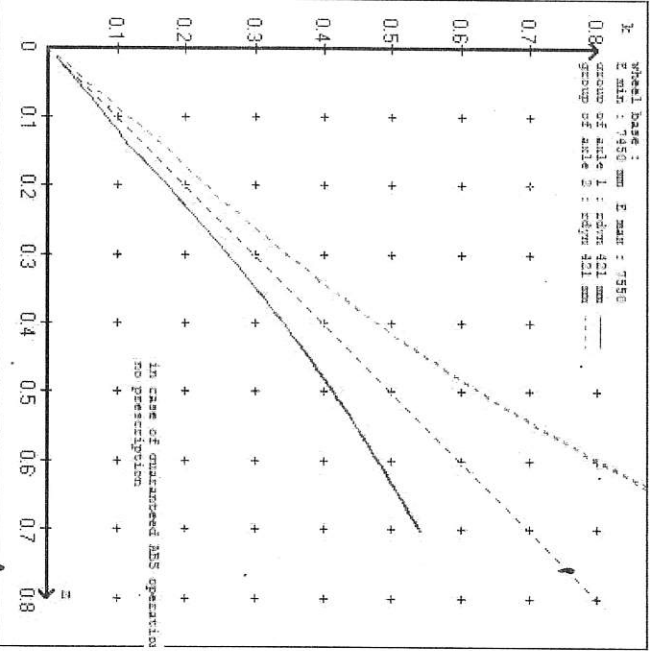
valve 1: 971 002 ... 0 WABCO  
EBS emergency valve  
valve 2: 480 102 ... 0 WABCO  
EBS trailer modulator

brake cylinder: Meritor 14HSCLD64

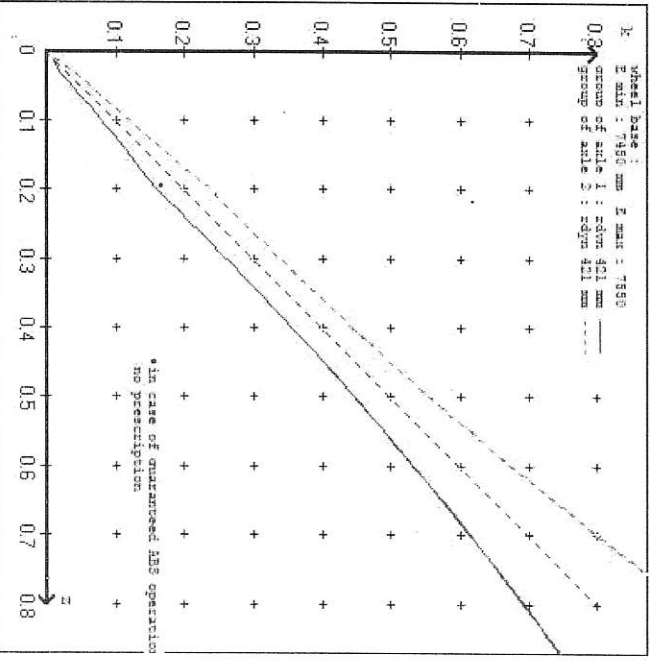
	test type III	(zIII = 0.30)	for rdyn min	axle1	axle2	axle3	axle4	axle5
at pm	3.5 bar =>		pcha in bar :	2.9	2.9	2.6	2.6	2.6
test type III	(zIII = 0.06)		for rdyn min :	axle1	axle2	axle3	axle4	axle5
at pm	1.2 bar =>		pcha in bar :	0.8	0.8	0.8	0.8	0.8



curves of friction laden



curves of friction unladen



vehicle manufacturer: DOMETT TRAILERS  
 trailer model : SAFT CURTAIN SIDE  
 trailer type : 5-axle-full-trailer

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

brake diagram :

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

EBS input data

=====

vehicle manufacturer: DOMETT TRAILERS  
 trailer model : SAFT CURTAIN SIDE  
 trailer type : 5-axle-full-trailer  
 brake calculation no. : TP 52526A

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  
 2.0 bar z = 0.142  
 (Laden condition) 6.5 bar z = 0.600

axle	control pressure pm		brake pr. unladen	axle load laden	control pressure pm		brake pr. laden	6.5
	axle load unladen	bellow pr. unladen			bellow pr. laden	brake pr. laden		
1	1550	to be	2.0	8000	to be	0.4	1.4	5.9
2	1550	entered by	2.0	8000	entered by	0.4	1.4	5.9
3	1300	the vehicle	1.7	6350	the vehicle	0.3	1.5	4.8
4	1300	manufact.	1.7	6350	manufact.	0.3	1.5	4.8
5	1300		1.7	6350		0.3	1.5	4.8

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
1550	1550	1300	1300	1300
2050	2050	1800	1800	1800
2550	2550	2300	2300	2300
3050	3050	2800	2800	2800
3550	3550	3300	3300	3300
4050	4050	3800	3800	3800
4550	4550	4300	4300	4300
5050	5050	4800	4800	4800
8000	8000	6350	6350	6350
pcyl	pcyl	pcyl	pcyl	pcyl
2.0	2.0	1.7	1.7	1.7
2.3	2.3	2.0	2.0	2.0
2.6	2.6	2.3	2.3	2.3
2.9	2.9	2.6	2.6	2.6
3.2	3.2	2.9	2.9	2.9
3.5	3.5	3.2	3.2	3.2
3.8	3.8	3.5	3.5	3.5
4.1	4.1	3.8	3.8	3.8
5.9	5.9	4.8	4.8	4.8



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

axle 1 : reference axle: SAF	SBW 1937	brake lining: Jurid 539
test report: :	TDB 0749 ECE	date : 20130930 30.09.2013
axle 2 : reference axle: SAF	SBW 1937	brake lining: Jurid 539
test report: :	TDB 0749 ECE	date : 20130930 30.09.2013
axle 3 : reference axle: SAF	SBW 1937	brake lining: Jurid 539
test report: :	TDB 0749 ECE	date : 20130930 30.09.2013
axle 4 : reference axle: SAF	SBW 1937	brake lining: Jurid 539
test report: :	TDB 0749 ECE	date : 20130930 30.09.2013
axle 5 : reference axle: SAF	SBW 1937	brake lining: Jurid 539
test report: :	TDB 0749 ECE	date : 20130930 30.09.2013

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 = 24.2 % Fe
axle 2	(rdyn 421 mm)	T = 24.2 % Fe
axle 3	(rdyn 421 mm)	T = 18.2 % Fe
axle 4	(rdyn 421 mm)	T = 18.2 % Fe
axle 5	(rdyn 421 mm)	T = 18.2 % 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
axle 5	(sp = 56 mm)	s = 39 mm

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

axle1	ThA = 6825 N
axle2	ThA = 6825 N
axle3	ThA = 4586 N
axle4	ThA = 4586 N
axle5	ThA = 4586 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 = 40393 N
axle 2	(rdyn 421 mm)	T = 40393 N
axle 3	(rdyn 421 mm)	T = 27098 N
axle 4	(rdyn 421 mm)	T = 27098 N
axle 5	(rdyn 421 mm)	T = 27098 N

basic test type III  
 of subject (calculated)  
 trailer (E) residual  
 (hot)braking  
 0.47

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 = 40393 N
axle 2	(rdyn 421 mm)	T = 40393 N
axle 3	(rdyn 421 mm)	T = 27098 N
axle 4	(rdyn 421 mm)	T = 27098 N
axle 5	(rdyn 421 mm)	T = 27098 N

basic test type III  
 of subject (calculated)  
 trailer (E) residual  
 (hot)braking  
 0.47

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

	axle 3	axle 4
no of TRISTOP-actuators per axle	2	2
TRISTOP-actuator type	T:14/16	T:14/16
lever length	69	69
stat. tyre radius	401	401
at a stroke of	30	30
min. force of spring brake	6160	6160
sp.brake chamber no Meritor.....	4	4
release pressure	4.8	4.8

calculation:

ratio until road  $3.9674$   $3.9674$   
 $iFb = IBh * \eta_{aC} * r_{Bf} / (r_{Bn} * r_{stat})$   
 for rstat in mm  $401$   $401$   
 brake force of spring br. TF in N  $48188$   $48188$   
 $TF = (TFZ * KDZ - 2 * C_0 / IBh) * iFb$   
 braking rate  $zF$  laden  $0.290$   
 $zF = \text{sum}(TF) / P + 0,01$

Test of the frictional connection required by the parking brake

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

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

min Ef = 5704 mm for E = 7450 mm  
 =====  
 min Ef = 5773 mm for E = 7550 mm  
 =====

min Ef = minimum distance between front axle(s) (trailer) or support (semitrailer) and the rear axle(s) (resultant of the bogie) wheel base  
 E =  
 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 = 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)

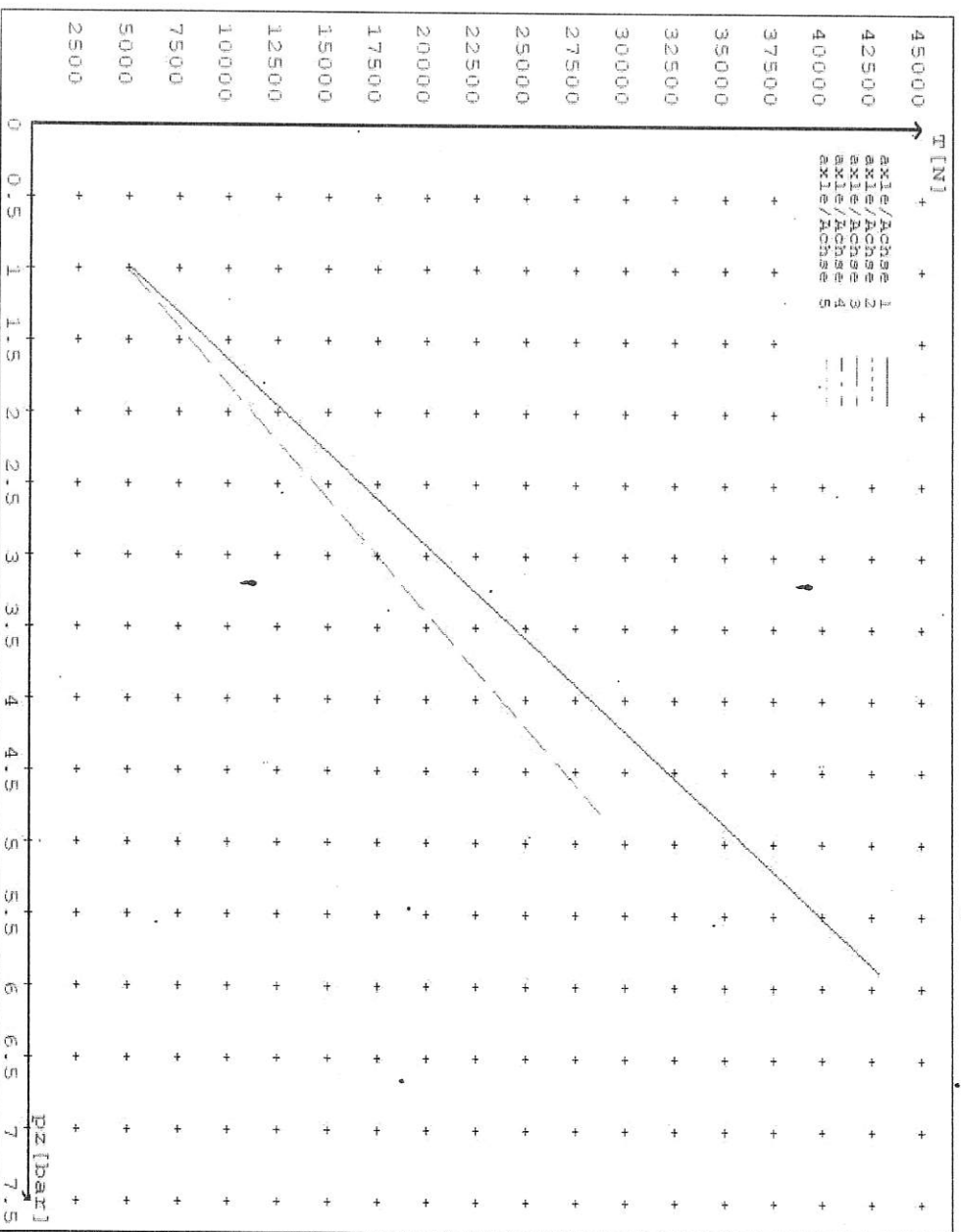
**reference values**

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

	pz [bar]	T [N]	T [N]
axle 1	1.0	5045	
	5.9	42876	
axle 2	1.0	5045	
	5.9	42876	
axle 3	1.0		4848
	4.8		28709
axle 4	1.0		4848
	4.8		28709
axle 5	1.0		4848
	4.8		28709

VIN - no.:

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





**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:** T R GROUP

**VEHICLE DETAILS**

**VEHICLE TYPE:** SAFT CURTAINSIDE **CERT #:** JH220629  
**YEAR:** 2022 **CALCULATION #:** TP52526  
**MAKE:** DOMETT **REGO #:** N/A  
**MODEL:** E2001 PH **LT400 #:** 837707  
**CHASSIS #:** 2219 **ORDER #:** 9100  
**VIN #:** 7A9E20012N2023219

**GVM: †** 32 **PRIME MOVER:** UNKNOWN

**LOAD CONFIGURATION:** MIXED FREIGHT

**GROUP RATINGS: †**

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

**WHEEL BASE: m**

7.5
-----

<b>UNLADEN COG m</b>	1.016	<b>MAX HEIGHT m</b>	4.3	<b>HEIGHT DECK m</b>	1.09
<b>COG: m</b>	2.073				

<b>TARE: †</b>	<b>FRONT</b>	3.1	<b>REAR</b>	4	<b>TOTAL</b>	7.1
----------------	--------------	-----	-------------	---	--------------	-----

**TYRE SIZE:**

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

**ROLLING CIRCUMFERENCE: mm**

	2645		2645
--	------	--	------

**AXLE SPACING: m**

	1.31		2.6
--	------	--	-----

**BRAKE & AXLE DETAILS**

	MAKE	MODEL	TEST REPORT
AXLE:	SAF	SAF-Z19W	TDB0749
POLE WHEEL FRONT:	90	POLE WHEEL REAR:	90
LINING MATERIAL:	JURID 539	BRAKE FACTOR:	23.03
SENSED AXLE(S):	# 2 + 4	NOTES:	

SERIAL NUMBERS:	1	2	3	4	5
	N/A	N/A	N/A	N/A	N/A
	SAF NG-IU25	SAF NG-IU25	SAF NG-IU25	SAF NG-IU25	SAF NG-IU25

**CHAMBER AND VALVING DETAILS**

	AXLE 1 & 2	AXLE 3 & 4	AXLE 5
CHAMBERS:	TSE_CHAMBERS	TSE_CHAMBERS	TSE_CHAMBERS
BRAND:	20HSCLD	1416HTLD	14HSCLD
SIZE:	65	64	64
STROKE: mm	BC 0041.0 Jul '07	BC0143.0	BZ 122.1 Sep '00
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)	70 kPa
ECU PART #:	WABCO	480 207 202 0 (12V)	70 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	

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:	SAF_AIRSPRING	SAF_AIRSPRING
MODEL:	SAF_INTRA	SAF_INTRA
BELLOW SIZE:	2619, 300mm	2619, 300mm
HEIGHT CONTROL VALVE:	HALDEX 90554950	HALDEX 90554950
OTHER VALVES:	N/A	N/A
RIDE HEIGHT mm :	260	260
HANGER HEIGHT mm :	200	200
PEDESTAL HEIGHT mm :	5	5
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:    200    205    355

**NOTES AND SPECIAL CONDITIONS**

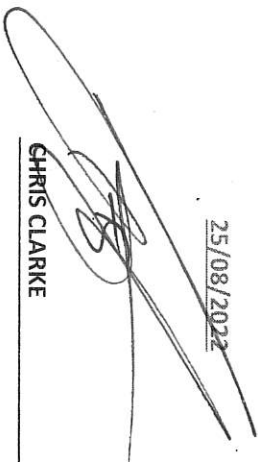
FILES RECEIVED: 03.06.2022  
FILES CREATED & SENT TO CIC: 23.08.2022  
~~FILE SCHEDULED TO SIGN OFF ON THE 25-08-2022~~  
FILES RETURNED AS COMPLETE:  
REASON FOR CERTIFICATION:                      NEW TRAILER BUILD

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:    25/08/2022

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***

**(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.

A handwritten signature in black ink, appearing to read 'J E Hirst', located below the printed name.

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)