

# Heavy vehicle specialist certificate

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

**CHRIS CLARKE**

ID

**CJC**

Plate number (optional)

VIN/chassis number

**7A9E2001XP2023262**

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: NZ HEAVY VEHICLE BRAKE SPECIFICATION.  
 CARRY OUT BRAKE CALCULATIONS, INSPECTION AND ECU END OF LINE PROTOCOL.  
 SAFT CURTAINSIDE **RSS ON TYRE: 265 70 R19.5**  
 FOR SYSTEM ARCHITECTURE, PLEASE REFER TO PDS WORKSHEET & SCHEMATIC.  
**REASON FOR CERTIFICATION:** NEW TRAILER BUILD

Code/standard/rule certified to

LTR 32015/5

Component load rating(s)

32 Tonnes GVM

General drawing number(s)

N/A

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

Supporting documents

BRAKE RULE CERTIFICATE

JH230304

BRAKE CALCULATION #

TP52261

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**

**JEH**

Inspector's signature

  
 Inspector's name (PRINT IN CAPS) **CHRIS CLARKE** ID number **864512**

Date

**06.04.2023**

Number

**864512**

CoF vehicle inspector ID (if applicable)

CoF vehicle inspector signature (if applicable)

Date

All fields are mandatory unless otherwise stated.

distribution: DOMETT TRAILERS  
 7A9E2001XP2023262  
 SODC: JH230304  
 LT400: CJC 864512

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,

|                          |    | unladen |    |  |  |  | laden       |
|--------------------------|----|---------|----|--|--|--|-------------|
| total mass               | P  | in      | kg |  |  |  | 35050       |
| axle 1                   | P1 | in      | kg |  |  |  | 8000        |
| axle 2                   | P2 | in      | kg |  |  |  | 8000        |
| axle 3                   | P3 | in      | kg |  |  |  | 6350        |
| axle 4                   | P4 | in      | kg |  |  |  | 6350        |
| axle 5                   | P5 | in      | kg |  |  |  | 6350        |
| wheel base               | E  | in      | mm |  |  |  | 6600 - 6650 |
| centre of gravity height | h  | in      | mm |  |  |  | 1080        |

|                                     | axle 1   | axle 2     | axle 3   | axle 4   | axle 5 |
|-------------------------------------|----------|------------|----------|----------|--------|
| 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 122.1BC | 0165.2BC | 0165.2BC | 0169.2 |
| brake chamber manufacturer          | Meritor  | Meritor    | Haldex   | Haldex   | Haldex |
| chamber size                        | 20.      | 20.        | 16/24    | 16/24    | 16"    |
| Lever length                        | 74       | 74         | 74       | 74       | 74     |
| brake factor                        | 20.26    | 20.26      | 20.26    | 20.26    | 20.26  |
| dyn. rolling radius                 | 421      | 421        | 421      | 421      | 421    |
| dyn. rolling radius threshold       | 421      | 421        | 421      | 421      | 421    |
| threshold torque                    | 7.0      | 7.0        | 7.0      | 7.0      | 7.0    |

calculation:

|  | min)               | pH at z=22,5%bar | max)  | pH at z=22,5%bar |
|--|--------------------|------------------|-------|------------------|
| chamber pressure(rdyn                    | 2.4                | 2.4              | 2.4   | 2.2              |
| chamber pressure(rdyn                    | 2.4                | 2.4              | 2.4   | 2.2              |
| chamber press.(servo)                    | pcha at pm6,5bar   | 6.6              | 6.6   | 4.8              |
| piston force                             | ThA at pm6,5bar    | 7687             | 7687  | 4573             |
| brake force(rdyn min)                    | T lad. at pm6,5bar | 54861            | 54861 | 32519            |
| brake force(rdyn max)                    | T lad. at pm6,5bar | 54861            | 54861 | 32519            |
| Brake force incl. 1 % rolling resistance |                    |                  |       |                  |
| proportion                               | %                  | 22.2             | 22.2  | 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  |       |  |

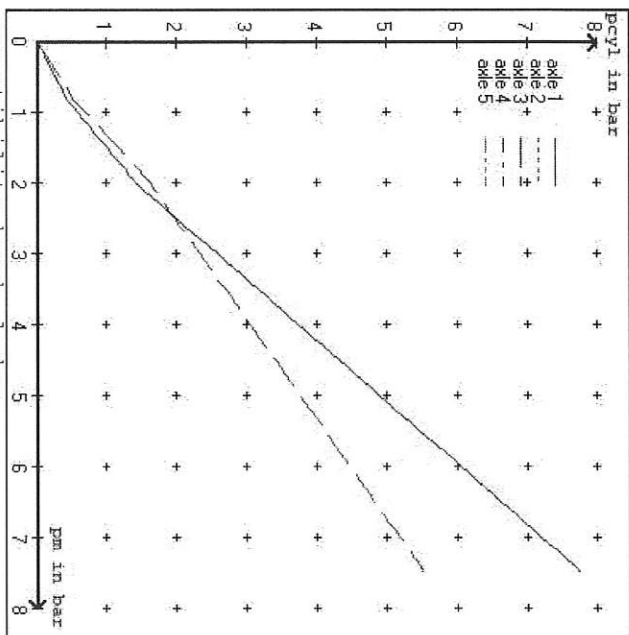
brake cylinder: Haldex 135 1624 ... / 175 1624...

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....

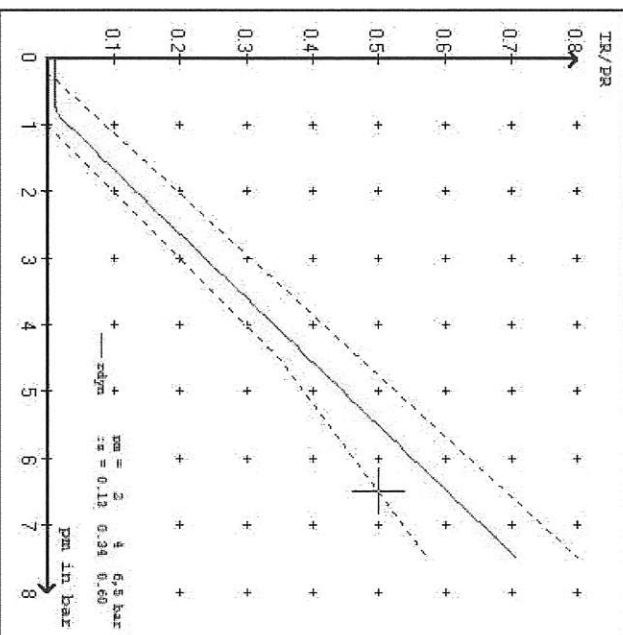
axle 5:  
valve 1 : 971 002 ... 0 WABCO  
EBS emergency valve  
valve 2 : 480 102 ... 0 WABCO  
EBS trailer modulator  
brake cylinder: Haldex 125 160 0.. - 125 160 5.. / 125 160 6.. - 125 160 9..

test type III (zIII = 0.30) for rdyn min : axle1 axle2 axle3 axle4 axle5  
at pm 3.6 bar => pcha in bar : 3.3 3.3 2.7 2.7 2.7  
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

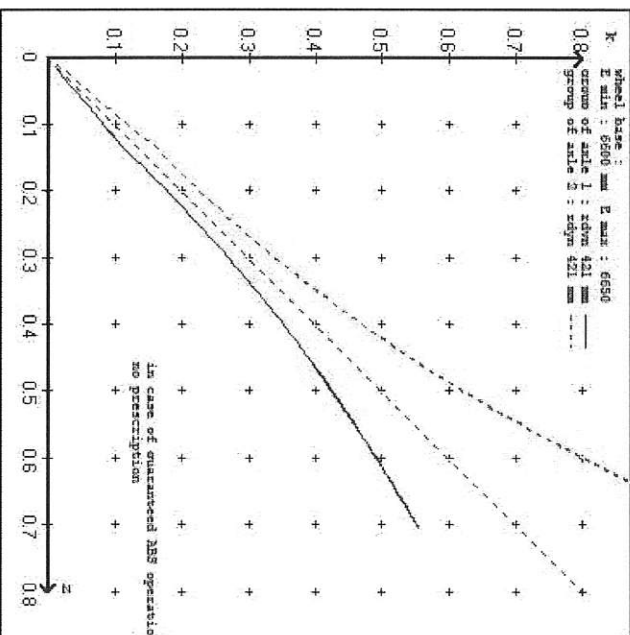
brake chamber pressure laden



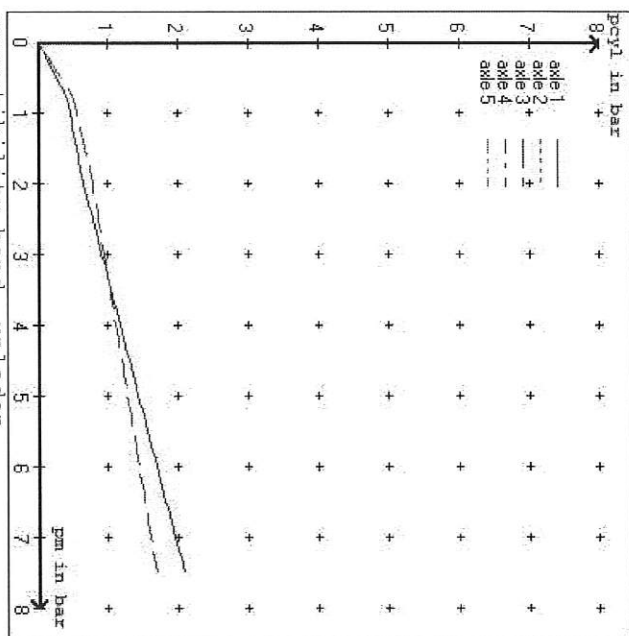
compatibility band laden



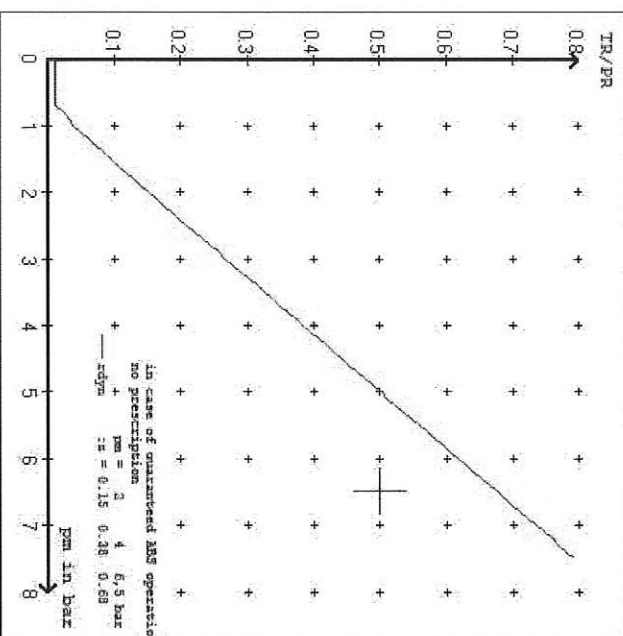
curves of friction laden



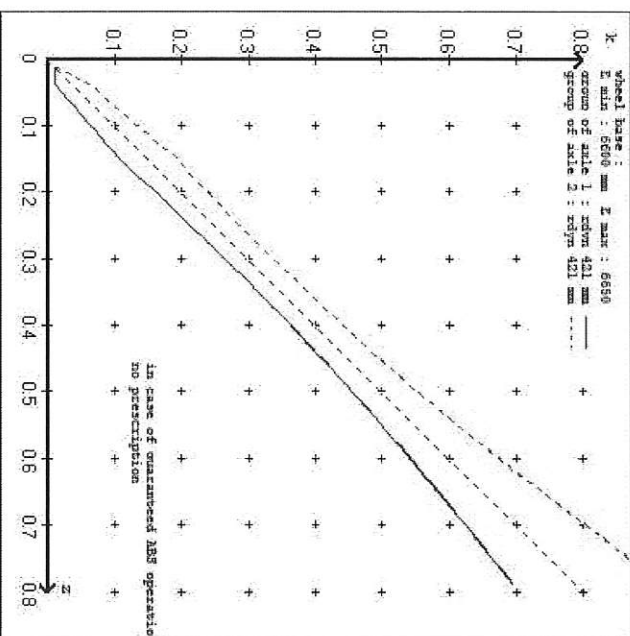
brake chamber pressure unladen



compatibility band unladen



curves of friction unladen



vehicle manufacturer: DOMETT TRAILERS  
 trailer model : SAFT 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 : SAFT CURTAINSIDE  
 trailer type : 5-axle-full-trailer  
 brake calculation no. : TP 52261A

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    | bellow pr. laden |                 |     |
| 1    | 1650                | to be              | 1.8               | 8000            | to be               | 0.4              | 1.4             | 6.6 |
| 2    | 1650                | entered by         | 1.8               | 8000            | entered by          | 0.4              | 1.4             | 6.6 |
| 3    | 1300                | the vehicle        | 1.5               | 6350            | the vehicle         | 0.5              | 1.6             | 4.8 |
| 4    | 1300                | manufact.          | 1.5               | 6350            | manufact.           | 0.5              | 1.6             | 4.8 |
| 5    | 1300                |                    | 1.5               | 6350            |                     | 0.5              | 1.6             | 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 |
| pcyl      | pcyl      | pcyl      | pcyl      | pcyl      |
| 1650      | 1650      | 1300      | 1300      | 1300      |
| 1.8       | 1.8       | 1.5       | 1.5       | 1.5       |
| 2150      | 2150      | 1800      | 1800      | 1800      |
| 2.2       | 2.2       | 1.8       | 1.8       | 1.8       |
| 2650      | 2650      | 2300      | 2300      | 2300      |
| 2.6       | 2.6       | 2.2       | 2.2       | 2.2       |
| 3150      | 3150      | 2800      | 2800      | 2800      |
| 2.9       | 2.9       | 2.5       | 2.5       | 2.5       |
| 3650      | 3650      | 3300      | 3300      | 3300      |
| 3.3       | 3.3       | 2.8       | 2.8       | 2.8       |
| 4150      | 4150      | 3800      | 3800      | 3800      |
| 3.7       | 3.7       | 3.1       | 3.1       | 3.1       |
| 4650      | 4650      | 4300      | 4300      | 4300      |
| 4.1       | 4.1       | 3.5       | 3.5       | 3.5       |
| 5150      | 5150      | 4800      | 4800      | 4800      |
| 4.4       | 4.4       | 3.8       | 3.8       | 3.8       |
| 8000      | 8000      | 6350      | 6350      | 6350      |
| 6.6       | 6.6       | 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: Assali SteFTM or LM or LGen | 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 LGen | 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 LGen | 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 LGen | 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 LGen | 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 = 23.6 % Fe |
| axle 2 | (rdyn 421 mm) | T = 23.6 % Fe |
| axle 3 | (rdyn 421 mm) | T = 16.1 % Fe |
| axle 4 | (rdyn 421 mm) | T = 16.1 % Fe |
| axle 5 | (rdyn 421 mm) | T = 16.1 % 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 = 50 mm) | S = 38 mm |
| axle 4 | (sp = 50 mm) | S = 38 mm |
| axle 5 | (sp = 50 mm) | S = 38 mm |

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

|       |              |
|-------|--------------|
| axle1 | ThA = 7687 N |
| axle2 | ThA = 7687 N |
| axle3 | ThA = 4573 N |
| axle4 | ThA = 4573 N |
| axle5 | ThA = 4573 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 = 47013 N |
| axle 2 | (rdyn 421 mm) | T = 47013 N |
| axle 3 | (rdyn 421 mm) | T = 27893 N |
| axle 4 | (rdyn 421 mm) | T = 27893 N |
| axle 5 | (rdyn 421 mm) | T = 27893 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 0.52

required braking rate >= 0,4 and  
(items 1.5.3 and 1.7.2 to annex 11) >= 0,6\*E (0.36)

|        |               |             |
|--------|---------------|-------------|
| axle 1 | (rdyn 421 mm) | T = 47013 N |
| axle 2 | (rdyn 421 mm) | T = 47013 N |
| axle 3 | (rdyn 421 mm) | T = 27893 N |
| axle 4 | (rdyn 421 mm) | T = 27893 N |
| axle 5 | (rdyn 421 mm) | T = 27893 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 0.52

required braking rate >= 0,4 and  
(items 1.5.3 and 1.7.2 to annex 11) >= 0,6\*E (0.36)

Spring parking brake

|                                  |                 |        |        |
|----------------------------------|-----------------|--------|--------|
| no of TRISTOP-actuators per axle | line KDZ        |        |        |
| TRISTOP-actuator type            |                 | axle 3 | axle 4 |
| Lever length                     | LBh in mm       | 2      | 2      |
| stat. tyre radius                | rstat max in mm | 16/24  | 16/24  |
|                                  |                 | 74     | 74     |
|                                  |                 | 401    | 401    |

|                            |       |         |         |
|----------------------------|-------|---------|---------|
| 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           | plus  | in bar  |         |
|                            |       |         |         |
|                            |       | 30      | 30      |
|                            |       | 6003    | 6003    |
|                            |       | 135 162 | 135 162 |
|                            |       | 175 162 | 175 162 |
|                            |       | 5.2     | 5.2     |

Calculation:

```

ratio until road          3.7388      3.7388
iFB = LBh*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 = 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 = 5118 mm for E = 6600 mm
=====
min Ef = 5153 mm for E = 6650 mm
=====
    
```

```

min Ef = minimum distance between front axle(s) (trailer) or support (semitraile)
and the rear axle(s) (resultant of the bogie)
E = wheel base
fzul = 0.80 maximum permissible frictional connection required
zferf = 0.18 maximum required braking ratio of the parking brake
h = 2100 mm height of center of gravity - laden
PR = 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)
    
```



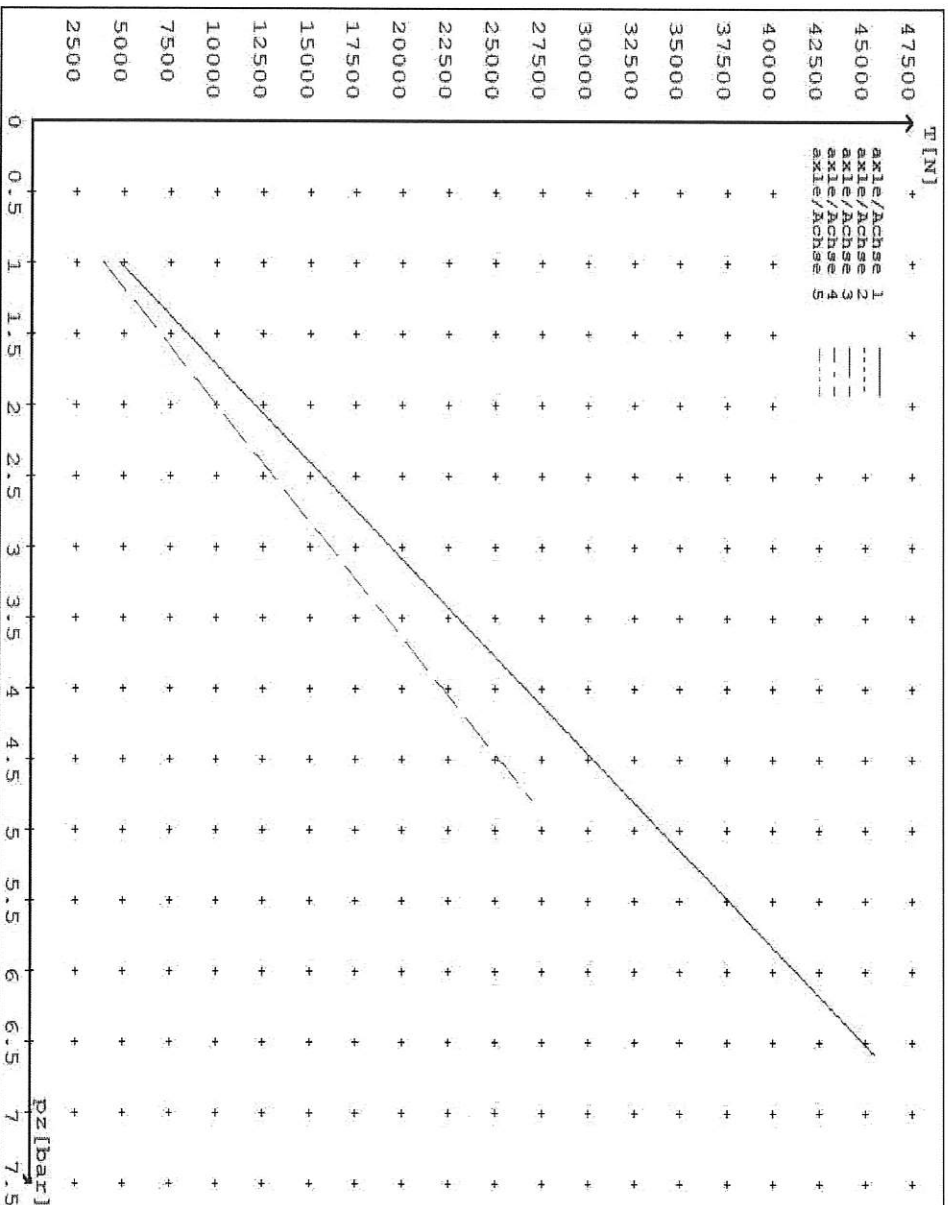
**reference values**

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

|        | pz [bar]   | T [N]         | T [N]         |
|--------|------------|---------------|---------------|
| axle 1 | 1.0<br>6.6 | 4746<br>45490 |               |
| axle 2 | 1.0<br>6.6 | 4746<br>45490 |               |
| axle 3 | 1.0<br>4.8 |               | 3850<br>26965 |
| axle 4 | 1.0<br>4.8 |               | 3850<br>26965 |
| axle 5 | 1.0<br>4.8 |               | 3850<br>26965 |

VIN - no.:

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





## **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.**

**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.**

### **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 Agency if dissatisfied with a Compliance issue. (Refer NZTA Notice Of Appointment Para 47.4) NZTA Helpdesk 0800 108 809***



## **NOTICE TO VEHICLE OPERATOR**

This trailer is equipped with an Electronic Brake System.

To comply with the New Zealand Heavy Vehicle Brake Rule 32015, 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', is written over a horizontal line.

J E Hirst  
(JEH HV/EK)  
(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.

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.**

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

J E Hirst  
(JEH HVEK)  
(09 980 7300)



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

**CLIENT**

**MANUFACTURER:** DOMETT TRAILERS  
**ADDRESS:** TAURIKURA DRIVE, TAURANGA 3110  
**FLEET:** FITCHETT LINEHAUL

**VEHICLE DETAILS**

**VEHICLE TYPE:** SAFT CURTAINSIDE **CERT #:** JH230304  
**YEAR:** 2023 **CALCULATION #:** TP52261  
**MAKE:** DOMETT **REGO #:** N/A  
**MODEL:** E2001 PH **LT400 #:** 864512  
**CHASSIS #:** 2262 **ORDER #:** 8996  
**VIN #:** 7A9E2001XP2023262

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

**LOAD CONFIGURATION:** MIXED FREIGHT

**GROUP RATINGS: t**

| FRONT | REAR |
|-------|------|
| 16    | 19   |

**WHEEL BASE: m** 6.605

| UNLADEN COG <i>m</i> | MAX HEIGHT <i>m</i> | HEIGHT DECK <i>m</i> |
|----------------------|---------------------|----------------------|
| 1.08                 | 4.3                 | 1.09                 |
| 2.083                |                     |                      |

| FRONT | REAR | TOTAL |
|-------|------|-------|
| 3.3   | 3.9  | 7.2   |

| FRONT        | REAR         |
|--------------|--------------|
| 265 70 R19.5 | 265 70 R19.5 |

|      |      |
|------|------|
| 2645 | 2645 |
|------|------|

|      |     |
|------|-----|
| 1.31 | 2.7 |
|------|-----|

**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 AXLES:     | NOTES:             |                  |             |
|                   | 2 + 4              |                  |             |
| 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 <input checked="" type="checkbox"/> REAR <input type="checkbox"/> |
|                      | FRONT FRICTION: $\mu$ <input type="text" value="0.49"/>                 |

SUBSYSTEMS:  SMARTBOARD  OPT-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:                | CS91            | CS91            |
| HEIGHT CONTROL VALVE:       | HALDEX 90554950 | HALDEX 90554950 |
| OTHER VALVES:               | N/A             | N/A             |
| RIDE HEIGHT <i>mm</i> :     | 280             | 280             |
| HANGER HEIGHT <i>mm</i> :   | 250             | 250             |
| PEDESTAL HEIGHT <i>mm</i> : | 75              | 75              |
| 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 |                    |

**HEAVY VEHICL BRAKE RULE - 32015 (TRAILER)**

SCHEDULE 4

SCHEDULE 5

SECTION 6

APPROVED STD

**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, SKETCHES AND SPECIAL CONDITIONS**

FILES RECEIVED: 10.01.2023

FILES CREATED: 06.03.2023

FILES ENCRYPTED & SENT:

REQUEST A COPY OF THE TARE WEIGHT DOCKET

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 VECHELE BRAKE RULE 32015, SCHEDULE 5.

DATE: 6/04/2023

SIGNED:

CERTIFIER NAME & ID:

CHRIS CLARKE

CIC

SODC BY:

JOHN HIRST

JEH

PHONE (BUS):

09-980-7300

POSTAL ADDRESS:

P. O. Box 98-971, Manukau 2241  
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