Heavy vehicle specialist certificate

WAKA KOTAHI
NZ TRANSPORT
AGENCY

Must be presented to a CoF (heavy) inspecting organisation if not entered into LANDATA

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

CHRIS CLARKE

ID **CJC**

Plate number *(optional)*

VIN/chassis number

7 A 9 E 2 0 0 1 5 N 2 0 2 3 2 3 2

Make **DOMETT**

Model *(optional)* **E2001 PH**

Certification category **HVEK**

Component being certified:

☐ Log bolsters	☐ Chassis	☐ Load anchorage
☐ SRT	☐ Towing connection	**X** Brakes
☐ Swept path	☐ PSV stability	☐ PSV rollover
	☐ 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.

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

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	JH230408
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

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
13·04·2023

Number
864516

CoF vehicle inspector ID *(if applicable)*	CoF vehicle inspector signature *(if applicable)*	Date

All fields are mandatory unless otherwise stated.

distribution: DOMETT TRAILERS
               7A9E20015N2023232
               SODC: JH230408
               LT400: CJC 864516

vehicle manufacturer: DOMETT TRAILERS

trailer model   : 5AFT CURTAIN SIDE

trailer type   : 5-axle-full-trailer

remarks   : air / hydraulic / VA suspension
                      WABCO TRAILER - EBS E
                      TRISTOP 3+4: T.14/24 [*TSE1416HTLD64 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,

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

		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	KDZ	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 lBh in mm		69	69	69	69	69
brake factor [-]		23.03	23.03	23.03	23.03	23.03
dyn. rolling radius rdyn min in mm		421	421	421	421	421
dyn. rolling radius rdyn max in mm		421	421	421	421	421
threshold torque Co Nm		6.0	6.0	6.0	6.0	6.0

calculation:

		axle 1	axle 2	axle 3	axle 4	axle 5
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=22,5%bar		2.2	2.2	2.1	2.1	2.1
chamber press.(servo)pcha at pm6,5bar bar		5.9	5.9	4.8	4.8	4.8
piston force ThA at pm6,5bar N		6825	6825	4586	4586	4586
brake force(rdyn min)T lad. at pm6,5bar N		51709	51709	34623	34623	34623
brake force(rdyn max)T lad. at pm6,5bar N		51709	51709	34623	34623	34623
Brake force incl. 1 % rolling resistance						
proportion %		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   20HSCLD65

axle 2:
   valve 1: 971 002 ... 0   WABCO
       EBS emergency valve

   valve 2: 480 207 0.. 0   WABCO   or 480 207 2.. 0
       EBS relay valve

   brake cylinder: Meritor   20HSCLD65

axle 3:
   valve 1: 971 002 ... 0   WABCO
       EBS emergency valve

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

   brake cylinder: Meritor   1424HTLD64

axle 4:
   valve 1: 971 002 ... 0   WABCO
        EBS emergency valve

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

   brake cylinder: Meritor   1424HTLD64

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

brake chamber pressure   laden

pcyl in bar

axle 1 ———
axle 2 - - - - -
axle 3 · · · · ·
axle 4 — — —
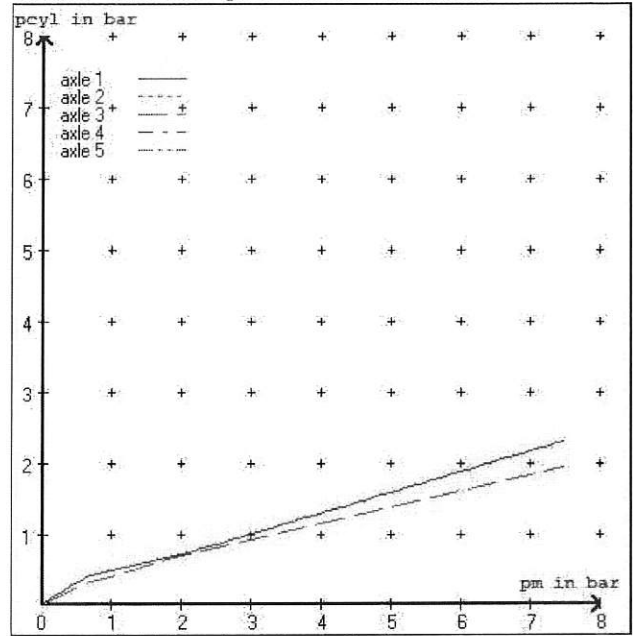axle 5 —·—·—

pm in bar
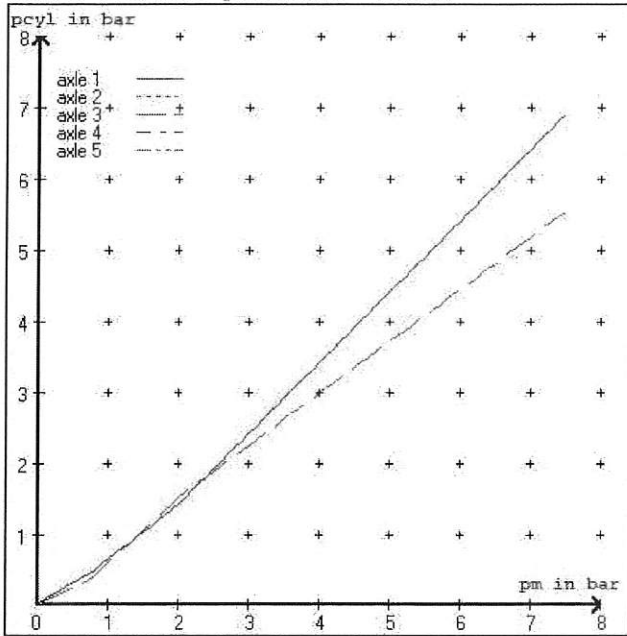
brake chamber pressure   unladen

pcyl in bar

axle 1 ———
axle 2 - - - - -
axle 3 · · · · ·
axle 4 — — —
axle 5 —·—·—

pm in bar

compatibility band   laden

TR/PR

——— rdyn   pm =   3   4   6,5 bar
                  :z = 0.14 0.35 0.60

pm in bar
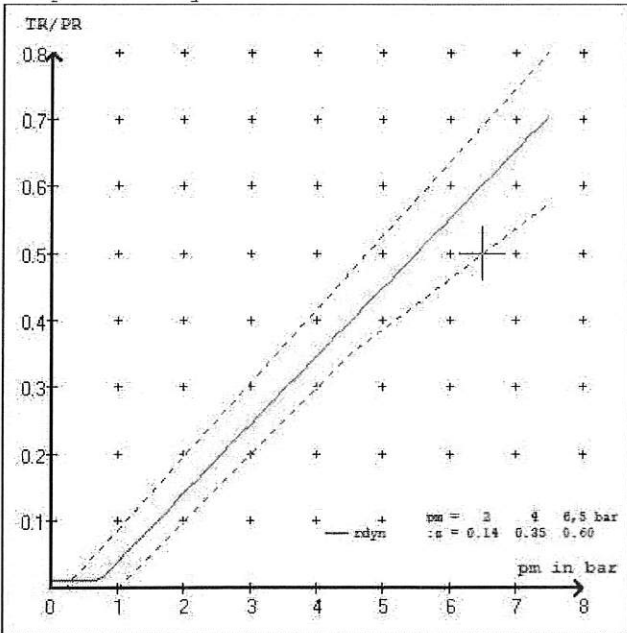
compatibility band   unladen

TR/PR

in case of guaranteed ABS operation
no prescription
——— rdyn   pm =   3   4   6,5 bar
                  :z = 0.20 0.51 0.90

pm in bar

curves of friction   laden

k

wheel base :
E min : 7450 mm E max : 7550
group of axle 1 : rdyn 421 mm ———
group of axle 3 : rdyn 421 mm - - - -

in case of guaranteed ABS operation
no prescription

z
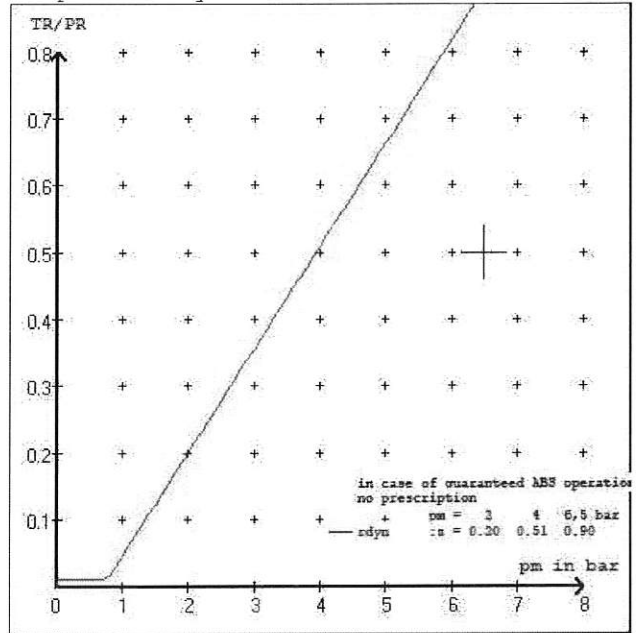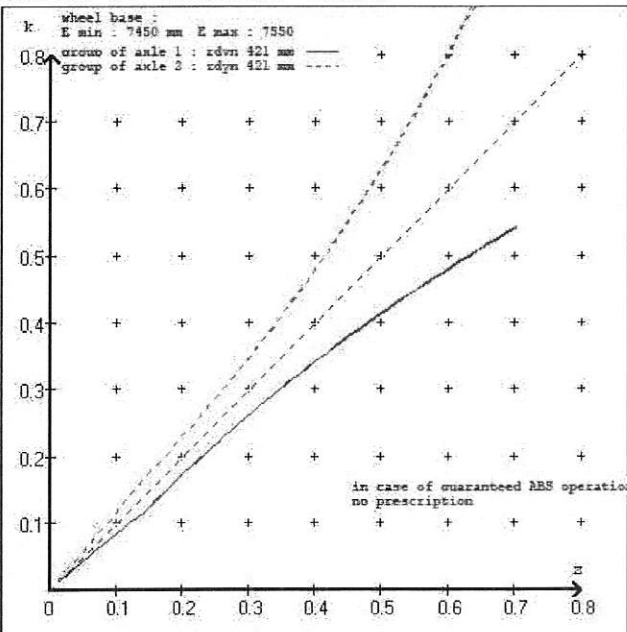
curves of friction   unladen
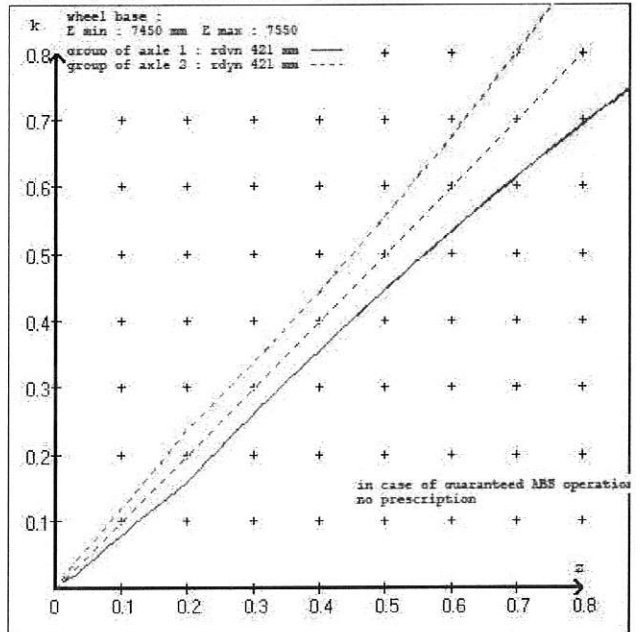
k

wheel base :
E min : 7450 mm E max : 7550
group of axle 1 : rdyn 421 mm ———
group of axle 3 : rdyn 421 mm - - - -

in case of guaranteed ABS operation
no prescription

z

vehicle manufacturer: DOMETT TRAILERS
trailer model   : 5AFT 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   : 5AFT 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
(laden condition)   2.0 bar z = 0.142
                                   6.5 bar z = 0.600

axle	axle load unladen	bellow pr. unladen	control pressure pm 6,5 brake pr. unladen	axle load laden	bellow pr. laden	control pressure pm 0.7	2.0	6.5
						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	pcyl	axle load	pcyl	axle load	pcyl	axle load	pcyl	axle load	pcyl
1550	2.0	1550	2.0	1300	1.7	1300	1.7	1300	1.7
2050	2.3	2050	2.3	1800	2.0	1800	2.0	1800	2.0
2550	2.6	2550	2.6	2300	2.3	2300	2.3	2300	2.3
3050	2.9	3050	2.9	2800	2.6	2800	2.6	2800	2.6
3550	3.2	3550	3.2	3300	2.9	3300	2.9	3300	2.9
4050	3.5	4050	3.5	3800	3.2	3800	3.2	3800	3.2
4550	3.8	4550	3.8	4300	3.5	4300	3.5	4300	3.5
5050	4.1	5050	4.1	4800	3.8	4800	3.8	4800	3.8
8000	5.9	8000	5.9	6350	4.8	6350	4.8	6350	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 of subject trailer (E)	type III (calculated) residual (hot)braking
braking rate of the vehicle (item 4.3.2 to appendix 2 to annex 11)	0.60	0.47
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 of subject trailer (E)	type III (calculated) residual (hot)braking
braking rate of the vehicle (item 4.3.2 to appendix 2 to annex 11)	0.60	0.47
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 line KDZ		2	2
TRISTOP-actuator type		T.14/16	T.14/16
lever length lBh in mm		69	69
stat. tyre radius rstat max in mm		401	401
at a stroke of s in mm		30	30
min. force of spring brake TFZ in N		6160	6160
sp.brake chamber no Meritor.....		4	4
release pressure pLs in bar			
		4.8	4.8

calculation:

	axle 3	axle 4
ratio until road	3.9674	3.9674
$iFb = lBh*Eta*C*rBt/(rBn*rstat)$		
for rstat in mm	401	401
brake force of spring br. Tf in N	48188	48188
$Tf = (TFZ*KDZ-2*Co/lBh)*iFb$		
braking rate zf laden	0.290	
$zf = sum (Tf)/P + 0,01$		

Test of the frictional connection required by the parking brake

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

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

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)
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 5.9	5045 42876	
axle 2	1.0 5.9	5045 42876	
axle 3	1.0 4.8		4848 28709
axle 4	1.0 4.8		4848 28709
axle 5	1.0 4.8		4848 28709

VIN - no.:

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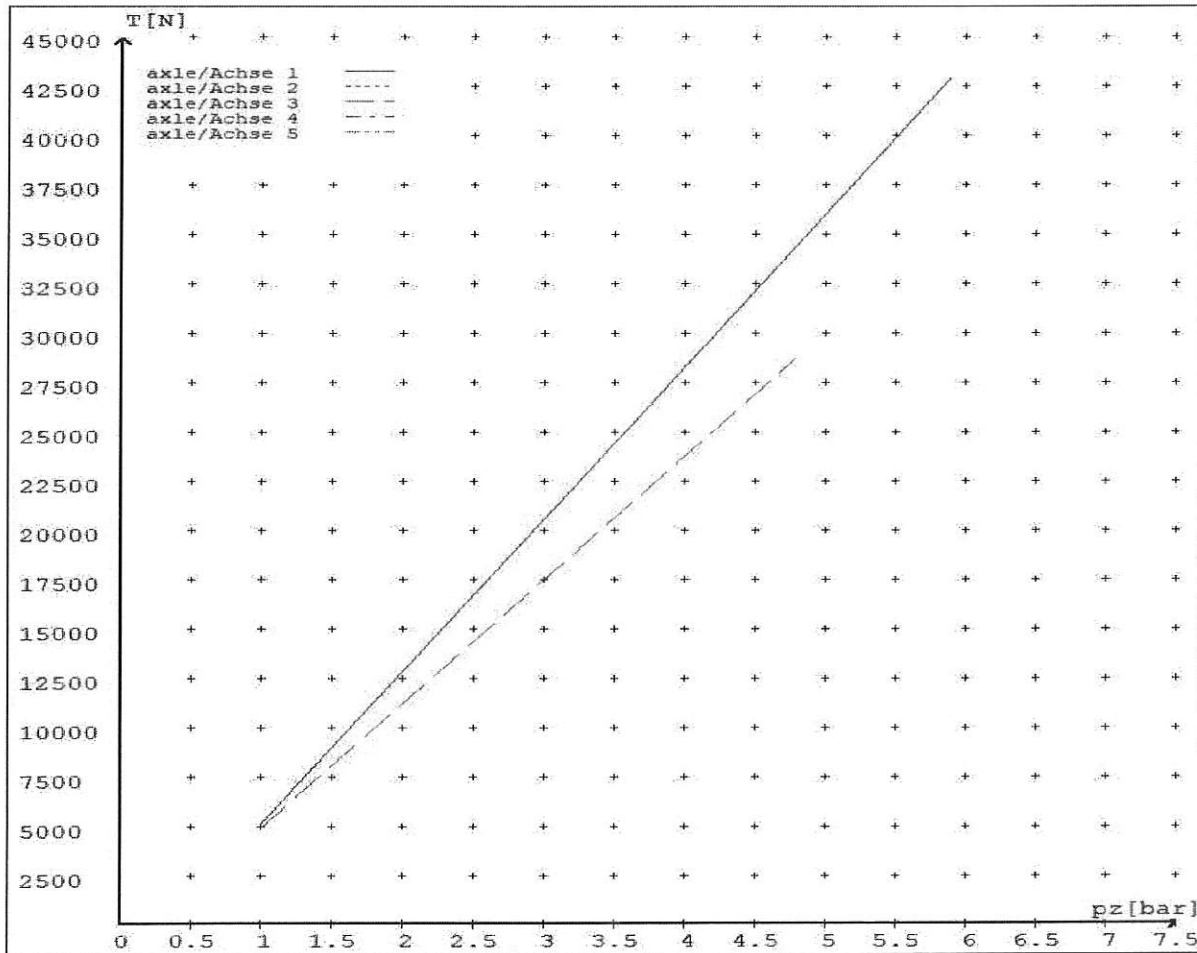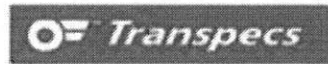
NOTICE TO VEHICLE OPERATOR

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

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) <u>NZTA Helpdesk 0800 108 809</u>

(J.Hirst (JEH) HVEK)

TWL **O= Transpecs**

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.

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

TWL **O⁼ Transpecs**

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.

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

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

CLIENT

MANUFACTURER:	DOMETT TRAILERS
ADDRESS:	TAURIKURA DRIVE, TAURANGA 3110
FLEET:	T R GROUP

VEHICLE DETAILS

VEHICLE TYPE:	5AFT CURTAINSIDE	**CERT #:**	JH230408
YEAR:	2023	**CALCULATION #:**	TP52526
MAKE:	DOMETT	**REGO #:**	N/A
MODEL:	E2001 PH	**LT400 #:**	864516
CHASSIS #:	2232	**ORDER #:**	9107
VIN #:	7 A 9 E 2 0 0 1 5 N 2 0 2 3 2 3 2		
GVM: *t*	32	**PRIME MOVER:**	UNKNOWN
LOAD CONFIGURATION:	MIXED FREIGHT		

GROUP RATINGS: *t*	FRONT	REAR
	16	19

WHEEL BASE: *m*	7.5

	UNLADEN COG *m*	MAX HEIGHT *m*	HEIGHT DECK *m*
	1.016	4.3	1.09

COG: *m*	2.073

	FRONT	REAR	TOTAL
TARE: t	3.1	4	7.1

	FRONT	REAR
TYRE SIZE:	265 70 R19.5	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-ZI9W	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	N/A		SAF NG-IU28
2	N/A		SAF NG-IU28
3	N/A		SAF NG-IU28
4	N/A		SAF NG-IU28
5	N/A		SAF NG-IU28

CHAMBER AND VALVING DETAILS

CHAMBERS:	AXLE 1 & 2	AXLE 3 & 4	AXLE 5
BRAND:	TSE_CHAMBERS	TSE_CHAMBERS	TSE_CHAMBERS
SIZE:	20HSCLD	1416HTLD	14HSCLD
STROKE: *mm*	65	64	64
TEST REPORT #:	BC 0041.0 Jul '07	BC0143.0	BZ 122.1 Sep '00
SPRINGBRAKE FORCE: *kN*	N/A	6.16	N/A
HOLDOFF PRESSURE: *Bar*	N/A	4.8	N/A
FOUNDATION BRAKE:	WABCO PAN19	WABCO PAN19	WABCO PAN19
LEVER LENGTH: *mm*	69	69	69

BRAKE VALVES:	MAKE:	PART NUMBER:	PM PRESS. *kPa*
ECU PART #:	WABCO	480 102 08. 0 (MV)	70 kPa
3RD MODULATOR #:	WABCO	480 207 202 0 (12V)	70 kPa
ANTI-COMPOUNDING:	YES		
SPRING BRAKE RELAY:	WABCO_PREV	971 002 900 0	
YARD RELEASE VALVE:	WABCO-PREV	971 002 900 0	
INLINE RELAY FITTED:	N/A	N/A	

ECU DIRECTION: ☑ FRONT ☐ REAR **FRONT FRICTION:** µ 0.48

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* **:**	50	50
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
AUXILLARY 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		

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: 05.10.2022

FILES CREATED & SENT TO CJC: 12.04.2023

FILES RETURNED AS COMPLETE:

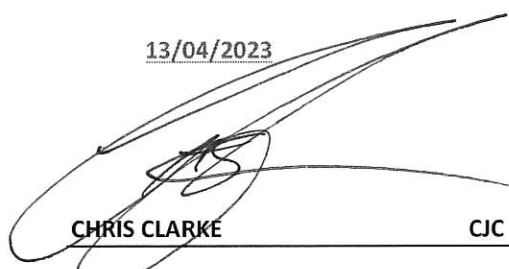**REASON FOR CERTIFICATION:**   NEW TRAILER BUILD

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.

TRAILER CERTIFIED TO THE NEW ZEALAND HEAVY VECHLE BRAKE RULE 32015 VIA SCHEDULE 5.

DATE: 13/04/2023

SIGNED:

CERTIFIER NAME & ID: CHRIS CLARKE   CJC

SODC BY: JOHN HIRST   JEH

PHONE (BUS):   09-980-7300

FAX:

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