

Heavy vehicle specialist inspector's or manufacturing inspecting organisation's name (PRINT IN CAPS) <b>CHRIS CLARKE</b>	ID <b>CJC</b>
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Plate number (optional)	VIN/chassis number <b>7 A 9 E 2 0 0 1 2 P 2 0 2 3 3 1 9</b>
Make <b>DOMETT</b>	Component being certified: <input type="checkbox"/> Chassis <input type="checkbox"/> Load anchorage
Model (optional) <b>E2001 PH</b>	<input type="checkbox"/> Log bolsters <input type="checkbox"/> Towing connection <input checked="" type="checkbox"/> Brakes
Certification category <b>HVEK</b>	<input type="checkbox"/> SRT <input type="checkbox"/> PSV stability <input type="checkbox"/> PSV rollover
	<input type="checkbox"/> Swept path <input type="checkbox"/> 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 PRQTOCOL.  
 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 <b>LTR 32015</b>	Component load rating(s) <b>32 Tonnes GVM</b>
General drawing number(s) <b>N/A</b>	<b>16 Tonne (Front brake mass)</b>
	<b>19 Tonne (Rear brake mass)</b>

Supporting documents	
<b>BRAKE RULE CERTIFICATE</b>	<b>JH230603</b>
<b>BRAKE CALCULATION #</b>	<b>TP52669</b>

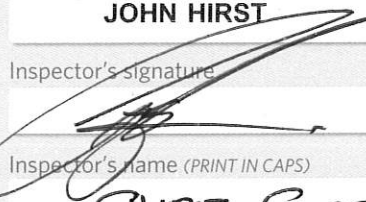
Special conditions (optional)

**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) <b>N/A [UNLESS MODIFIED]</b>	or	Hubodometer reading (whichever comes first)
		<input type="text"/>

**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) <b>JOHN HIRST</b>	<b>J E H</b>
Inspector's signature 	
Inspector's name (PRINT IN CAPS) <b>CHRIS CLARKE</b>	ID number <b>CJC</b>
Date <b>11.07.2023</b>	Number <b>880185</b>

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	2023-05-16	Serial number	897045277100A
Serial number (modulator)	000000582810		
Fingerprint Customer EOL / Customer Development / Flash Program	W503643 / 2023-07-11 ; 00000000 / 0000-00-00 ; 00000000 / 0000-00-00		

## WABCO TRAILER EBS-E

GGVS/ADR TUEH TB 2007 - 019.00  
TDB0749

HERSTELLER MANUFACTURER CONSTRUCTEUR	DOMETT TRAILERS			GIO	Pin1	Pin3	Pin4
TYP TYPE TYPE	5AFT CURTAINSIDE			1	---	---	---
VEHICLE IDENT. NUMBER CHASSIS NUMBER NUMERO DE CHASSIS	7A9E20012P2023319			2	---	---	---
BREMSBERECHNUNGS-NR. BRAKE CALCULATION NO. CALCUL DE FREINAGE NO.	TP52669A			3	ALS2	ALS2	---
POLRADZAHNEZAHL c-d   e-f POLE WHEEL TEETH c-d   e-f DENTS ROUE DENTEE c-d   e-f	90	90	ABS-System ABS-System Système ABS	4	---	---	---
RSS RSS RSS	Einfachbereifung Single tire Monte simple		Lenkachse Steering axle Essieu vireur	5	DIAG	DIAG	DIAG
	Zwillingsbereifung Twin tires / Super single Monte jumellee	X	Rippkritisches Fahrzeug Critical Trailer Vehicule critique	6	---	---	---
Subsystems	SB	I/O	24N	7	---	---	---



ACHSE AXLE ESSIEU	pm (bar)		6.5		pm (bar)		0.8		2.0		---		6.5		TYP TYPE	(mm)	(mm)	(bar)	
	+	-	+	-	+	-	+	-	+	-	+	-	+	-				1.0	Pz
1	1600	0.7	2.1	8000	5.1	0.4	1.3	---	5.8	-	20	65	69	509	4252				
2	1600	0.7	2.1	8000	5.1	0.4	1.3	---	5.8	-	20	65	69	509	4252				
3	1400	0.5	1.8	6350	4.0	0.3	1.4	---	4.8	-	14 / 16	64	69	489	2899				
4	1400	0.5	1.8	6350	4.0	0.3	1.4	---	4.8	-	14 / 16	64	69	489	2899				
5	1400	0.5	1.8	6350	4.0	0.3	1.4	---	4.8	-	14	64	69	489	2899				

### 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.	7A9E20012P2023319
Vehicle type	5AFT CURTAINSIDE	Odometer reading	3.9 km
Next service	0 km	Trip reading	3.9 km
Tester	Chris Clarke	Signature	
Date	2023-07-11 11:15:38 am		

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

distribution: DOMETT TRAILERS  
 7A9E20012P2023319  
 SoDC: JH230603  
 LT400: CJC 880185

please note!

This brake calculation is made under consideration of  
 -the legal precriptions 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 13.10.2020

vehicle manufacturer: DOMETT TRAILERS  
 trailer model : 5AFT CURTAINSIDE  
 trailer type : 5-axle-full-trailer  
 remarks : air / hydraulic / VA suspension  
 WABCO TRAILER - EBS E  
 TRISTOP 3+4: T.14/24 [TSE1416HTLD 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	7400	35050
axle 1	P1 in kg	1600	8000
axle 2	P2 in kg	1600	8000
axle 3	P3 in kg	1400	6350
axle 4	P4 in kg	1400	6350
axle 5	P5 in kg	1400	6350
wheel base	E in mm	7650 - 7750	
centre of gravity height	h in mm	1096	2080

	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 122.1	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
brake factor	[-]	23.03	23.03	23.03	23.03
dyn. rolling radius	rdyn min in mm	421	421	421	421
dyn. rolling radius	rdyn max in mm	421	421	421	421
threshold torque	Co Nm	6.0	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=22,5%bar	2.2	2.2	2.1	2.1	2.1
chamber press.(servo)pcha at pm6,5bar bar	5.8	5.8	4.8	4.8	4.8
piston force	ThA at pm6,5bar N	6702	6702	4586	4586
brake force(rdyn min)T lad. at pm6,5bar N	50778	50778	34623	34623	34623
brake force(rdyn max)T lad. at pm6,5bar N	50778	50778	34623	34623	34623
Brake force incl. 1 % rolling resistance proportion	%	22.3	22.3	18.5	18.5

braking rate z laden 0.597 for rdyn min  
 z = sum (TR)/PRmax 0.597 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:

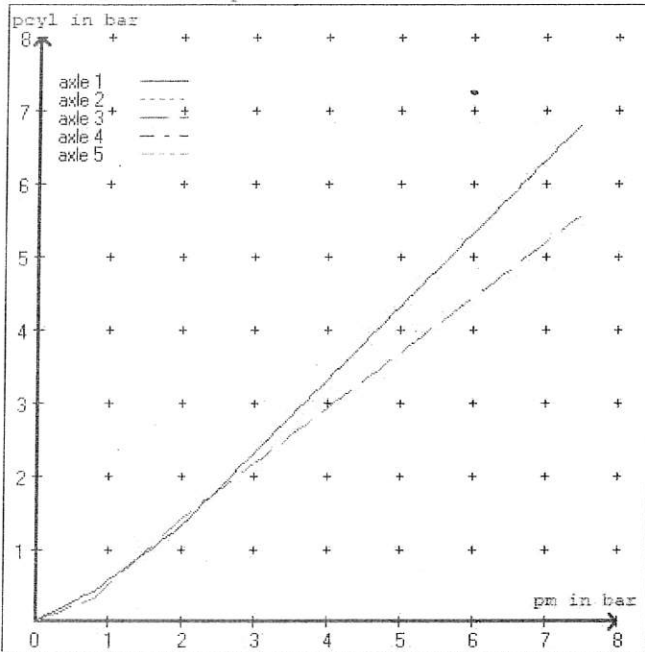
valve 1: 971 002 ... 0 WABCO  
EBS emergency valve

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

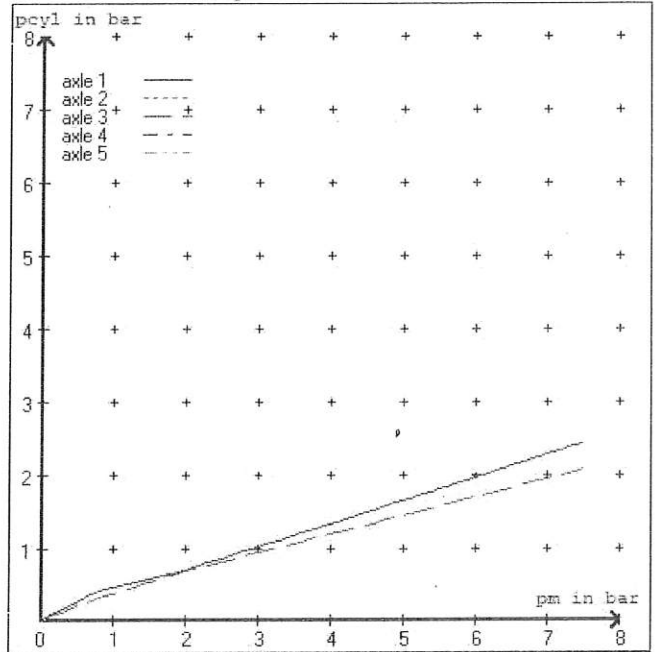
brake cylinder: Meritor 14HSCLD64

test type III (zIII = 0.30)	for rdyn min :	axle1	axle2	axle3	axle4	axle5	
at pm 3.6 bar =>	pcha in bar :	2.9	2.9	2.6	2.6	2.6	2.6
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	0.8	0.8	0.8	0.8

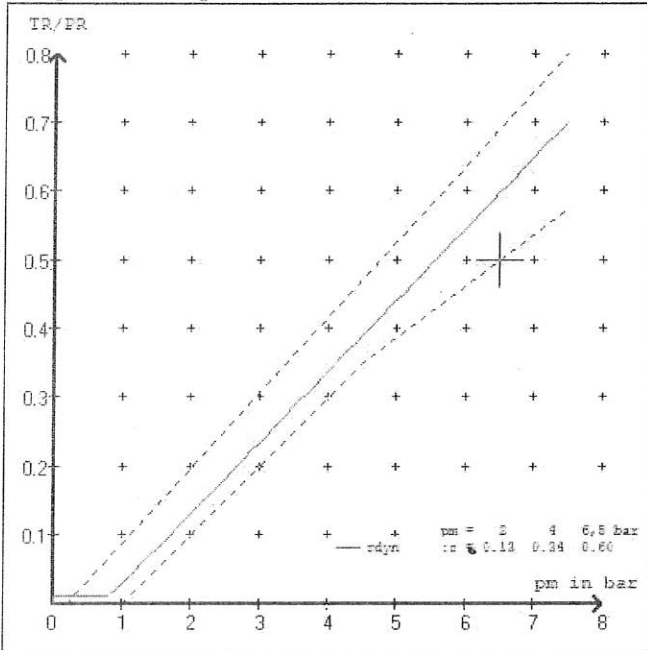
brake chamber pressure laden



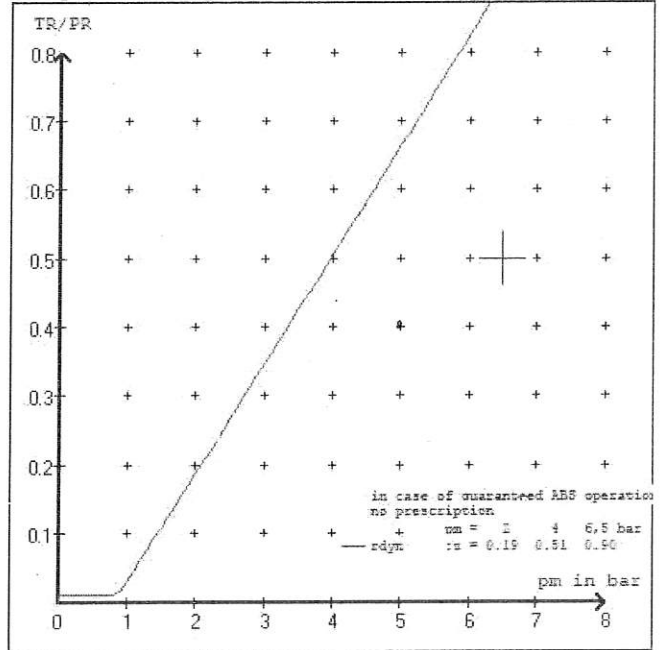
brake chamber pressure unladen



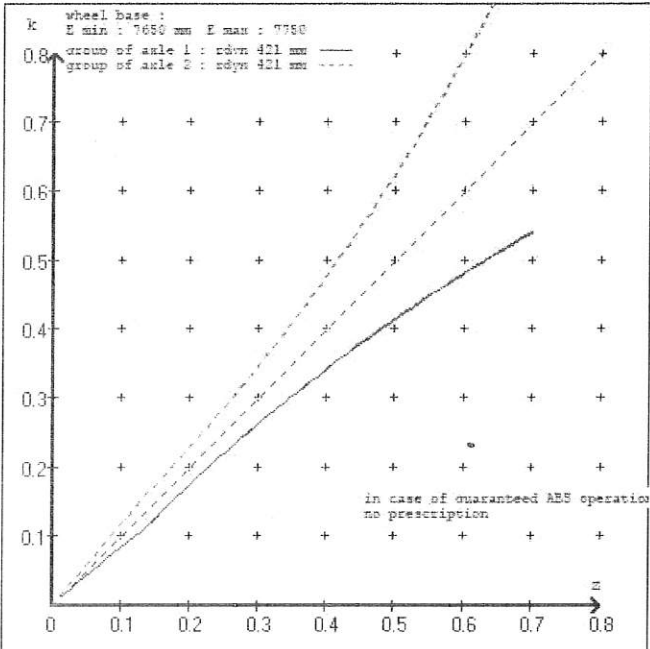
compatibility band laden



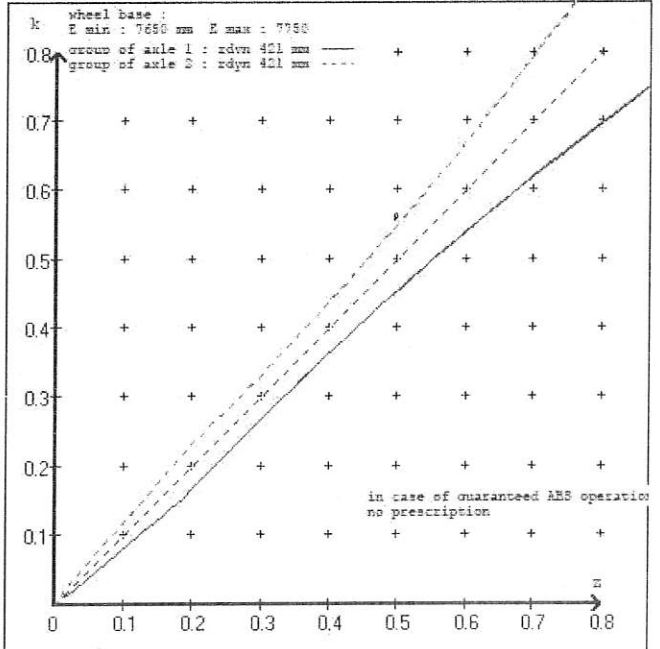
compatibility band unladen



curves of friction laden



curves of friction unladen





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 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

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vehicle manufacturer: DOMETT TRAILERS  
 trailer model : 5AFT CURTAINSIDE  
 trailer type : 5-axle-full-trailer  
 brake calculation no. : TP 52669A

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  
 (laden condition) 2.0 bar z = 0.134  
 6.5 bar z = 0.600

control pressure pm			6,5	control pressure pm			0.8	2.0	6.5
axle	axle load unladen	bellow pr. unladen	brake pr. unladen	axle load laden	bellow pr. laden	brake pr. laden			
1	1600	to be	2.1	8000	to be	0.4	1.3	5.8	
2	1600	entered by	2.1	8000	entered by	0.4	1.3	5.8	
3	1400	the vehicle	1.8	6350	the vehicle	0.3	1.4	4.8	
4	1400	manufact.	1.8	6350	manufact.	0.3	1.4	4.8	
5	1400		1.8	6350		0.3	1.4	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.

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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
1600 2.1	1600 2.1	1400 1.8	1400 1.8	1400 1.8
2100 2.4	2100 2.4	1900 2.1	1900 2.1	1900 2.1
2600 2.7	2600 2.7	2400 2.4	2400 2.4	2400 2.4
3100 3.0	3100 3.0	2900 2.7	2900 2.7	2900 2.7
3600 3.3	3600 3.3	3400 3.0	3400 3.0	3400 3.0
4100 3.5	4100 3.5	3900 3.3	3900 3.3	3900 3.3
4600 3.8	4600 3.8	4400 3.6	4400 3.6	4400 3.6
5100 4.1	5100 4.1	4900 3.9	4900 3.9	4900 3.9
8000 5.8	8000 5.8	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. verific. 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 = 18.3 % Fe
axle 4	(rdyn 421 mm)	T = 18.3 % Fe
axle 5	(rdyn 421 mm)	T = 18.3 % 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 = 6702 N
axle2	ThA = 6702 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 = 39670 N
axle 2	(rdyn 421 mm)	T = 39670 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

braking rate of the vehicle (item 4.3.2 to appendix 2 to annex 11)	0.60	(hot)braking 0.47
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required braking rate (items 1.5.3 and 1.7.2 to annex 11)	>= 0,4 and >= 0,6*E (0.36)
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axle 1	(rdyn 421 mm)	T = 39670 N
axle 2	(rdyn 421 mm)	T = 39670 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

braking rate of the vehicle (item 4.3.2 to appendix 2 to annex 11)	0.60	(hot)braking 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

	<u>axle 3</u>	<u>axle 4</u>
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:

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

Min. wheelbase/min. supporting width (theoretical proof / no ECE regulation!):  
 In the event of non-compliance, carry out a practical test or use the procedure  
 described in ECE / Appendix 20.

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

$$\min Ef = 5836 \text{ mm} \quad \text{for } E = 7650 \text{ mm}$$

$$\min Ef = 5905 \text{ mm} \quad \text{for } E = 7750 \text{ mm}$$

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        =                    2080 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)

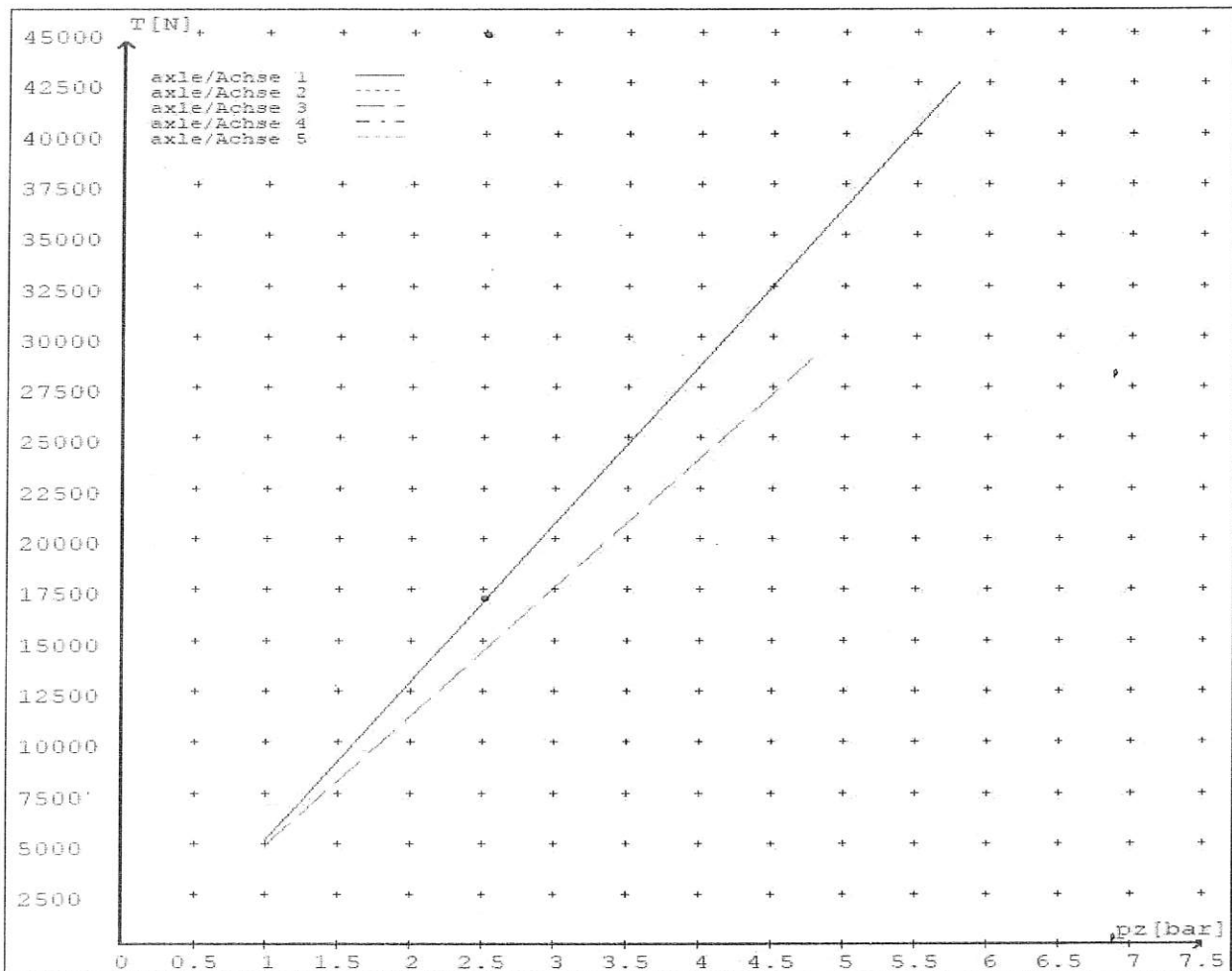
reference values

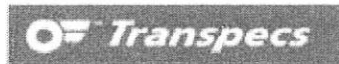
reference values for z = 50% for max rdyn: 421 mm

	pz [bar]	T [N]	T [N]
axle 1	1.0	5095	
	5.8	42527	
axle 2	1.0	5095	
	5.8	42527	
axle 3	1.0		4897
	4.8		28998
axle 4	1.0		4897
	4.8		28998
axle 5	1.0		4897
	4.8		28998

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) NZTA Helpdesk 0800 108 809***

**(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, it must be used only in conjunction with a truck/tractor equipped with a 5 or 7 pin ABS/EBS power supply socket.

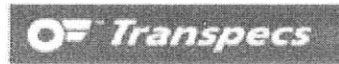
Failure to connect to such supply invalidates Brake Rule compliance.

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

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

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

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



## NOTICE TO VEHICLE OPERATOR

### WABCO Park Release Emergency Valve (PREV)

This trailer is equipped with a WABCO PREV  
Part # 971 002 900 0

Application of the park brake via the cab control valve will actuate and apply all service brakes on the trailer. In the event of a leak in the service brake system the Spring Brakes will automatically override and hold the vehicle in compliance to Land Transport Rule: Heavy-vehicle Brakes Rule 32015.

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  
WORKSHEET, PROCEDURE DOCUMENTATION SHEET  
& CONFIRMATION OF COMPLIANCE**

**CLIENT**

<b>MANUFACTURER:</b>	DOMETT TRAILERS
<b>ADDRESS:</b>	TAURIKURA DRIVE, TAURANGA 3110
<b>FLEET:</b>	OMOKOROA TRANSPORT

**VEHICLE DETAILS**

<b>VEHICLE TYPE:</b>	5AFT CURTAINSIDE	<b>CERT #:</b>	JH230603
<b>YEAR:</b>	2023	<b>CALCULATION #:</b>	TP52669
<b>MAKE:</b>	DOMETT	<b>REGO #:</b>	N/A
<b>MODEL:</b>	E2001 PH	<b>LT400 #:</b>	800185
<b>CHASSIS #:</b>	2319	<b>ORDER #:</b>	9408

**VIN #:** 7A9E20012P2023319

<b>GVM: t</b>	32	<b>PRIME MOVER:</b>	EBS / EUROPEAN
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**LOAD CONFIGURATION:** MIXED FREIGHT

<b>GROUP RATINGS: t</b>	<b>FRONT</b>	<b>REAR</b>
	16	19

**WHEEL BASE: m** 7.7

	<b>UNLADEN COG m</b>	<b>MAX HEIGHT m</b>	<b>HEIGHT DECK m</b>
	1.096	4.3	1.09

**COG: m** 2.078

<b>TARE: t</b>	<b>FRONT</b>	<b>REAR</b>	<b>TOTAL</b>
	3.2	4.2	7.4

<b>TYRE SIZE:</b>	<b>FRONT</b>	<b>REAR</b>
	265 70 R19.5	265 70 R19.5

<b>ROLLING CIRCUMFERENCE: mm</b>	2645	2645
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<b>AXLE SPACING: m</b>	1.31	2.51
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**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	<b>NOTES:</b>	
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**

	AXLE 1 & 2	AXLE 3 & 4	AXLE 5
CHAMBERS:	TSE_CHAMBERS	TSE_CHAMBERS	TSE_CHAMBERS
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:	<b>MAKE:</b>	<b>PART NUMBER:</b>	<b>PM PRESS. kPa</b>
ECU PART #:	WABCO	480 102 08.0 (MV)	80 kPa
3RD MODULATOR #:	WABCO	480 207 202 0 (12V)	80 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:	<input checked="" type="checkbox"/> FRONT <input type="checkbox"/> REAR	<b>FRONT FRICTION: <math>\mu</math></b>	0.48
SUBSYSTEMS:	<input type="checkbox"/> SMARTBOARD	<input type="checkbox"/> OPTI-LINK	<input type="checkbox"/> CAN ROUTER 446 122 050 0
	<input type="checkbox"/> ELEX 446 122 070 0	<input type="checkbox"/> TAILGUARD	

## SUSPENSION

	FRONT	REAR
SUSPENSION TYPE:	PNEUMATIC	PNEUMATIC
MAKE:	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 <i>mm</i> :	260	260
HANGER HEIGHT <i>mm</i> :	200	200
PEDESTAL HEIGHT <i>mm</i> :	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: <i>L</i>	46	46 + 25
AUXILLARY TANK SIZE: <i>L</i>	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 VEHICLE BRAKE RULE - 32015**

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:

200

205

350

**NOTES, SKETCHES AND SPECIAL CONDITIONS**

FILES RECEIVED: 31.03.2023

FILES CREATED: 31.05.2023

FILES SENT: 2023

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 VEHICLE BRAKE RULE 32015, SCHEDULE 5.**

DATE: 11/07/2023

SIGNED:

CERTIFIER NAME & ID:

CHRIS CLARKE

CJC

SODC BY:

JOHN HIRST

JEH

PHONE (BUS):

09-980-7300

POSTAL ADDRESS:

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