WAKA KOTAHI
NZ TRANSPORT AGENCY

Heavy vehicle specialist certificate

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

7A9C20033P2023340

Make

DOMETT

Model *(optional)*

C2003 PH

Certification category

HVEK

Component being certified:

- [ ] Chassis
- [ ] Log bolsters
- [ ] SRT
- [ ] Swept path
- [ ] Load anchorage
- [ ] Towing connection
- [X] Brakes
- [ ] 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.

3ASBTF 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

General drawing number(s)

N/A

Component load rating(s)

33 Tonnes GVM

19 Tonnes (Rear group rating)

Supporting documents

BRAKE RULE CERTIFICATE   JH231030

BRAKE CALCULATION #   TP52735

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)*

Inspector's signature

Inspector's name *(PRINT IN CAPS)*

CHRIS CLARKE

ID number

CJC

Date

25-Oct-23

Number

A   02888

CoF vehicle inspector ID *(if applicable)*

CoF vehicle inspector signature *(if applicable)*

Date

All fields are mandatory unless otherwise stated.

Te Kāwanatanga o Aotearoa
New Zealand Government

Form ID   LT400   Version No. 10/23

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

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

distribution: DOMETT TRAILERS
                7A9C20033P2023340
                JH231030
                LT400: CJC A02888

vehicle manufacturer: DOMETT TRAILERS

trailer model   :   3ASBTF CURTAINSIDE

trailer type   :   3-axle-semi-trailer

remarks   :   air / hydraulic / VA suspension
                       kc < 0,95 => new kc = 0,95
                       WABCO TRAILER - EBS E
                       TRISTOP 1+2: T.14/24 [*TSE1416HTLD ACTUALLY FITTED -
                       SEE PAGE 6 FOR PERFORMANCE DATA*]
                       265/70 R 19,5

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

			unladen		laden
total mass	P in kg		5000	− 6000	33000 − 34000
king-pin	PS kg		1400	− 2400	13950 − 14950
axle 1	P1 in kg			1200	6350
axle 2	P2 in kg			1200	6350
axle 3	P3 in kg			1200	6350
total axle mass	PR in kg			3600	19050
wheel base	E in mm		6880	− 6980	
centre of gravity height	h in mm			745	2060
K-factor			Kv min	2.1186	Kc min 0.9963
K-factor			Kv max	2.1470	Kc max 1.0076

			axle 1	axle 2	axle 3
no. of combined axles			1	1	1
no. of brake chambers per axle line	KDZ		2	2	2
The power output corresponds to			BZ 119.6	BZ 119.6	BZ 122.1
brake chamber manufacturer			Meritor	Meritor	Meritor
chamber size			T.14/24	T.14/24	14.
lever length	lBh in mm		69	69	69
brake factor	[−]		23.03	23.03	23.03
dyn. rolling radius	rdyn min in mm		421	421	421
dyn. rolling radius	rdyn max in mm		421	421	421
threshold torque	Co Nm		6.0	6.0	6.0

calculation:

		axle 1	axle 2	axle 3
chamber pressure(rdyn min)pH at z=22,5%bar		2.1	2.1	2.1
chamber pressure(rdyn max)pH at z=22,5%bar		2.1	2.1	2.1
chamber press.(servo)pcha at pm6,5bar bar		5.2	5.2	5.2
piston force ThA at pm6,5bar N		4986	4986	4986
brake force(rdyn min)T lad. at pm6,5bar N		37653	37653	37653
brake force(rdyn max)T lad. at pm6,5bar N		37653	37653	37653
Brake force incl. 1 % rolling resistance				
proportion	%	33.3	33.3	33.3

braking rate   z laden   0.604   for rdyn min
z = sum (TR)/PRmax   0.604   for rdyn max

Trailer may only be operated in combination with trucks/tractors with
ISO 7638 supply (5 or 7 polar).

brake diagram :   841 701 101 0

maximum pressure: 8.5 bar

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

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

   brake cylinder: Meritor   1424HTLD64

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

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

   brake cylinder: Meritor   1424HTLD64
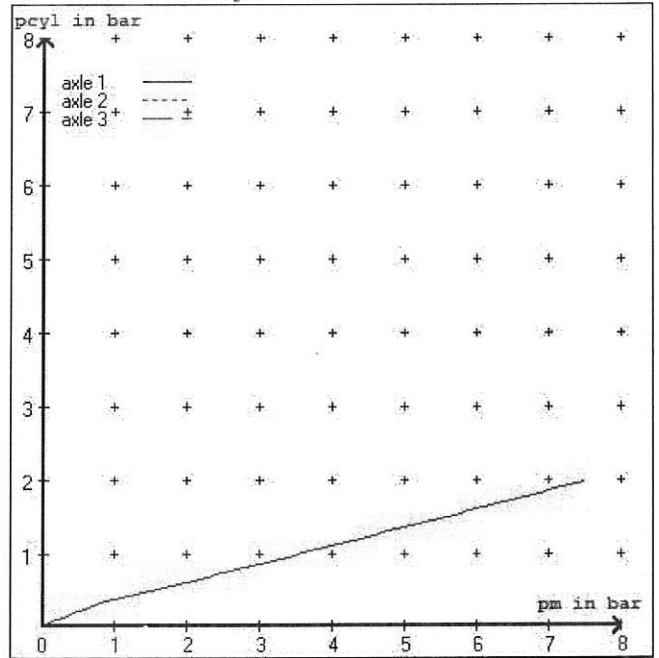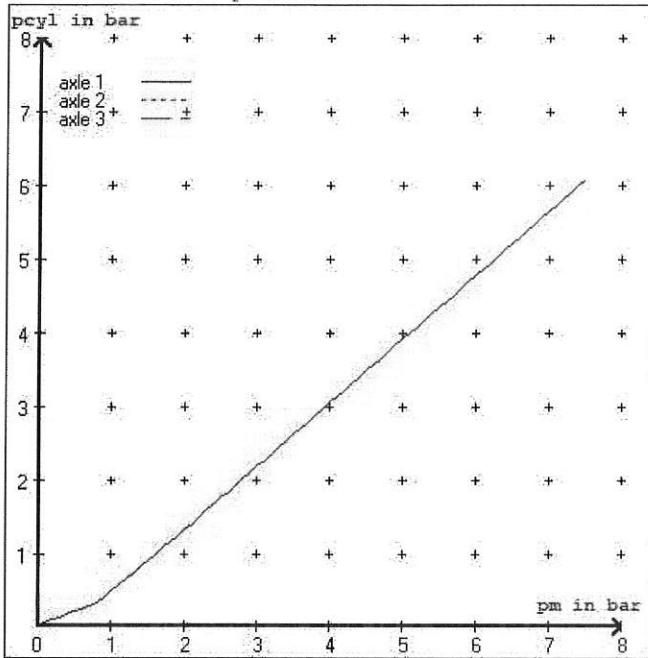

axle 3:
   valve 1: 971 002 ... 0   WABCO
           EBS emergency valve

   valve 2: 480 102 ... 0 ()   WABCO   or 480 207 0.. 0 / 2.. 0
           EBS trailer modulator
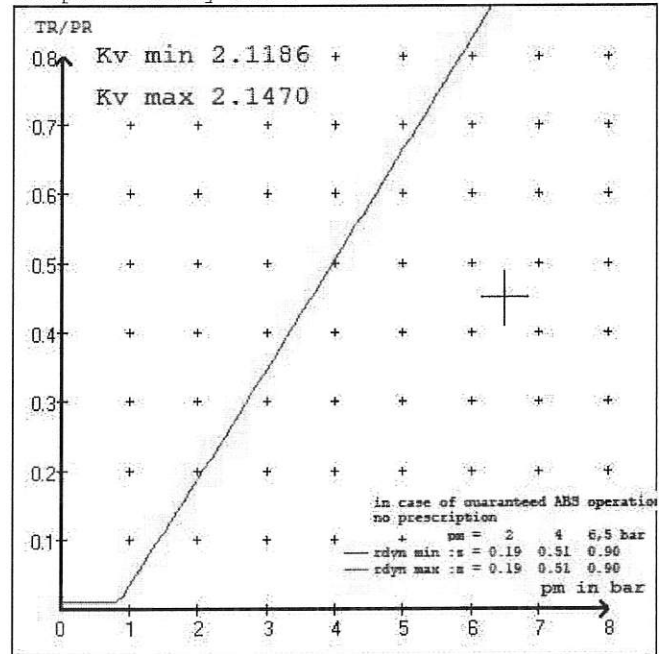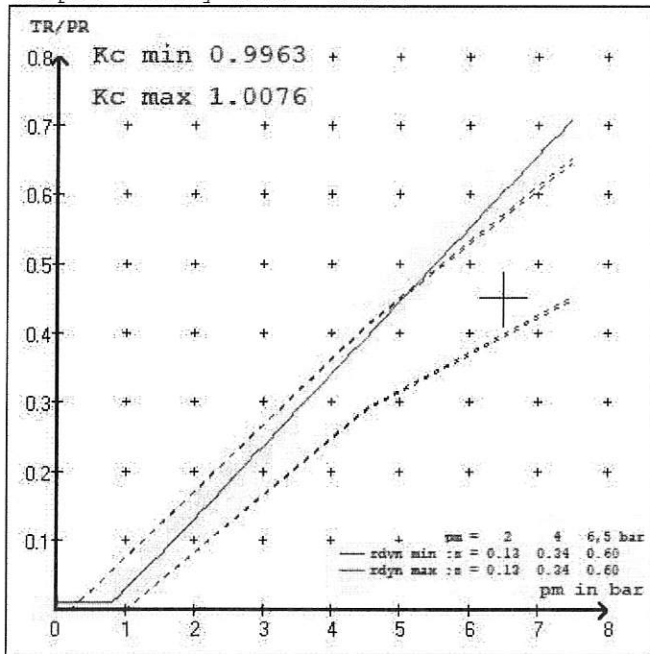
   brake cylinder: Meritor   14HSCLD64

test type III   (zIII = 0.30) for rdyn min : axle1 axle2 axle3
at pm 3.6 bar =>   pcha in bar :   2.7   2.7   2.7
test type III   (zIII = 0.06) for rdyn min : axle1 axle2 axle3
at pm 1.3 bar =>   pcha in bar :   0.7   0.7   0.7

brake chamber pressure   laden

pcyl in bar

axle 1 ———
axle 2 - - - - -
axle 3 ——— ±

pm in bar

brake chamber pressure   unladen

pcyl in bar

axle 1 ———
axle 2 - - - - -
axle 3 ——— ±

pm in bar

compatibility band   laden

TR/PR

Kc min 0.9963
Kc max 1.0076

pm =   2   4   6,5 bar
rdyn min :s = 0.13 0.34 0.60
rdyn max :s = 0.13 0.34 0.60

pm in bar

compatibility band   unladen

TR/PR

Kv min 2.1186
Kv max 2.1470

in case of guaranteed ABS operation
no prescription
pm =   2   4   6,5 bar
rdyn min :s = 0.19 0.51 0.90
rdyn max :s = 0.19 0.51 0.90

pm in bar

vehicle manufacturer: DOMETT TRAILERS
trailer model   : 3ASBTF CURTAINSIDE
trailer type   : 3-axle-semi-trailer

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

brake diagram :   841 701 101 0

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

EBS input data
==============
vehicle manufacturer: DOMETT TRAILERS
trailer model   : 3ASBTF CURTAINSIDE
trailer type   : 3-axle-semi-trailer
brake calculation no.   : TP 52735S

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	1200	to be	1.7	6350	to be	0.3	1.3	5.2
2	1200	entered by	1.7	6350	entered by	0.3	1.3	5.2
3	1200	the vehicle	1.7	6350	the vehicle	0.3	1.3	5.2
4	0	manufact.	0,0	0	manufact.	0,0	0,0	0,0
5	0		0,0	0		0,0	0,0	0,0

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 load pcyl   axle load pcyl   axle load pcyl
1200   1.7   1200   1.7   1200   1.7
1700   2.0   1700   2.0   1700   2.0
2200   2.4   2200   2.4   2200   2.4
2700   2.7   2700   2.7   2700   2.7
3200   3.1   3200   3.1   3200   3.1
3700   3.4   3700   3.4   3700   3.4
4200   3.7   4200   3.7   4200   3.7
4700   4.1   4700   4.1   4700   4.1
6350   5.2   6350   5.2   6350   5.2

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
```

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 = 18.7 % Fe
axle 2              (rdyn 421 mm)              T = 18.7 % Fe
axle 3              (rdyn 421 mm)              T = 18.7 % Fe
```

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

```
axle 1              (sp = 56 mm)              s = 39 mm
axle 2              (sp = 56 mm)              s = 39 mm
axle 3              (sp = 56 mm)              s = 39 mm
```

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

```
axle1                                 ThA = 4986 N
axle2                                 ThA = 4986 N
axle3                                 ThA = 4986 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 = 29448 N
axle 2              (rdyn 421 mm)              T = 29448 N
axle 3              (rdyn 421 mm)              T = 29448 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 = 29448 N
axle 2              (rdyn 421 mm)              T = 29448 N
axle 3              (rdyn 421 mm)              T = 29448 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 1	axle 2
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 1	axle 2
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	0.526	

$zf = sum (Tf)/P + 0,01$

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 =   5126 mm   for E =   6880 mm
==================
min Ef =   5192 mm   for E =   6980 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	= 2060 mm	height of center of gravity - laden
PR	= 19050 kg	maximum bogie mass - laden
P	= 34000 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 = 45%   for max rdyn: 421 mm

	pz [bar]	T [N]	T [N]
axle 1	1.0 5.2		4356 28052
axle 2	1.0 5.2		4356 28052
axle 3	1.0 5.2		4356 28052

VIN - no.:

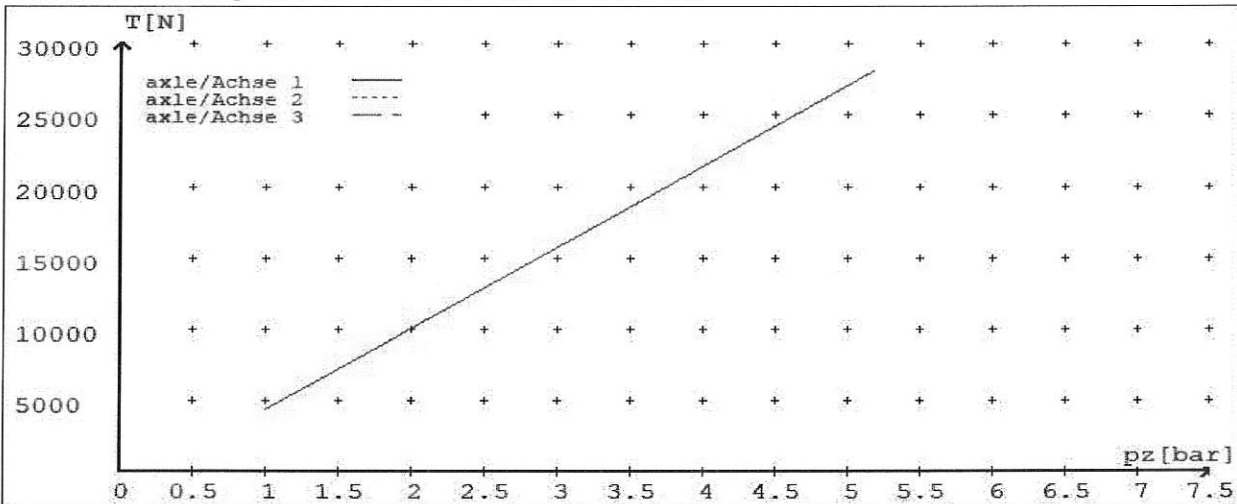|	Axle(s) / Achse(n)				
brake cylinder type (service / parking) Bremszylinder Typ (Betrieb / Fest)	T.14/24	T.14/24	14./	/	/
Maximum stroke smax = ...mm maximaler Hub smax = ...mm	64	64	64		
Lever length = ...mm Hebellänge = ...mm	69.08	69.08	69.08		
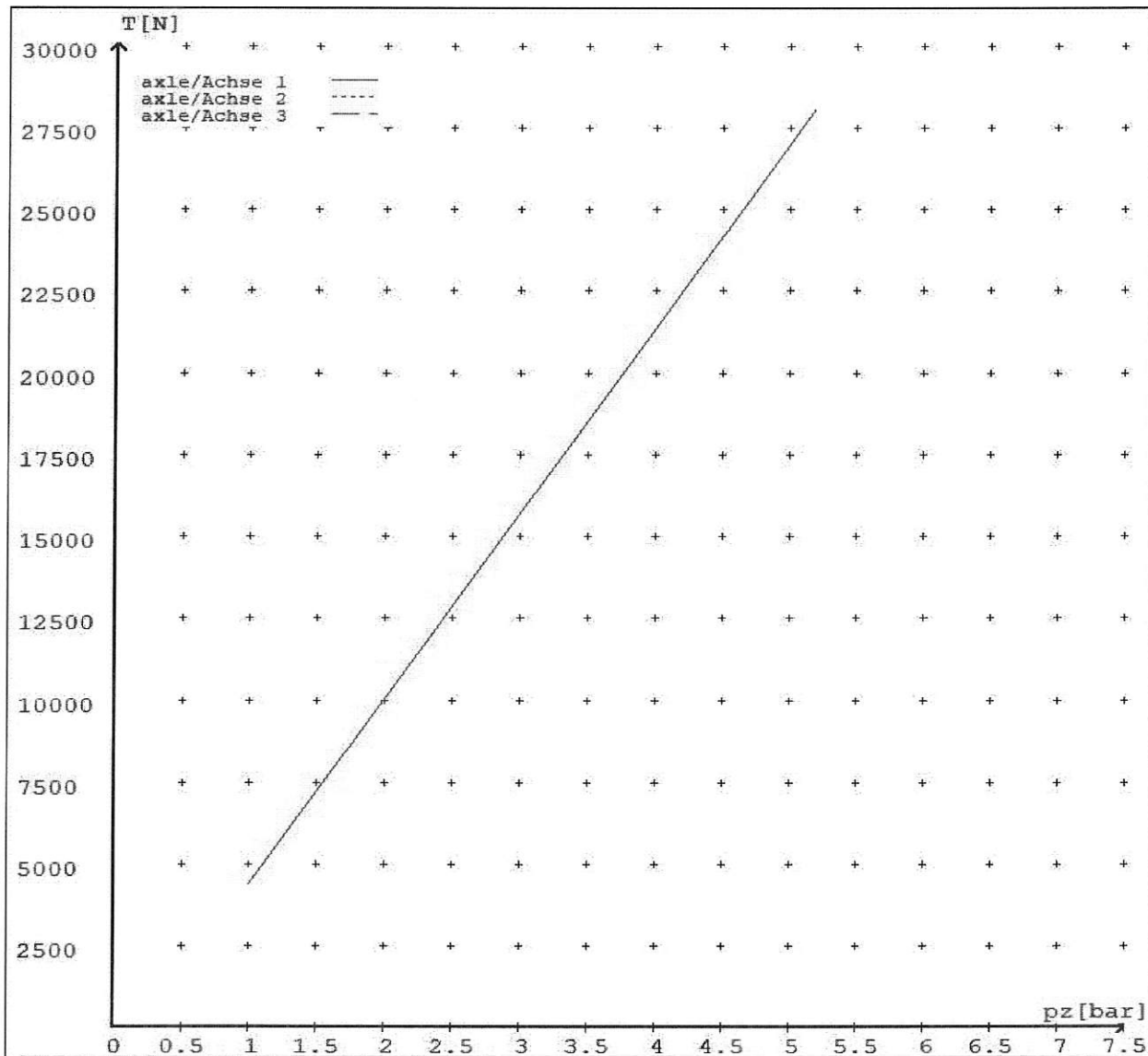
reference values for z = 0.45   **for max rdyn: 421 mm**
Angabe der Referenzwerte für z = 0.45   für max rdyn: 421 mm
brake calculation no: TP 52735S date 02.10.2023
Bremsberechnung Nr: TP 52735S vom 02.10.2023

Chart legend:
- axle/Achse 1 ——
- axle/Achse 2 - - - - -
- axle/Achse 3 —— –

Y-axis: T[N], values 5000, 10000, 15000, 20000, 25000, 30000
X-axis: pz[bar], values 0, 0.5, 1, 1.5, 2, 2.5, 3, 3.5, 4, 4.5, 5, 5.5, 6, 6.5, 7, 7.5

	Axle(s) / Achse(n)				
brake cylinder type (service / parking) Bremszylinder Typ (Betrieb / Fest)	T.14/24	T.14/24	14./	/	/
Maximum stroke smax = ...mm maximaler Hub smax = ...mm	64	64	64		
Lever length = ...mm Hebellänge = ...mm	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-CODED VEHICLES, THERE MAY BE OPERATIONAL FACTORS WHICH NEED TO BE TAKEN INTO CONSIDERATION.

PLEASE REFER TO THE CERTIFIER FOR FURTHER INFORMATION.

EXCERPT FROM NZ HEAVY VEHICLE BRAKE 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; and
(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.

10.5   Responsibilities of manufacturers and retailers
A person may manufacturer, stock, or offer for sale a brake or its components. Intended for fitting to a vehicle to be used on New Zealand roads, only if that brake or component:

(a) Complies with this rule: and
(b) Does not prevent a repair to a vehicle, its structure, systems, components and equipment from complying with this rule.

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 3 working days and a resolution proposed within 20 working days. Resolution of complaints and Warranty issues is subject to Transpecs Warranty policy.
Customers have the right to appeal to the NZ Transport Agency if dissatisfied with a Compliance issue. (refer NZTA Notice Of Appointment Para 47.4)
NZ Transport Agency Helpdesk 0800 699 000 or a form can be found at
Vehicle certification complaints form (VCCPF01) | Waka Kotahi NZ Transport Agency (nzta.govt.nz)

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 the 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.

NB:

If this vehicle is fitted with mechanical (spring) suspension, the load sensing has been adjusted to suit the performance of the original springs. In the event of replacement being required, original equipment springs **must** be fitted to ensure correct ongoing operation.
Fitment of non-genuine springs can affect operation and therefore, compliance.

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

J Hirst (JEH HVEK)

TWL   **O⁼˙ Transpecs**

NOTICE TO VEHICLE OPERATOR

__WABCO Park Release Emergency Valve (PREV)__

<u>This trailer is equipped with a WABCO PREV
Part # 971 002 900 0</u>

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 with 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 midway 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 Hirst
(JEH HVEK)

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

CLIENT

MANUFACTURER:	DOMETT TRAILERS
ADDRESS:	TAURIKURA DRIVE, TAURANGA 3110
FLEET:	ABSOLUTE AOTEAROA LTD

VEHICLE DETAILS

VEHICLE TYPE:	3ASBTF CURTAINSIDE	**CERT #:**	JH231030
YEAR:	2023	**CALCULATION #:**	TP52735
MAKE:	DOMETT	**REGO #:**	N/A
MODEL:	C2003 PH	**LT400 #:**	A02888
CHASSIS #:	2340	**ORDER #:**	9683
VIN #:	7A9C20033P2023340		
GVM: *t*	33	**PRIME MOVER:**	EBS / EUROPEAN
LOAD CONFIGURATION:	MIXED FREIGHT		

GROUP RATINGS: *t*

FRONT	REAR
14	19

WHEEL BASE: *m*

6.93

UNLADEN COG *m*	MAX HEIGHT *m*	HEIGHT DECK *m*
0.745	4.3	1.075

COG: *m*

2.058

TARE: *t*

FRONT	REAR	TOTAL
1.8	3.6	5.4

	REAR
TYRE SIZE:	265 70 R19.5
ROLLING CIRCUMFERENCE: *mm*	2645
AXLE SPACING: *m*	3

BRAKE & AXLE DETAILS

	MAKE	MODEL	TEST REPORT
AXLE:	SAF	SAF-ZI9W	TDB0749
STEER AXLE[S]:	NO	**POLE WHEEL:**	90
LINING MATERIAL:	JURID 539	**BRAKE FACTOR:**	23.03
SENSED AXLES:	#2		**NOTES:**
SERIAL NUMBERS: 1	N/A		NG-IU25-ZI9
2	N/A		NG-IU25-ZI9
3	N/A		NG-IU25-ZI9
4	N/A		N/A

CHAMBER AND VALVING DETAILS

CHAMBERS:	AXLE 1 & 2	AXLE 3	
BRAND:	TSE_CHAMBERS	TSE_CHAMBERS	
SIZE:	1416HTLD	14HSCLD	
STROKE: mm	64	64	
TEST REPORT #:	BC0143.0	BZ 122.1 Sep '00	
SPRINGBRAKE FORCE: kN	6.16	N/A	
HOLDOFF PRESSURE: Bar	4.8	N/A	
FOUNDATION BRAKE:	WABCO PAN19	WABCO PAN19	
LEVER LENGTH: mm	69	69	
BRAKE VALVES:	MAKE:	PART NUMBER:	PM PRESS. kPa
ECU PART #:	WABCO	480 102 08. 0 (MV)	80 kPa
3RD MODULATOR #:	N/A	N/A	N/A
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

SUBSYSTEMS: ☐ SMARTBOARD ☐ OPTI-LINK ☑ CAN R/R 446 122 050/051 0
☐ ELEX 446 122 070 0 ☐ TAILGUARD

SUSPENSION

	REAR
SUSPENSION TYPE:	PNEUMATIC
MAKE:	SAF_AIRSPRING
MODEL:	SAF_INTRA
BELLOW SIZE:	2619, 300mm
HEIGHT CONTROL VALVE:	HALDEX 90554950
OTHER VALVES:	N/A
RIDE HEIGHT *mm* **:**	230
HANGER HEIGHT *mm* **:**	200
PEDESTAL HEIGHT *mm* **:**	5
LIFTAXLE:	N/A
DUMP SWITCH:	N/A
LIFTAXLE VALVE:	N/A

AIR TANKS

AIR TANKS STANDARD:	SAE J10A / EN286-2

	REAR
BRAKE TANK SIZE: L	46 + 25
AUXILLARY TANK SIZE: L	46
PRESSURE PROTECTION:	WABCO PEM: 461 513 002 0

AIR LINES

TEST POINTS:	
CONTROL LINE:	X 1
FIXED AXLE CHAMBERS:	X 2
STEER AXLE CHAMBERS:	N/A
DUOMATIC COLOUR CODED:	YES
TANK:	X 1

RULES / STANDARD COMPLIANCE REFERENCE: LTR32015

☑ SCHEDULE 5	☐ ADR 35	☐ ECE R 13	☐ FMVSS 121

CHECKS AT COMMISSION OF VEHICLE

CHAMBER BUNGS REMOVED: ☐   **VALVE MOUNTING:** ☐

ECU BLANKING PLUGS CHECKED: ☐   **DUOMATIC DRILLED:** ☐

RESPONSE TIME:	MODULATOR 2.1	MODULATOR 2.2	RELAY VALVE
ms:			N/A

NOTES, SKETCHES AND SPECIAL CONDITIONS

FILES RECEIVED: 16.06.2023   FILES CREATED: 20.10.2023

REQUEST A COPY OF THE TARE WEIGHT DOCKET   ☑

INSPECTION & SIGN-OFF SCHEDULED: 25.10.2023

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.

NEW ZEALAND HEAVY VECHLE BRAKE RULE 32015, SCHEDULE 5.

DATE: 25/10/2023

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
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