

Heavy vehicle specialist inspector's or manufacturing inspecting organisation's name (PRINT IN CAPS) CHRIS CLARKE	ID CJC
---	------------------

Plate number (optional)	VIN/chassis number 7A9C2002XP2023343
-------------------------	--

Make DOMETT	Component being certified: <input type="checkbox"/> Chassis <input type="checkbox"/> Load anchorage
Model (optional) C2002 BPH	<input type="checkbox"/> Log bolsters <input type="checkbox"/> Towing connection <input checked="" type="checkbox"/> Brakes
Certification category HVEK	<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 PROTOCOL.
 3ASBTR 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	Component load rating(s) 28 Tonnes GVM
General drawing number(s) N/A	19 Tonnes (Rear group rating)

Supporting documents
BRAKE RULE CERTIFICATE JH231104
BRAKE CALCULATION # TP52736

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) ID number
CHRIS CLARKE **CJC**

Date Number
07-Nov-23 **A 02913**

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

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

distribution: DOMETT TRAILERS
7A9C2002XP2023343
JH231104
LT400: CJC A02913

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 : 3ASBTR 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	28000	- 30000
king-pin	PS kg	950	- 1950	8950	- 10950
axle 1	P1 in kg		1350		6350
axle 2	P2 in kg		1350		6350
axle 3	P3 in kg		1350		6350
total axle mass	PR in kg		4050		19050
wheel base	E in mm	6200	- 6300		
centre of gravity height	h in mm		900		2105
K-factor		Kv min	1.9744	Kc min	0.9745
K-factor		Kv max	1.9943	Kc max	0.9949

	axle 1	axle 2	axle 3
no. of combined axles	1	1	1
no. of brake chambers per axle line	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
brake factor	[-]	23.03	23.03
dyn. rolling radius	rdyn min in mm	421	421
dyn. rolling radius	rdyn max in mm	421	421
threshold torque	Co Nm	6.0	6.0

calculation:

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:

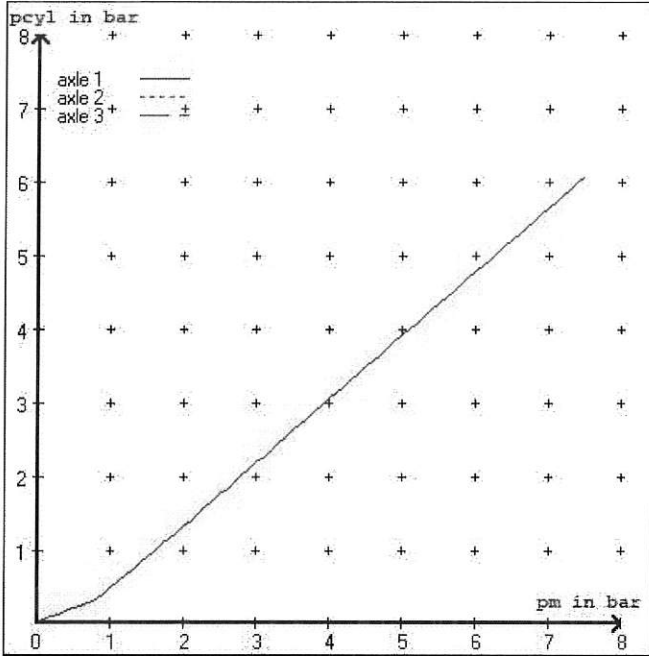
valve 1: 971 002 ... 0 WABCO
EBS emergency valve

valve 2: 480 102 ... 0 () WABCO or 480 207 0.. 0 / 2.. 0
EBS trailer modulator

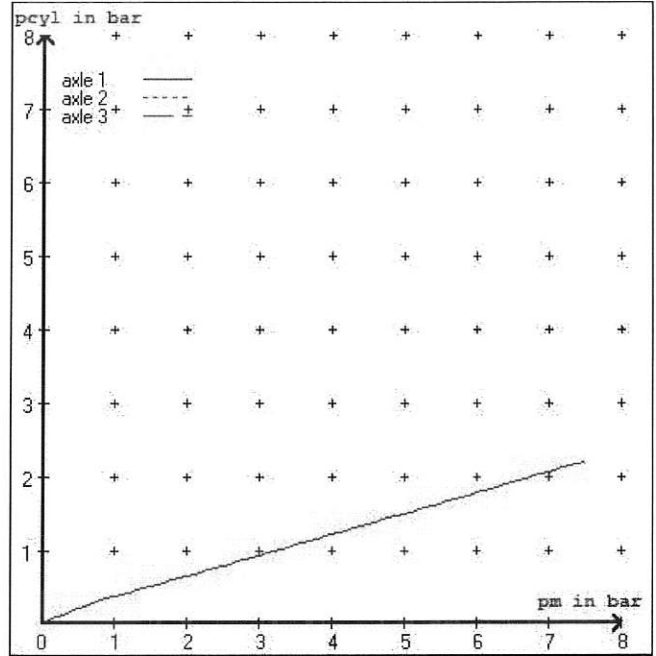
brake cylinder: Meritor 14HSCLD64

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

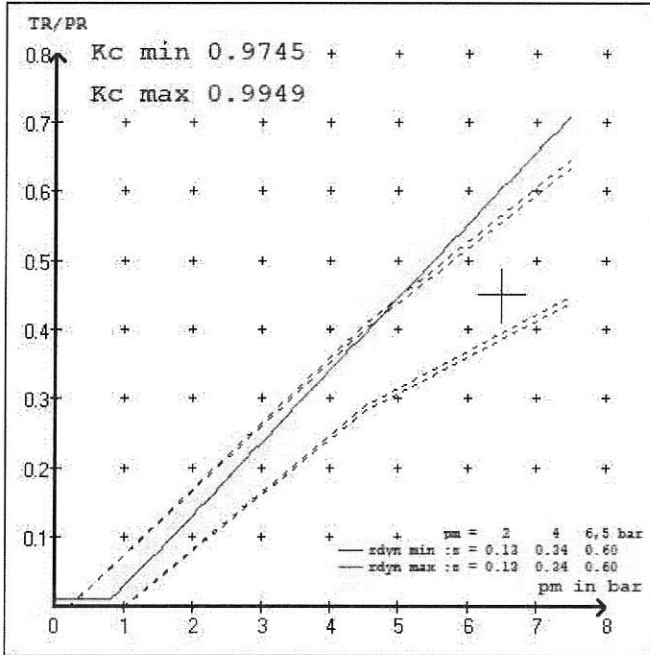
brake chamber pressure laden



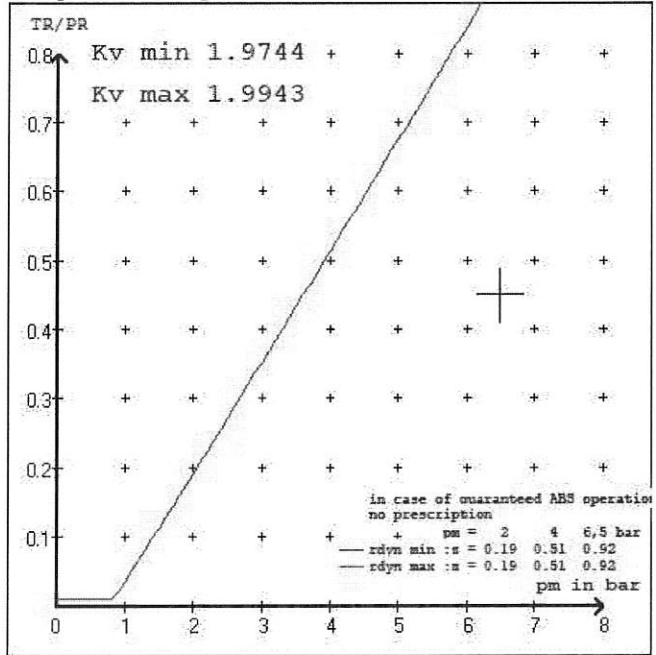
brake chamber pressure unladen



compatibility band laden



compatibility band unladen



vehicle manufacturer: DOMETT TRAILERS
 trailer model : 3ASBTR 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 : 3ASBTR CURTAINSIDE
 trailer type : 3-axle-semi-trailer
 brake calculation no. : TP 52736S

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	1350	to be	1.9	6350	to be	0.3	1.3	5.2
2	1350	entered by	1.9	6350	entered by	0.3	1.3	5.2
3	1350	the vehicle	1.9	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 pcy1	axle load pcy1	axle load pcy1
1350	1.9	1350
1850	2.2	1850
2350	2.6	2350
2850	2.9	2850
3350	3.2	3350
3850	3.6	3850
4350	3.9	4350
4850	4.2	4850
6350	5.2	6350

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	type III
of subject	(calculated)
trailer (E)	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	type III
of subject	(calculated)
trailer (E)	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

	<u>axle 1</u>	<u>axle 2</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	0.526	
$zf = \text{sum}(Tf) / P + 0,01$		

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.

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

$$\min Ef = 3988 \text{ mm for } E = 6200 \text{ mm}$$

$$\min Ef = 4043 \text{ mm for } E = 6300 \text{ mm}$$

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 =	2105 mm	height of center of gravity - laden
PR =	19050 kg	maximum bogie mass - laden
P =	30000 kg	maximum total mass - laden
nf =	2	no. of axle(s) with TRISTOP spring brake actuators
ng =	3	no. of bogie axle(s)

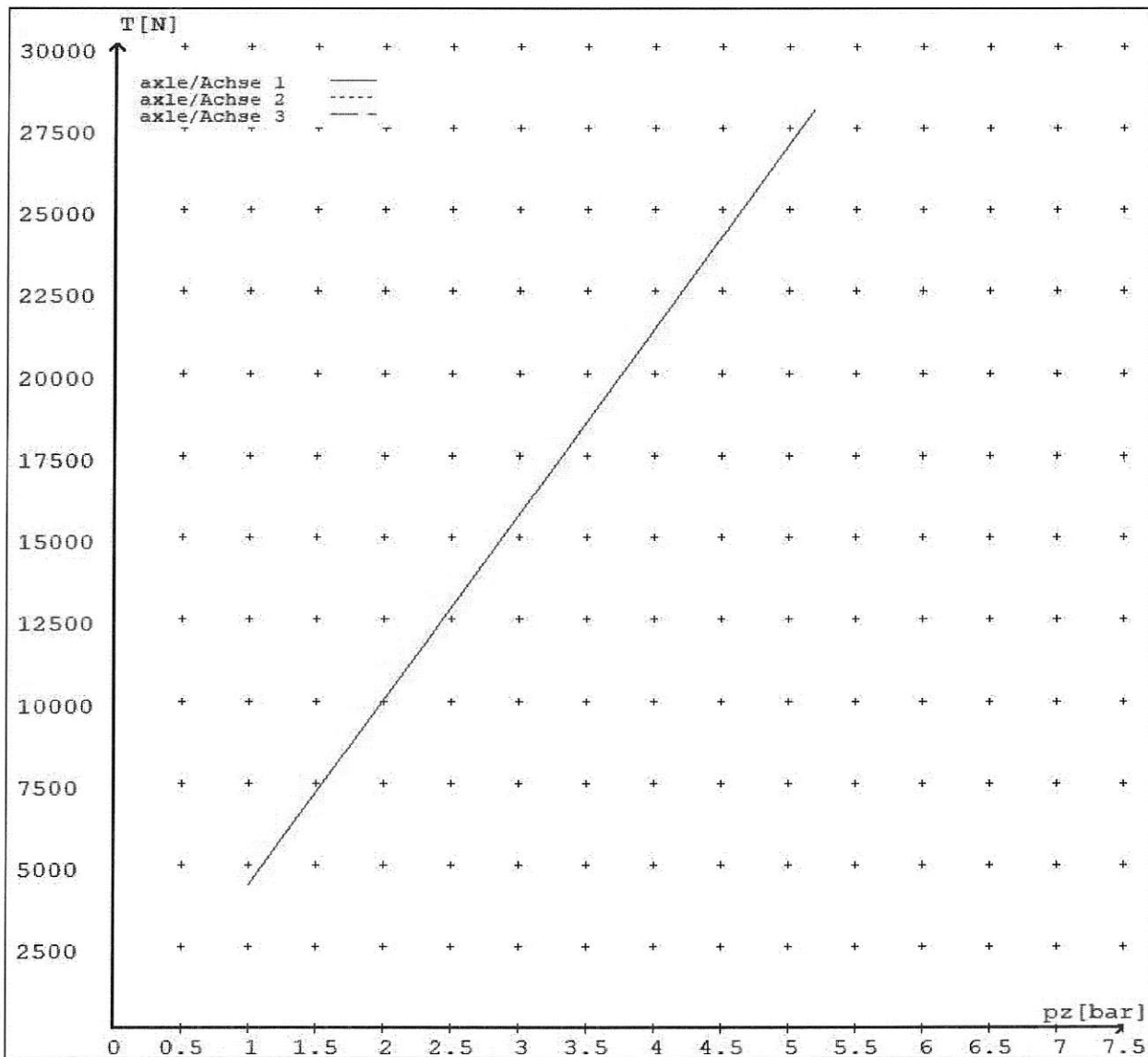
reference values

reference values for z = 45% for max rdyn: 421 mm

	pz [bar]	T [N]	T [N]
axle 1	1.0		4356
	5.2		28052
axle 2	1.0		4356
	5.2		28052
axle 3	1.0		4356
	5.2		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 $z = 0.45$

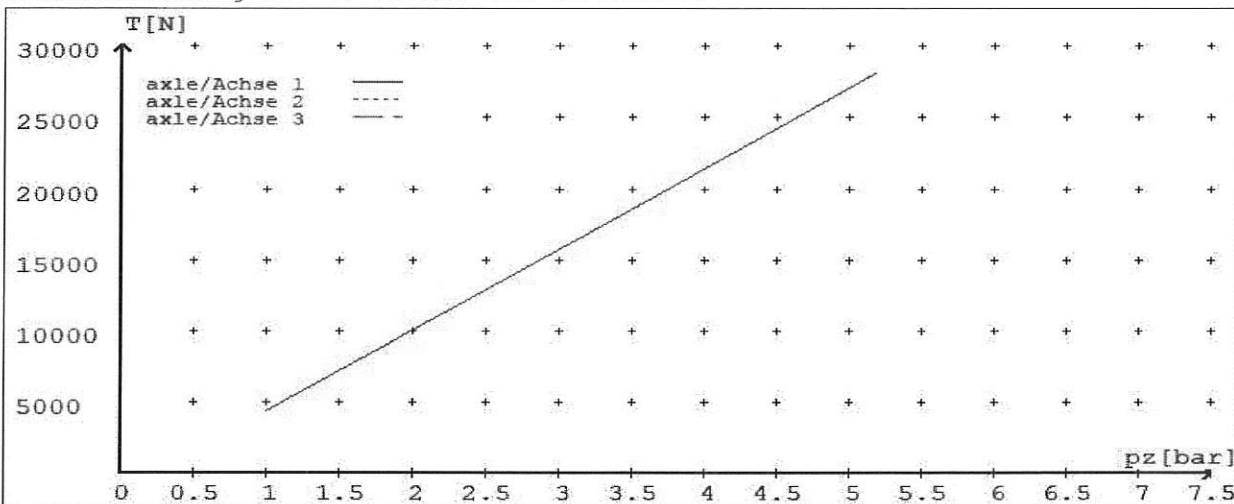
for max r_{dyn}: 421 mm

Angabe der Referenzwerte für $z = 0.45$

für max r_{dyn}: 421 mm

brake calculation no: TP 52736S date 02.10.2023

Bremsberechnung Nr: TP 52736S vom 02.10.2023



	Axle (s) / Achse (n)				
brake cylinder type (service / parking) Bremszylinder Typ (Betrieb / Fest)	T.14/24	T.14/24	14./	/	/
Maximum stroke s _{max} = ...mm maximaler Hub s _{max} = ...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 manufacture, 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)



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.



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 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:	3ASBTR CURTAINSIDE	CERT #:	JH231104
YEAR:	2023	CALCULATION #:	TP52736
MAKE:	DOMETT	REGO #:	N/A
MODEL:	C2002 BPH	LT400 #:	A02913
CHASSIS #:	2343	ORDER #:	9686
VIN #:	7A9C2002XP2023343		
GVM: <i>t</i>	28	PRIME MOVER:	EBS / EUROPEAN
LOAD CONFIGURATION:	MIXED FREIGHT		
GROUP RATINGS: <i>t</i>	FRONT	REAR	
	9	19	
WHEEL BASE: <i>m</i>	6.24		
	UNLADEN COG <i>m</i>	MAX HEIGHT <i>m</i>	HEIGHT DECK <i>m</i>
	0.9	4.3	1.19
COG: <i>m</i>	2.103		
	FRONT	REAR	TOTAL
TARE: <i>t</i>	1.15	4.1	5.25
		REAR	
TYRE SIZE:		265 70 R19.5	
ROLLING CIRCUMFERENCE: <i>mm</i>		2645	
AXLE SPACING: <i>m</i>		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		NG-IO35-ZI9
	2		NG-IO35-ZI9
	3		NG-IO35-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: <i>mm</i>	64	64	
TEST REPORT #:	BC0143.0	BZ 122.1 Sep '00	
SPRINGBRAKE FORCE: <i>kN</i>	6.16	N/A	
HOLDOFF PRESSURE: <i>Bar</i>	4.8	N/A	
FOUNDATION BRAKE:	WABCO PAN19	WABCO PAN19	
LEVER LENGTH: <i>mm</i>	69	69	
BRAKE VALVES:	MAKE:	PART NUMBER:	PM PRESS. <i>kPa</i>
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:	<input checked="" type="checkbox"/> FRONT	<input type="checkbox"/> REAR	
SUBSYSTEMS:	<input type="checkbox"/> SMARTBOARD	<input type="checkbox"/> OPTI-LINK	<input type="checkbox"/> CAN R/R 446 122 050/051 0
	<input type="checkbox"/> ELEX 446 122 070 0	<input type="checkbox"/> 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 <i>mm</i> :	350
HANGER HEIGHT <i>mm</i> :	200
PEDESTAL HEIGHT <i>mm</i> :	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:

NOTES, SKETCHES AND SPECIAL CONDITIONS

FILES RECEIVED: 16.06.2023

FILES CREATED: 03.11.2023

REQUEST A COPY OF THE TARE WEIGHT DOCKET

INITIAL INSPECTION & SIGN-OFF: 07.11.2023

FILES RETURNED AS COMPLETE:

REASON FOR CERTIFICATION: NEW TRAILER BUILD

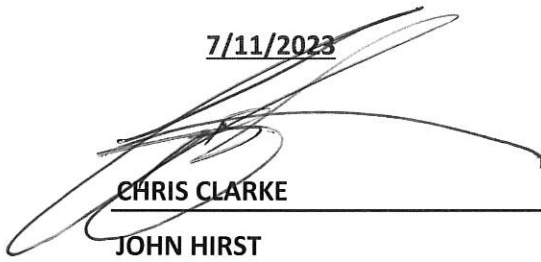
I UNDERSTAND AND DECLARE THAT I AM THE CERTIFIER IDENTIFIED BELOW AND HOLD A CURRENT VALID APPOINTMENT. I CERTIFY THAT AT THE TIME OF INSPECTION THE ABOVE MENTIONED VEHICLE COMPONENT DESIGN AND THIS CERTIFICATION COMPLIES IN ALL RESPECTS WITH THE LAND TRANSPORT RULE VEHICLE STANDARDS COMPLIANCE 2002 AND MY DEED OF APPOINTMENT. TO THE BEST OF MY KNOWLEDGE THE INFORMATION CONTAINED IN THIS CERTIFICATE IS TRUE AND CORRECT.

NEW ZEALAND HEAVY VEHICLE BRAKE RULE 32015, SCHEDULE 5.

DATE:

7/11/2023

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

