

Heavy vehicle specialist inspector's or manufacturing inspecting organisation's name <i>(PRINT IN CAPS)</i>	ID
<b>CHRIS CLARKE</b>	<b>CJC</b>

Plate number <i>(optional)</i>	VIN/chassis number
	<b>7 A 9 E 2 0 0 1 3 P 2 0 2 3 3 5 9</b>
Make	Component being certified:
<b>DOMETT</b>	<input type="checkbox"/> Chassis <input type="checkbox"/> Load anchorage
Model <i>(optional)</i>	<input type="checkbox"/> Log bolsters <input type="checkbox"/> Towing connection <input checked="" type="checkbox"/> Brakes
<b>E2001 PH</b>	<input type="checkbox"/> SRT <input type="checkbox"/> PSV stability <input type="checkbox"/> PSV rollover
Certification category	<input type="checkbox"/> Swept path <input type="checkbox"/> PBS
<b>HVEK</b>	

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 CERTIFICATION: NEW TRAILER BUILD**

Code/standard/rule certified to	Component load rating(s)
LTR 32015	32 Tonnes GVM
General drawing number(s)	16 Tonne (Front brake mass)
N/A	19 Tonne (Rear brake mass)

Supporting documents
BRAKE RULE CERTIFICATE JH231032
BRAKE CALCULATION # TP52748

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 <i>(if applicable)</i>	or	Hubodometer reading <i>(whichever comes first)</i>
N/A [UNLESS MODIFIED]		<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 <i>(if different from inspector below)</i>	<b>JOHN HIRST</b>	<b>J E H</b>
Inspector's signature		
Inspector's name <i>(PRINT IN CAPS)</i>	<b>CHRIS CLARKE</b>	ID number <b>CJC</b>
Date	<b>25-Oct-23</b>	Number <b>A 02889</b>

CoF vehicle inspector ID <i>(if applicable)</i>	CoF vehicle inspector signature <i>(if applicable)</i>	Date

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

distribution: DOMETT TRAILERS  
 7A9E20013P2023359  
 SoDC: JH231032  
 LT400: CJC A02889

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 [OUTPUT FORCE @ 30 mm = 6160 N]  
 265/70 R 19,5

axle 1 + 2 + 3 + 4 + 5 : HENDRICKSON, SBW 1937, ATPR0185,

		unladen	laden
total mass	P in kg	6900	35050
axle 1	P1 in kg	1500	8000
axle 2	P2 in kg	1500	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	7780 - 7880	
centre of gravity height	h in mm	1100	2090

	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	[-]	23.49	23.49	23.49	23.49
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	4.7	4.7	4.7
piston force ThA at pm6,5bar N	6702	6702	4485	4485	4485
brake force(rdyn min)T lad. at pm6,5bar N	51776	51776	34530	34530	34530
brake force(rdyn max)T lad. at pm6,5bar N	51776	51776	34530	34530	34530
Brake force incl. 1 % rolling resistance proportion %	22.3	22.3	18.5	18.5	18.5

braking rate z laden 0.602 for rdyn min  
 z = sum (TR)/PRmax 0.602 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:

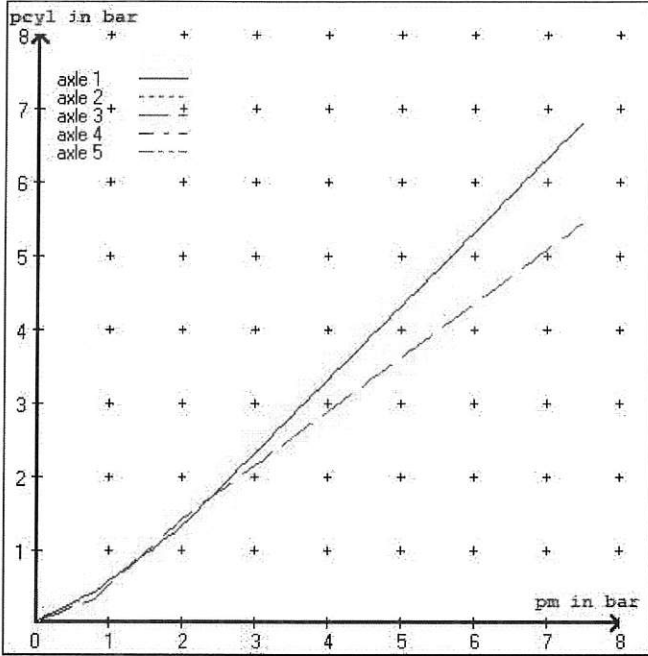
valve 1: 971 002 ... 0 WABCO  
EBS emergency valve

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

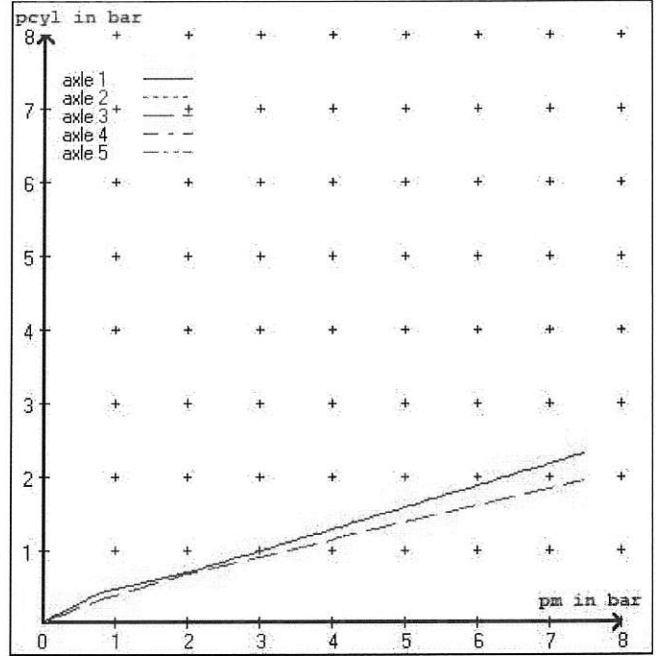
brake cylinder: Meritor 14HSCLD64

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

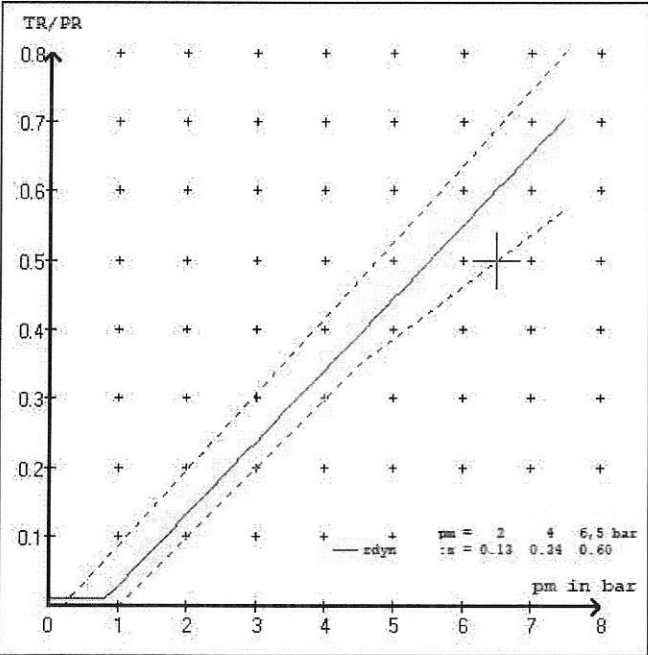
brake chamber pressure laden



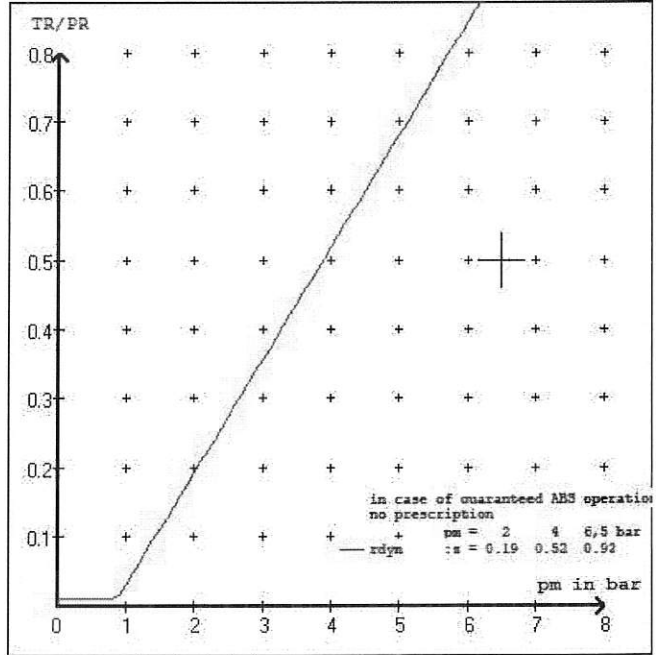
brake chamber pressure unladen



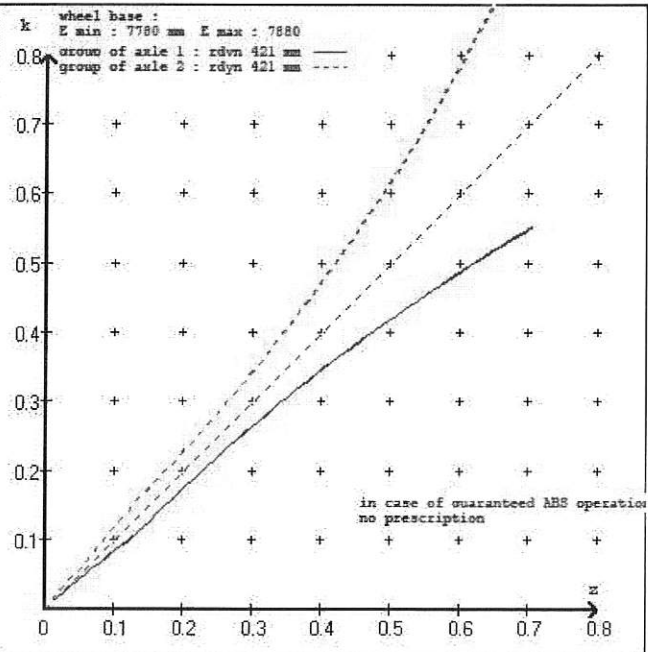
compatibility band laden



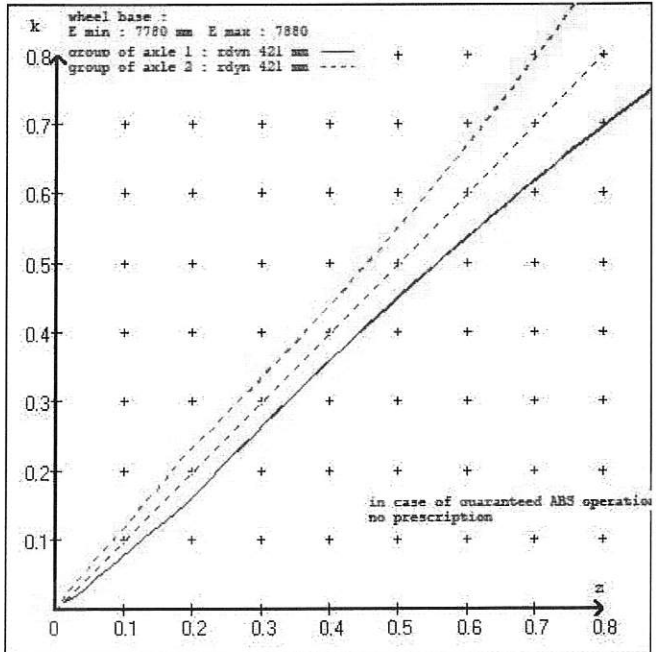
compatibility band unladen



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 52748A

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	1500	to be	2.0	8000	to be	0.4	1.3	5.8	
2	1500	entered by	2.0	8000	entered by	0.4	1.3	5.8	
3	1300	the vehicle	1.7	6350	the vehicle	0.3	1.4	4.7	
4	1300	manufact.	1.7	6350	manufact.	0.3	1.4	4.7	
5	1300		1.7	6350		0.3	1.4	4.7	

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 pcy1	axle load pcy1	axle load pcy1	axle load pcy1	axle load pcy1
1500 2.0	1500 2.0	1300 1.7	1300 1.7	1300 1.7
2000 2.3	2000 2.3	1800 2.0	1800 2.0	1800 2.0
2500 2.6	2500 2.6	2300 2.3	2300 2.3	2300 2.3
3000 2.9	3000 2.9	2800 2.6	2800 2.6	2800 2.6
3500 3.2	3500 3.2	3300 2.9	3300 2.9	3300 2.9
4000 3.5	4000 3.5	3800 3.2	3800 3.2	3800 3.2
4500 3.8	4500 3.8	4300 3.5	4300 3.5	4300 3.5
5000 4.0	5000 4.0	4800 3.8	4800 3.8	4800 3.8
8000 5.8	8000 5.8	6350 4.7	6350 4.7	6350 4.7

data sheet to ECE vehicle type-approval certificate concerning braking equipment: according to ECE R13 annex 11

axle 1	: reference axle: HENDRICKSONSBW 1937	brake lining: WABCO 230
	test report : ATPR0185	date : 02.03.2017
axle 2	: reference axle: HENDRICKSONSBW 1937	brake lining: WABCO 230
	test report : ATPR0185	date : 02.03.2017
axle 3	: reference axle: HENDRICKSONSBW 1937	brake lining: WABCO 230
	test report : ATPR0185	date : 02.03.2017
axle 4	: reference axle: HENDRICKSONSBW 1937	brake lining: WABCO 230
	test report : ATPR0185	date : 02.03.2017
axle 5	: reference axle: HENDRICKSONSBW 1937	brake lining: WABCO 230
	test report : ATPR0185	date : 02.03.2017

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 = 24.3 % Fe
axle 2	(rdyn 421 mm)	T = 24.3 % 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 = 48 mm
axle 2	(sp = 58 mm)	s = 48 mm
axle 3	(sp = 56 mm)	s = 48 mm
axle 4	(sp = 56 mm)	s = 48 mm
axle 5	(sp = 56 mm)	s = 48 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 = 4485 N
axle4	ThA = 4485 N
axle5	ThA = 4485 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 = 41406 N
axle 2	(rdyn 421 mm)	T = 41406 N
axle 3	(rdyn 421 mm)	T = 27637 N
axle 4	(rdyn 421 mm)	T = 27637 N
axle 5	(rdyn 421 mm)	T = 27637 N

basic test	type III
of subject	(calculated)
trailer (E)	residual
	(hot)braking
	0.48

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

0.60

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 = 41406 N
axle 2	(rdyn 421 mm)	T = 41406 N
axle 3	(rdyn 421 mm)	T = 27637 N
axle 4	(rdyn 421 mm)	T = 27637 N
axle 5	(rdyn 421 mm)	T = 27637 N

basic test	type III
of subject	(calculated)
trailer (E)	residual
	(hot)braking
	0.48

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

0.60

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.14/24	T.14/24
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	4.0466	4.0466
iFb = lBh*Eta*C*rBt/(rBn*rstat)		
for rstat    in mm	401	401
brake force of spring br. Tf    in N	60846	60846
Tf = (TFZ*KDZ-2*Co/lBh)*iFb		
braking rate                            zf laden	0.296	
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.

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

$$\min E_f = 5929 \text{ mm} \quad \text{for } E = 7780 \text{ mm}$$

$$\min E_f = 5998 \text{ mm} \quad \text{for } E = 7880 \text{ mm}$$

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            =                2090 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)



axle manufacturer	axle 1 + 2 + 3 + 4 + 5	
type of brake	HENDRICKSON	
type of axle	SBW 1937	
	SBW 1937	
	ATPR0185	
test report of characteristic value		
adm. stat. axle load	Pstat in kg	9000
tested axle load	Pe in kg	10200
max. adm. tyre radius	Rezul in mm	999
adm. cam. torque (6,5 bar)	Czul in Nm	640
lining area per brake	AB in cm <sup>2</sup>	292
no. of brake cylinder	-	2
brakefactor (SB) Bf	-	23.49
brakefactor (PB) Bf	-	23.49
threshold torque (Co,dec)	Mo in Nm	6
date	02.03.2017	
brake lining	WABCO 230	
cam torque	Ce in Nm	638
brake force	TeIII in daN	4649
stroke	seIII in mm	48
tested tyre radius	Re in mm	520
tested lever length	le in mm	69
threshold torque (Co,e)	in Nm	5

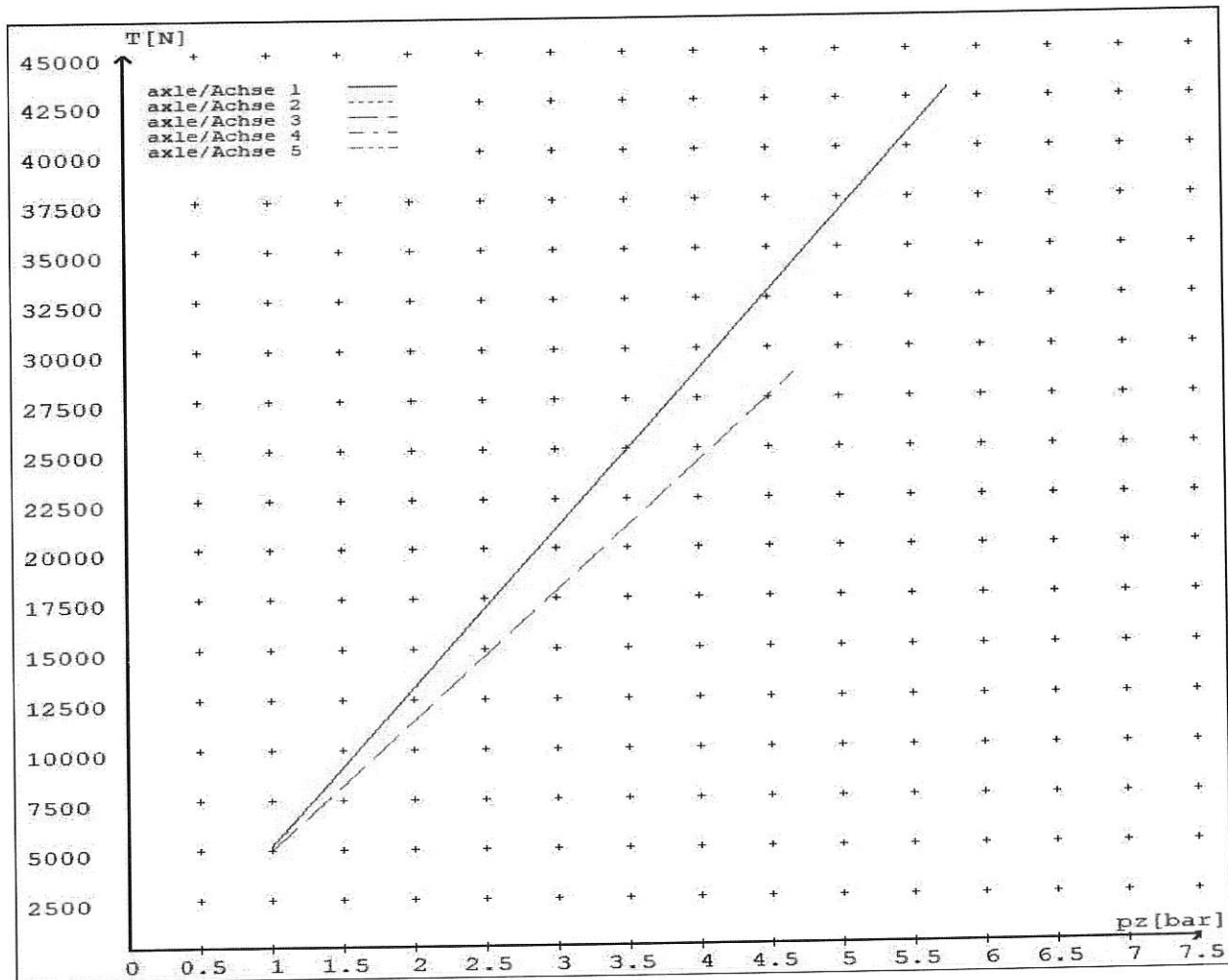
reference values

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

	pz [bar]	T [N]	T [N]
axle 1	1.0	5141	
	5.8	43003	
axle 2	1.0	5141	
	5.8	43003	
axle 3	1.0		4943
	4.7		28680
axle 4	1.0		4943
	4.7		28680
axle 5	1.0		4943
	4.7		28680

VIN - no.:

	Axle(s) / Achse(n)				
	20./	20./	T.14/24	T.14/24	14./
brake cylinder type (service / parking) Bremszylinder Typ (Betrieb / Fest)					
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



reference values for  $z = 0.5$

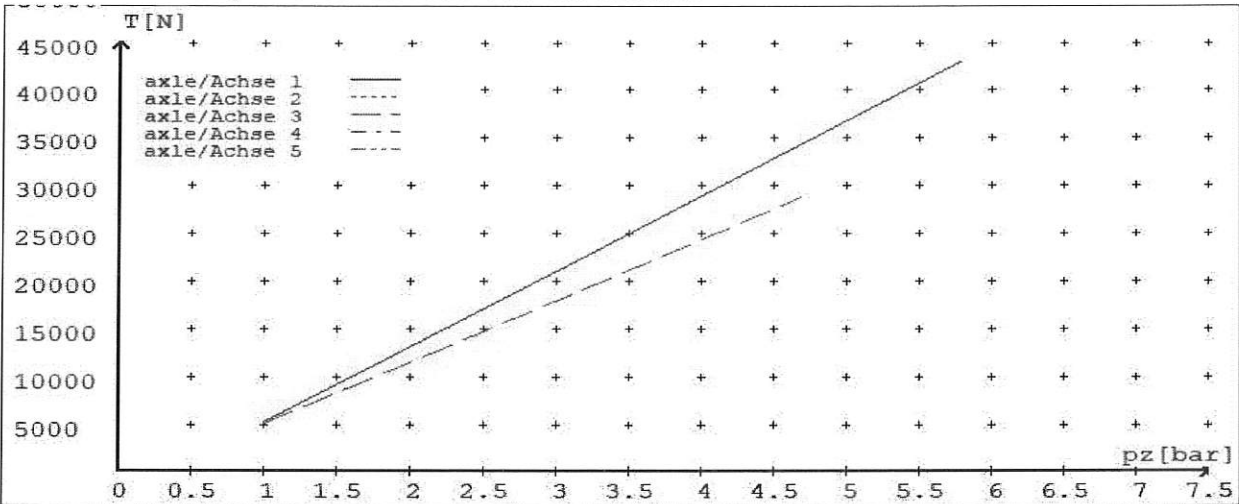
for max r<sub>dyn</sub>: 421 mm

Angabe der Referenzwerte für  $z = 0.5$

für max r<sub>dyn</sub>: 421 mm

brake calculation no: TP 52748A date 20.10.2023

Bremsberechnung Nr: TP 52748A vom 20.10.2023



	Axle (s) / Achse (n)				
brake cylinder type (service / parking) Bremszylinder Typ (Betrieb / Fest)	20./	20./	T.14/24	T.14/24	14./
Maximum stroke $s_{max} = \dots$ mm maximaler Hub $s_{max} = \dots$ mm	65	65	64	64	64
Lever length = $\dots$ mm Hebellänge = $\dots$ 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-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.**

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J Hirst  
(JEH HVEK)



**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>	TAA TRANSPORT

**VEHICLE DETAILS**

<b>VEHICLE TYPE:</b>	SAFT CURTAINSIDE	<b>CERT #:</b>	JH231032
<b>YEAR:</b>	2023	<b>CALCULATION #:</b>	TP52748
<b>MAKE:</b>	DOMETT	<b>REGO #:</b>	N/A
<b>MODEL:</b>	E2001 PH	<b>LT400 #:</b>	A02889
<b>CHASSIS #:</b>	2359	<b>ORDER #:</b>	9698
<b>VIN #:</b>	7A9E20013P2023359		
<b>GVM: t</b>	32	<b>PRIME MOVER:</b>	EBS / EUROPEAN
<b>LOAD CONFIGURATION:</b>	MIXED FREIGHT		
<b>GROUP RATINGS: t</b>	<b>FRONT</b>	<b>REAR</b>	
	16	19	
<b>WHEEL BASE: m</b>	7.83		
	<b>UNLADEN COG m</b>	<b>MAX HEIGHT m</b>	<b>HEIGHT DECK m</b>
	1.1	4.3	1.083
<b>COG: m</b>	2.088		
	<b>FRONT</b>	<b>REAR</b>	<b>TOTAL</b>
<b>TARE: t</b>	3.1	4	7.1
	<b>FRONT</b>	<b>REAR</b>	
<b>TYRE SIZE:</b>	265 70 R19.5	265 70 R19.5	
<b>ROLLING CIRCUMFERENCE: mm</b>	2645	2645	
<b>AXLE SPACING: m</b>	1.31	2.51	

## BRAKE & AXLE DETAILS

	MAKE	MODEL	TEST REPORT
AXLE:	HENDRICKSON	HND-PAN 19 DISC	ATPR0185
POLE WHEEL FRONT:	100	POLE WHEEL REAR:	100
LINING MATERIAL:	WABCO 230	BRAKE FACTOR:	23.49
SENSED AXLE(S):	2 + 4		NOTES:
SERIAL NUMBERS:	1	N/A	AANL230
	2	N/A	AANL230
	3	N/A	AANL230
	4	N/A	AANL230
	5	N/A	AANL230

## CHAMBER AND VALVING DETAILS

CHAMBERS:	AXLE 1 & 2	AXLE 3 & 4	AXLE 5
BRAND:	TSE_CHAMBERS	TSE_CHAMBERS	TSE_CHAMBERS
SIZE:	20HSCLD	1424TLD2H	14HSCLD
STROKE: <i>mm</i>	65	64	64
TEST REPORT #:	BC 0041.0 Jul '07	BC0143.0	TSE derived
SPRINGBRAKE FORCE: <i>kN</i>	N/A	6.16	N/A
HOLDOFF PRESSURE: <i>Bar</i>	N/A	4.8	N/A
FOUNDATION BRAKE:	WABCO PAN19	WABCO PAN19	WABCO PAN19
LEVER LENGTH: <i>mm</i>	69	69	69
BRAKE VALVES:	MAKE:	PART NUMBER:	PM PRESS. <i>kPa</i>
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	FRONT FRICTION: $\mu$	0.49
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:	HENDRICKSON_AIR	HENDRICKSON_AIR
MODEL:	HENDRICKSON_INTRAX	HENDRICKSON_INTRAX
BELLOW SIZE:	ZMD SHOCKLESS	ZMD SHOCKLESS
HEIGHT CONTROL VALVE:	HALDEX 90554950	HALDEX 90554950
OTHER VALVES:	N/A	N/A
RIDE HEIGHT <i>mm</i> :	255	255
HANGER HEIGHT <i>mm</i> :	203	203
PEDESTAL HEIGHT <i>mm</i> :	40	40
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:

**NOTES, SKETCHES AND SPECIAL CONDITIONS**

FILES RECEIVED: 01.09.2023

FILES CREATED: 20.10.2023

FILE UPDATE: 12.04.2023

REQUEST A COPY OF THE TARE WEIGHT DOCKET

OFF-ROAD MANOEUVRE ASSIST

FILES SENT (CJC): 24.10.2023

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 VEHICLE 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  
New Zealand