NZ TRANSPORT AGENCY
WAKA KOTAHI

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: 7A9D50029T2023582

Make: DOMETT

Model *(optional)*: D5002

Certification category: HVEK

Component being certified:

- [ ] Chassis
- [ ] Load anchorage
- [ ] Log bolster attachment
- [ ] Towing connection
- [X] Brakes
- [ ] SRT
- [ ] PSV stability
- [ ] PSV rollover
- [ ] Swept path
- [ ] 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.
4AS SKELETAL **RSS ON TYRE:** 355 50 R22.5
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): 42 Tonnes GVM; 26 Tonnes (Rear brake mass)

General drawing number(s): N/A

Supporting documents

BRAKE RULE CERTIFICATE JH261020
BRAKE CALCULATION # TSL-00063

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: 27-Oct-26

Serial number (includes letter): H 31653

CoF vehicle inspector ID *(if applicable)*:

CoF vehicle inspector signature *(if applicable)*:

Date:

All fields are mandatory unless otherwise stated.

New Zealand Government
Te Kāwanatanga o Aotearoa

Form ID: LT400

Version No. 08/26

Mobilized by WABCO Trailer Solutions

JH261020

This brake calculation report takes into account:

- The legal regulations in the version valid at the time of the brake calculation
- The functional characteristics of the products stored in the program
- The wheel brake data from the available expert opinions of the axle manufacturers
- The vehicle data submitted in writing by the applicant
- A design according to the braking values required in ECE-R13, (EU) 2015/68 or StVZO § 41.

The General Terms and Conditions of delivery apply (see in particular Section 9.0)

Important instructions:

- The applicant/vehicle manufacturer is obliged to verify the actual vehicle data with those of the brake calculation.
- The applicant/vehicle manufacturer must inform ZF of any special requirements of the vehicles produced, according to this brake calculation.
- The applicant/vehicle manufacturer has special requirements that deviate from a standard design, must be informed to ZF.
- The applicant/vehicle manufacturer has an obligatory field-observation and must keep ZF informed in writing of any abnormalities.

Special operating conditions may require modified brake calculation. ZF must be informed accordingly.
Approval countries with specific requirements regarding the required deceleration values require modified brake calculations and must be informed to ZF.
Use with a low axle load and low braking frequency such as the predominant use of tractors with retarders influences the pairing of the coefficient of friction. If the applicant/vehicle manufacturer is aware of such use of the vehicles, ZF must be informed. In the road test, the applicant/vehicle manufacturer must check compliance with the legal regulations using the selected brake calculation and under these special conditions.

Summary

Brake calculation number:	TSL-00063
Manufacturer:	Domett Trailers Ltd
Trailer model:	D5002
Author:	J.Hirst
Trailer type:	4-axle-semi-trailer
Distribution:	7A9D50029T2023582 SoDC: JH261020 LT400: CJC H22398
Directive:	UN/ECE-R.13.13

Brake system:	EBS
Assembly:	Air/ Hydraulic/ VA Suspension
Axle test reports:	Axles 1 - 4: Assali Stefen, 361-071-04 ECE Re 432, K
Brake cylinders:	Axles 1 - 2: Haldex, 16/24, BC 0165.2 Axles 3 - 4: Haldex, 16, BC 0169.2
Tire designations:	Axles 1 - 4: 355/50 R 22,5

Summary:	Air brake system is calculated according to the Directive.
Notes:	Chassis # 2582

			Empty	**Laden**
Total mass	P	[kg]	5000 - 6000	42000 - 42000
King-pin	PS	[kg]	600 - 1600	16000 - 16000
Axle 1	P1	[kg]	1100	6500
Axle 2	P2	[kg]	1100	6500
Axle 3	P3	[kg]	1100	6500
Axle 4	P4	[kg]	1100	6500
Total axle mass	PR	[kg]	4400	26000
Centre of gravity height	h	[m]	0.69	2.475
K-factor (min)	-	-	Kv min: 2.169	Kc min: 1.031
K-factor (max)	-	-	Kv max: 2.191	Kc max: 1.054

			Min	**Max**
Wheel base	E	[m]	9.2	9.91

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

1 Detailed vehicle data

		Axle 1	Axle 2	Axle 3	Axle 4
No. of brake chambers	KDZ	2	2	2	2
Brake chamber manufacturer		Haldex	Haldex	Haldex	Haldex
Brake chamber test report no		BC 0165.2	BC 0165.2	BC 0169.2	BC 0169.2
Brake chamber size		16/24	16/24	16	16
Brake chamber part number		135 1624 ... 175 1624...	135 1624 ... 175 1624...	125 160 0.. - 125 160 5.. 125 160 6.. - 125 160 9..	125 160 0.. - 125 160 5.. 125 160 6.. - 125 160 9..
Lever length	lBh in mm	74	74	74	74
Brake factor	-	20.26	20.26	20.26	20.26
Smallest tire - dynamic radius	r_{min} in mm	449	449	449	449
Largest tire - dynamic radius	r_{max} in mm	449	449	449	449
Threshold torque	C_0 in Nm	7.0	7.0	7.0	7.0

2 Braking system

This section shows the braking system and diagram.

Brake diagram:
Maximum pressure: 8.5 bar

Braking system and valves per axle. For each valve the following information is shown: Part number and **alternative part numbers are mentioned in brackets ( ),** manufacturer and the type of the valve.

	Valve 1	Valve 2
Axle 1	971 002 9.. 0 WABCO Relay-emergency valve	480 102 ... 0 WABCO EBS modulator
Axle 2	971 002 9.. 0 WABCO Relay-emergency valve	480 102 ... 0 WABCO EBS modulator
Axle 3	971 002 9.. 0 WABCO Relay-emergency valve	480 102 ... 0 WABCO EBS modulator
Axle 4	971 002 9.. 0 WABCO Relay-emergency valve	480 207 0.. 0 (480 207 2.. 0) WABCO EBS-relay valve

Notes

- For iEBS; Park Release Emergency Valve (PREV 971 002 9.. 0) is replaced by Park Release Valve PRV (971 003 ... 0).

3 EBS input data

Manufacturer:	Domett Trailers Ltd
Trailer model:	D5002
Trailer type:	4-axle-semi-trailer
Brake calculation number:	TSL-00063
Tire circumference main axle:	2821
Tire circumference auxiliary axle:	2821
Assignment p_m / deceleration (z) (Laden state)	p_m 0.7 bar z = 0.01 p_m 2.0 bar z = 0.132 p_m 6.5 bar z = 0.6

	P_n **Empty**	p_m **6.5 bar**	P_n **Laden**	p_m **0.7 bar**	p_m **2.0 bar**	p_m **6.5 bar**
Axle 1	1100	1.9	6500	0.5	1.6	5.9
Axle 2	1100	1.9	6500	0.5	1.6	5.9
Axle 3	1100	1.9	6500	0.5	1.6	5.9
Axle 4	1100	1.9	6500	0.5	1.6	5.9

Note: Bellow pressure in empty and loaded state must be filled in by manufacturer

As can be seen from the table above, the empty values are for the basic parameter set. Higher empty axle loads and lifting axles are automatically recognized and do not require separate adjustment. The above empty axle loads must not be fallen below.

Axle 1		**Axle 2**		**Axle 3**		**Axle 4**	
Axle load (kg)	p_{cha}	**Axle load (kg)**	p_{cha}	**Axle load (kg)**	p_{cha}	**Axle load (kg)**	p_{cha}
1100	1.9	1100	1.9	1100	1.9	1100	1.9
1600	2.3	1600	2.3	1600	2.3	1600	2.3
2100	2.6	2100	2.6	2100	2.6	2100	2.6
2600	3.0	2600	3.0	2600	3.0	2600	3.0
3100	3.4	3100	3.4	3100	3.4	3100	3.4
3600	3.8	3600	3.8	3600	3.8	3600	3.8
4100	4.1	4100	4.1	4100	4.1	4100	4.1
4600	4.5	4600	4.5	4600	4.5	4600	4.5
6500	5.9	6500	5.9	6500	5.9	6500	5.9

4 Deceleration of Park brake

		Axle 1	Axle 2
Number of TRISTOP-actuators per axle line (KDZ)	[-]	2	2
TRISTOP actuator type	[-]	16/24	16/24
Lever length (l_{Bh})	[mm]	74	74
Maximum static tire radius ($r_{stat}max$)	[mm]	432	432
Stroke (s)	[mm]	30.0	30.0
Minimum force of spring brake (TFZ)	[N]	6003.0	6003.0
Release pressure (pLs)	[bar]	5.2	5.2
Spring brake chamber no.	[-]	135 1624 ...	135 1624 ...
Spring brake chamber no. 2	[-]	175 1624...	175 1624...
Brake force (T_f) at $r_{stat}max$	[N]	41010.0	41010.0
Ratio until road (iF_b)	[-]	3.47	3.47

$$iF_b = \frac{l_{Bh} * ETA * C * r_{Bt}}{r_{Bn} * r_{stat}}$$

$$T_f = \left(TFZ * KDZ - \frac{2 * C_o}{l_{Bh}}\right) * iF_b$$

$$z_f = \sum \left(\frac{T_f}{P}\right) + 0.01$$

Braking rates (z_f laden)

z_f laden at $r_{stat}min$	0.2091
z_f laden at $r_{stat}max$	0.2091

Summary

-

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 for E = 9200 mm	7182 mm
min E_f for E = 9910 mm	7674 mm

5 Type-0 tests

Detailed Type-0 test results at pm=6.5 bar and brake force proportion including 1% rolling resistance

		Axle 1	Axle 2	Axle 3	Axle 4
Chamber pressure at r_{min} & at $z = 22.5$ %	bar	2.4	2.4	2.4	2.4
Chamber pressure at r_{max} & at $z = 22.5$ %	bar	2.4	2.4	2.4	2.4
Chamber pressure	bar	5.9	5.9	5.9	5.9
Piston force	ThA in N	5706	5706	5706	5706
Brake force laden (R_{min})	T in N	38111	38111	38111	38111
Brake force laden (R_{max})	T in N	38111	38111	38111	38111
Brake force proportion	%	25.0	25.0	25.0	25.0
Calculated brake input torque (C 6.5 bar)	Nm	422	422	422	422

Braking rate (z) laden (for r_{min})	0.598
Braking rate (z) laden (for r_{max})	0.598

Summary

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6 Type-III tests

Summary: Brake linings

Brake lining	Test date/code	Legal requirements fulfilled?
ROR 8616 AF (M13)	GA310709	**Yes**

Summary

-

6.1 Results for set of brake linings 1 out of 1

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

Axle	Axle manufacturer	Type of axle	Axle test report number	Brake linings	Test date/code
Axle 1	Assali Stefen	TM or LM or LC	361-071-04 ECE Re 432	ROR 8616 AF (M13)	GA310709
Axle 2	Assali Stefen	TM or LM or LC	361-071-04 ECE Re 432	ROR 8616 AF (M13)	GA310709
Axle 3	Assali Stefen	TM or LM or LC	361-071-04 ECE Re 432	ROR 8616 AF (M13)	GA310709
Axle 4	Assali Stefen	TM or LM or LC	361-071-04 ECE Re 432	ROR 8616 AF (M13)	GA310709

Calculation verification of residual (hot) braking force type III (item 4.2.1 of appendix 2 to annex 11)

Axle	r_{min}	% $Fe(r_{min})$	Axle	r_{max}	% $Fe(r_{max})$
Axle 1	449	17.7	**Axle 1**	449	17.7
Axle 2	449	17.7	**Axle 2**	449	17.7
Axle 3	449	17.7	**Axle 3**	449	17.7
Axle 4	449	17.7	**Axle 4**	449	17.7

Calculation of actuator stroke in mm (item 4.3.1.1 of appendix 2 to annex 11) and the average thrust output in N at pm = 6.5 bar (however max. pcha = 7.0 bar)

Axle	Calculated stroke (sp)	Stroke (s)	Average thrust output (ThA)
Axle 1	51 mm	38 mm	5706 N
Axle 2	51 mm	38 mm	5706 N
Axle 3	51 mm	38 mm	5706 N
Axle 4	51 mm	38 mm	5706 N

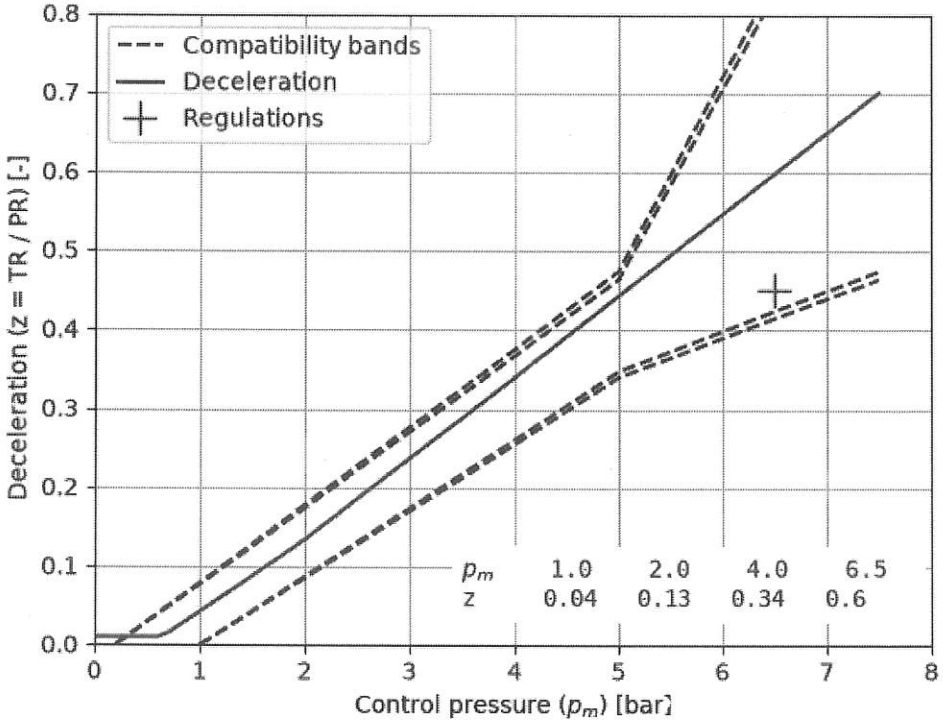
Calculated residual (hot) braking force (T)in Newtons (item 4.3.1.4 of appendix 2 to annex 11)

Axle	r_{min}	Braking force (T) (r_{min})	Axle	r_{max}	Braking force (T) (r_{max})
Axle 1	449	32675 N	**Axle 1**	449	32675 N
Axle 2	449	32675 N	**Axle 2**	449	32675 N
Axle 3	449	32675 N	**Axle 3**	449	32675 N
Axle 4	449	32675 N	**Axle 4**	449	32675 N

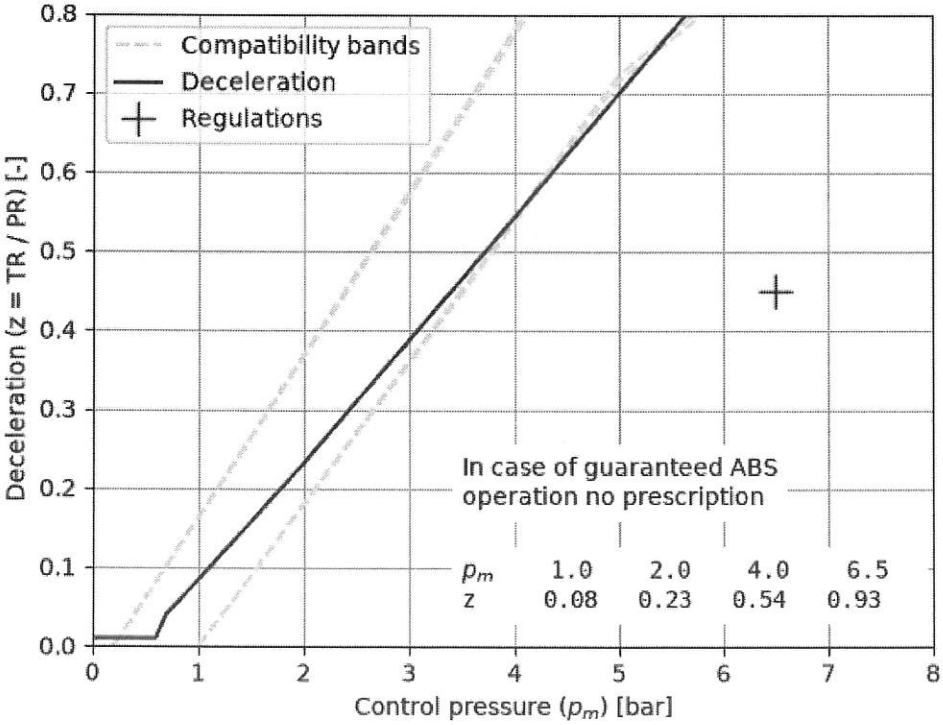
Braking rates of the vehicle for smallest and largest tires. Basic test of subject trailer (E) and Type III calculated residual (hot) braking deceleration (z_{III})

	Basic test of subject trailer (E)			
	z_0 at r_{min}	z_0 at r_{max}	z_{III} at r_{min}	z_{III} at r_{max}
Braking rate of the vehicle (item 4.3.2 to appendix 2 to annex 11)	0.6	0.6	0.51	0.51
Required braking rates (items 1.5.3 and 1.7.2 to annex 11)			>= 0.4 and >= 0.6 * E = 0.36	>= 0.4 and >= 0.6 * E = 0.36

7 Deceleration curve

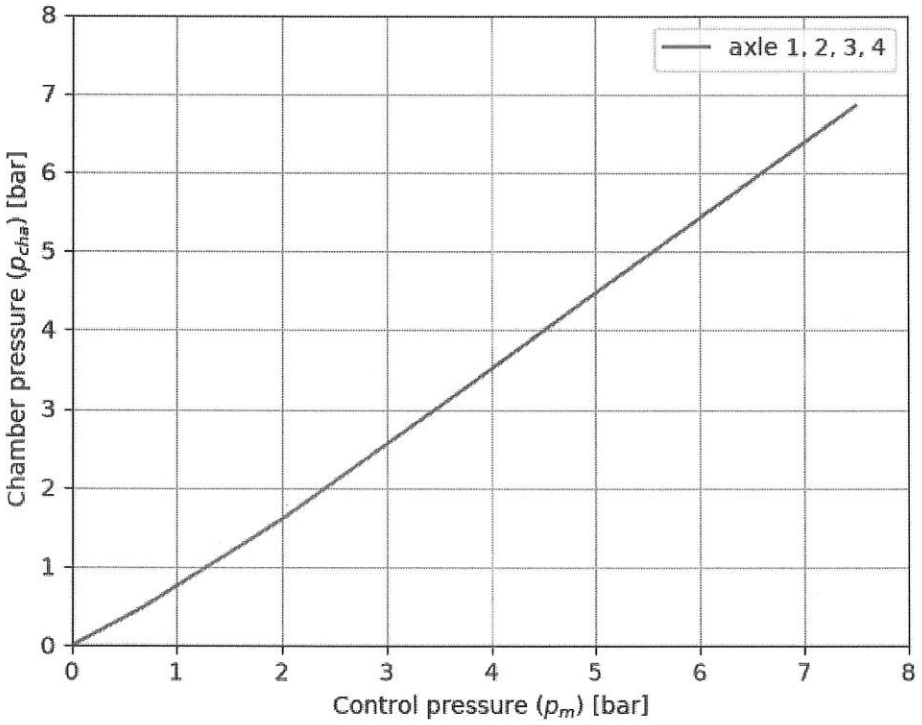


Laden state

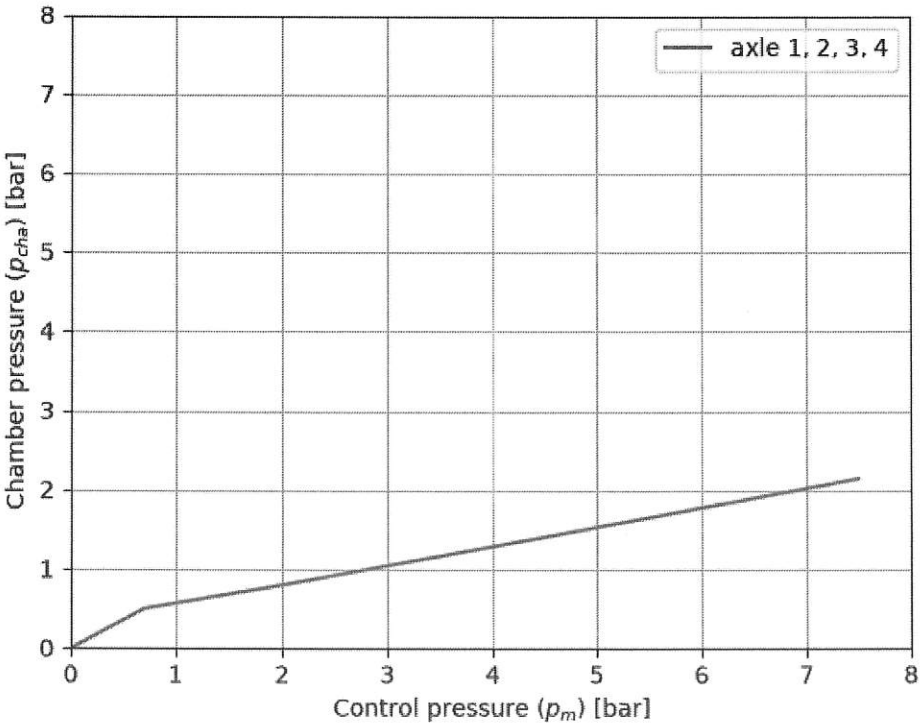


Empty state

8 Brake chamber pressures

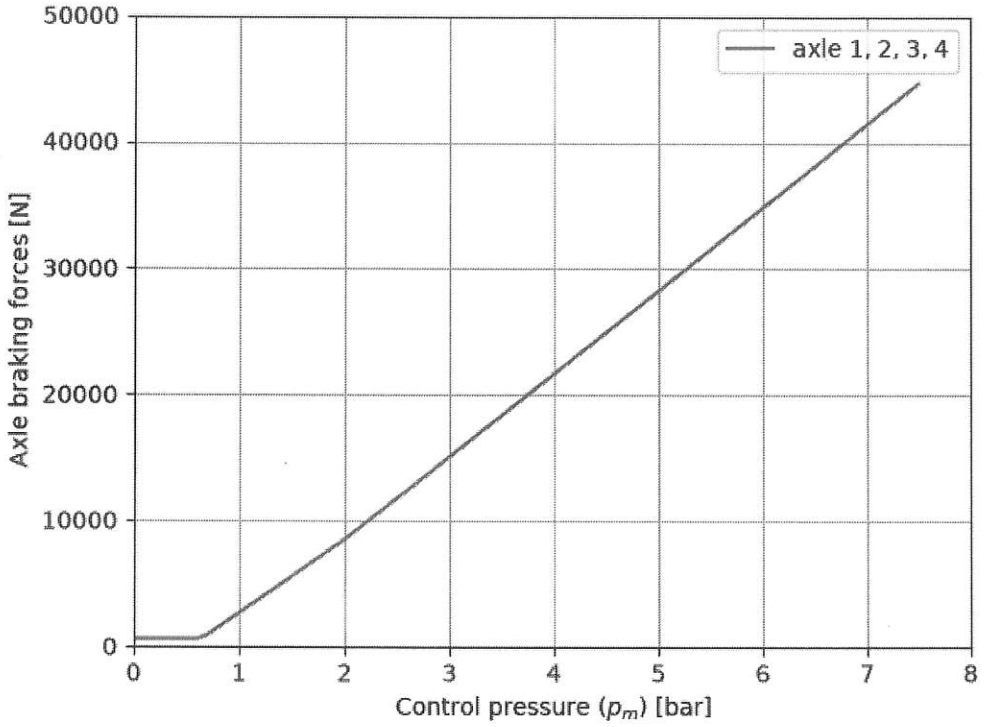


Laden state

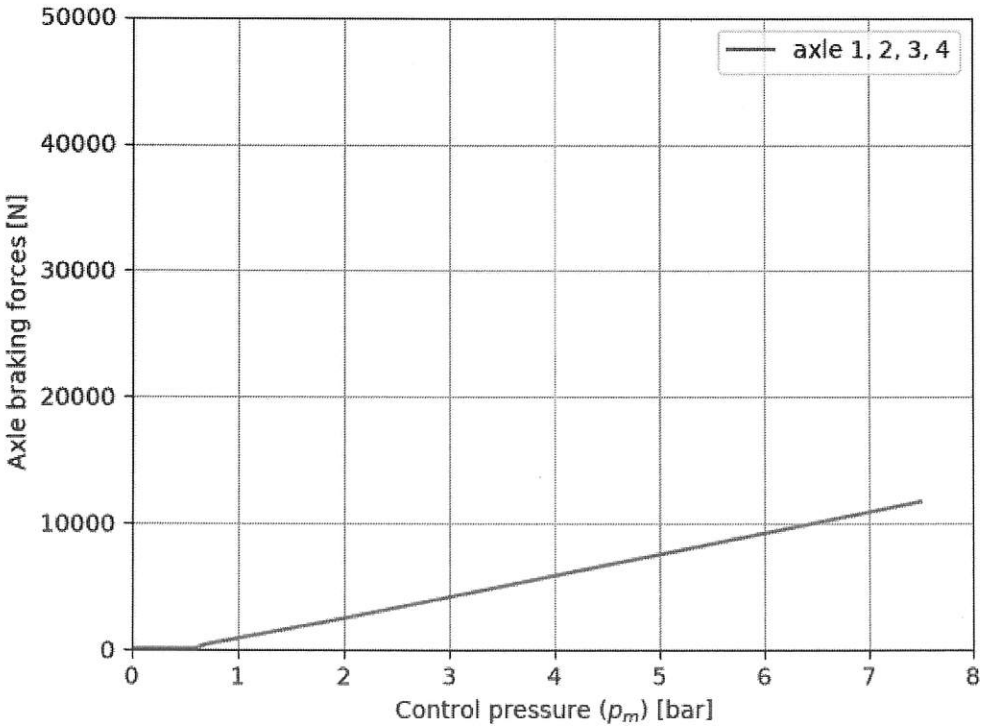


Empty state

9 Brake force distribution



Laden state



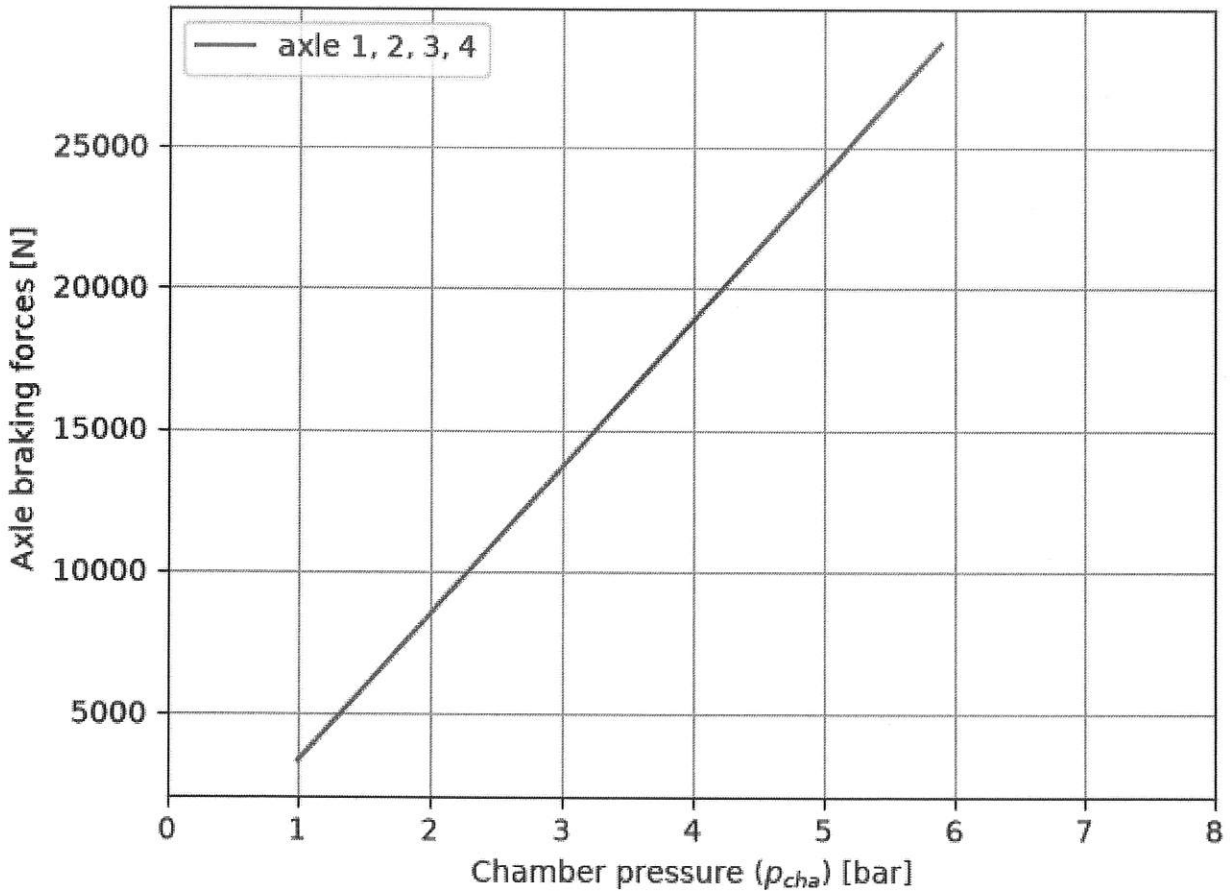
Empty state

10 Reference values

The following table shows the reference values for z = 45.0% for r_{max} : 449 mm. These reference values are the chamber pressure (p_{cha}) in bar and associated axle braking force (T) in N for each axle. Moreover the table shows the brake cylinder type (service/parking), the maximum stroke (s_{max}) in mm and the lever length (l_{Bh}) in mm. The reference values in the table are used to generate the curve displayed below.

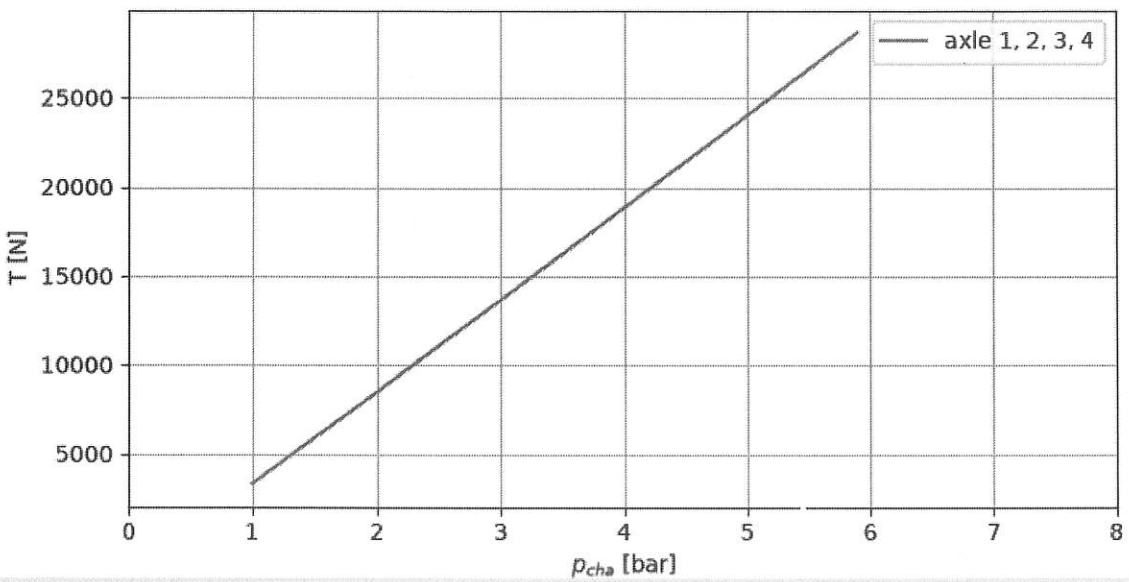
Reference values for z = 45.0% for r_{max}: 449 mm

Axle	p_{cha} **[bar]**	T **[N]**	Brake cylinder type	s_{max} [mm]	(l_{Bh}) [mm]
Axle 1	1.0	3316.0	16/24	65	74
	5.9	28679.0			
Axle 2	1.0	3316.0	16/24	65	74
	5.9	28679.0			
Axle 3	1.0	3316.0	16	65	74
	5.9	28679.0			
Axle 4	1.0	3316.0	16	65	74
	5.9	28679.0			



Print on WABCO no. 899 200 922 4 (only possible with laser printers!)

The following table shows the reference values for z = 45.0% for r_{max} : 449 mm
Brake calculation number: TSL-00063 date: 2026-10-20



	Axle 1	Axle 2	Axle 3	Axle 4
Brake cylinder type (service/parking)	16/24	16/24	16	16
Maximum stroke s_{max} [mm]	65	65	65	65
Lever length [mm]	74	74	74	74

11 Appendices

11.0.1 Axle test report Axles 1 - 4: 361-071-04 ECE Re 432

Property	Value	Unit
Manufacturer	Assali Stefen	-
Axle test report number	361-071-04 ECE Re 432	-
Type of brake	Disk	-
Designation	K	-
Possible lever lengths	[74]	-
Type of axle	TM or LM or LC	-
Static axle load	11000	kg
Tested axle load	11000	kg
Maximum allowed tire radius	None	mm
Allowed camshaft torque (6.5 bar)	940.0	Nm
Lining area per brake	305.0	cm^2
Number of brake cylinders	2	-
Brake factor	20.26	-
Threshold torque	7.0	Nm
Rolling resistance	0.01	-
Notes	-	-

Brake lining: ROR 8616 AF (M13)

Property	Value	Unit
Brake lining	ROR 8616 AF (M13)	-
Test date/code	GA310709	-
Type test	Type III	-
Camshaft torque	638.0	Nm
Threshold torque	7.0	Nm
Tested tire radius	432	mm
Brake force	5167.9	daN
Determined brake force	3960.0	daN
Stroke	38.0	mm
Tested lever length	74.0	mm

12 ALB Data

Manufacturer:	Domett Trailers Ltd
Trailer model:	D5002
Trailer type:	4-axle-semi-trailer

	Vehicle unladen			Vehicle laden				
	Control pressure pm [bar]		6.5	Control pressure pm [bar]		0.7	2.0	6.5
Axle #	**Axle load [kg]**	**Bellow pressure [bar]**	**Braking pressure [bar]**	**Axle load [kg]**	**Bellow pressure [bar]**	**Braking pressure [bar]**		
Axle 1	1100		1.9	6500		0.5	1.6	5.9
Axle 2	1100		1.9	6500		0.5	1.6	5.9
Axle 3	1100		1.9	6500		0.5	1.6	5.9
Axle 4	1100		1.9	6500		0.5	1.6	5.9

Axles #	**1**	**2**	**3**	**4**	**5**	**6**
Actuator type - Service brake	16	16	16	16		
Actuator type - Parking brake	24	24	-	-		
Maximum actuator stroke [mm]	65	65	65	65		
Lever length [mm]	74	74	74	74		
Reference value TR (daN) at 1.0 bar	331.6	331.6	331.6	331.6		
Reference value TR (daN) at Pcha	2867.9	2867.9	2867.9	2867.9		

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

CLIENT

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

VEHICLE DETAILS

VEHICLE TYPE:	4AS SKELETAL	**CERT #:**	JH261020
YEAR:	2026	**CALCULATION #:**	TSL-00063
MAKE:	DOMETT	**REGO #:**	N/A
MODEL:	D5002	**LT400 #:**	H22398
CHASSIS #:	2582	**ORDER #:**	11442
VIN #:	7A9D50029T2023582		
GVM: *t*	42	**PRIME MOVER:**	UNKNOWN
LOAD CONFIGURATION:	UNIFORM DENSITY		

GROUP RATINGS: *t*	**FRONT**	**REAR**
	16	26

WHEEL BASE: *m*	9.2

	UNLADEN COG *m*	**MAX HEIGHT** *m*	**HEIGHT DECK** *m*
	0.69	4.3	1.4

COG: *m*	2.472

	FRONT	**REAR**	**TOTAL**
TARE: *t*	1	4.55	5.55

	REAR
TYRE SIZE:	355 50 R22.5
ROLLING CIRCUMFERENCE: *mm*	2860
AXLE SPACING: *m*	4

BRAKE & AXLE DETAILS

	MAKE	MODEL	TEST REPORT
AXLE:	ROR_ASSALI_STEFEN	ROR-CS9 I DISC	361-071-04
STEER AXLE[S]:	YES	**POLE WHEEL:**	90
LINING MATERIAL:	ROR 8616	**BRAKE FACTOR:**	20.26
SENSED AXLES:	# 2 + # 4		**NOTES:**
SERIAL NUMBERS: 1			ROR CS9L
2			ROR CS9L
3			ROR CS9L
4			ROR CS9L

CHAMBER AND VALVING DETAILS

CHAMBERS:	**AXLE 1 & 2**	**AXLE 3 & 4**	
BRAND:	HALDEX_CHAMBERS	HALDEX_CHAMBERS	
SIZE:	1624 (175 1624)	16, (125 160)	
STROKE: *mm*	65	65	
TEST REPORT #:	BC0165.2	BC0169.2	
SPRINGBRAKE FORCE: *kN*	6.003	N/A	
HOLDOFF PRESSURE: *Bar*	5.2	N/A	
FOUNDATION BRAKE:	MERITOR	MERITOR	
LEVER LENGTH: *mm*	74	74	
BRAKE VALVES:	**MAKE:**	**PART NUMBER:**	**PM PRESS.** *kPa*
ECU PART #:	WABCO	480 102 08. 0 (MV)	70 kPa
3RD MODULATOR #:	WABCO	480 207 202 0 (12V)	70 kPa
ANTI-COMPOUNDING:	YES		
SPRING BRAKE RELAY:	WABCO_PREV	971 002 900 0	
YARD RELEASE VALVE:	WABCO-PREV	971 002 900 0	
INLINE RELAY FITTED:	N/A	N/A	

ECU DIRECTION: ☑ FRONT ☐ REAR

SUBSYSTEMS: ☑ SMARTBOARD ☐ OPTI-LINK ☐ CAN ROUTER 446 122 050 0

☐ ELEX 446 122 070 0 ☐ TAILGUARD

SUSPENSION

	REAR
SUSPENSION TYPE:	ELECTRONIC
MAKE:	ROR_AIRSPRING
MODEL:	ROR_INTRA
BELLOW SIZE:	CS9I
HEIGHT CONTROL VALVE:	441 050 100 0
OTHER VALVES:	463 090 500 0 (eTASC)
RIDE HEIGHT *mm* :	310
HANGER HEIGHT *mm* :	175
PEDESTAL HEIGHT *mm* :	8
LIFTAXLE:	4TH AXLE
DUMP SWITCH:	N/A
LIFTAXLE VALVE:	463 084 050 0 (12v)

AIR TANKS

AIR TANKS STANDARD: SAE J10A / EN286-2

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

AIR LINES

TEST POINTS:	
CONTROL LINE:	x1
FIXED AXLE CHAMBERS:	x2
STEER AXLE CHAMBERS:	x1
DUOMATIC COLOUR CODED:	YES
TANK:	X 1

HEAVY VEHICLE BRAKES - 32015 (TRAILER)

☑ SCHEDULE 5 ☐ SCHEDULE 4 ☐ SECTION 6 ☐ APPROVED STD

CHECKS AT COMMISSION OF VEHICLE

CHAMBER BUNGS REMOVED:	☑	**VALVE MOUNTING:**	☑
ECU BLANKING PLUGS CHECKED:	☑	**DUOMATIC DRILLED:**	☑

RESPONSE TIME: ms:	**MODULATOR 2.1**	**MODULATOR 2.2**	**RELAY VALVE**

NOTES, SKETCHES AND SPECIAL CONDITIONS

FILES RECEIVED: 11.09.2026 **FILES CREATED: 20.10.2026**

FILES SENT TO CJC (SoDC): 22.10.2026

INCLUDES DDM/RSLK: SCHEMATIC AVAILABLE IN CERTIFICATION FILE

FILES RETURNED AS COMPLETE:

REASON FOR CERTIFICATION: NEW TRAILER BUILD

I declare I,John Hirst, am a Heavy Vehicle Specialist Certifier – Engineer and I hold a current valid appointment as an inspecting organisation and vehicle inspector. I certify that the vehicle component design and certification specified in this Procedure Document Sheet complies in all respects with applicable requirements for the aspect at the time of certification. I also certify that I have carried out my inspection and certification activities in accordance with the conditions and requirements of my appointment. To the best of my knowledge the information contained in this document is true and correct.

NEW ZEALAND HEAVY VEHICLE BRAKE RULE 32015, SCHEDULE 5.

DATE: 27/10/2026

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

CHRIS CLARKE **CJC**

7A9D50029T2023582

DOMETT

X

D5002

HVEK

CERTIFY TO SCHEDULE 5 OF LTR 32015: NZ HEAVY VEHICLE BRAKE SPECIFICATION.
CARRY OUT BRAKE CALCULATIONS, INSPECTION AND ECU END OF LINE PROTOCOL.
4AS SKELETAL **RSS ON TYRE:** 355 50 R22.5
FOR SYSTEM ARCHITECTURE, PLEASE REFER TO PDS WORKSHEET & SCHEMATIC.
REASON FOR CERTIFICATION: NEW TRAILER BUILD

LTR 32015

42 Tonnes GVM
26 Tonnes (Rear brake mass)

N/A

BRAKE RULE CERTIFICATE JH261020
BRAKE CALCULATION # TSL-00063

WARNING LAMP MUST ILLUMINATE WHEN IGNITION IS SWITCHED ON & THEN EXTINGUISH IMMEDIATELY OR WHEN VEHICLE SPEED EXCEEDS 7 KM/H

N/A [UNLESS MODIFIED]

HIRST JEN

27-Oct-26