



Heavy Vehicle Specialist Certificate

Heavy Vehicle Specialist Inspector and Inspecting Organisation

Heavy Vehicle Specialist Inspector's Name (PRINT IN CAPS)

CHRIS CLARKE

ID

CSC

Vehicle Registration*

VIN / Chassis Number

7A9E38116D1023142

Component being certified:

Chassis Modification

Load Anchorage

Log Bolsters

Certification Category

Towing Connection

✓ Brakes

SRT

HUEK

Description of Work

CARRY OUT SET UP OF TRAILER EBS SYSTEM.

Roll STABILITY FUNCTION (RSS) ACTIVATED

Code/Standard Certified to

HUBJZ 32015 / 2 SCHED 5.

Component Load Rating(s)

35000 KG.

General Drawing Number(s)

Supporting Documents

BRAKE DESIGN CERTIFICATE - JH130404.
PREC EXEMPTION - HUB13/22

*Special Conditions

WARNING LAMP MUST ILLUMINATE WHEN IGNITION SWITCHED ON + THEN EXTINGUISH IMMEDIATELY OR WHEN VEHICLE EXCEEDS 7 KPH.

Certification Expiry Date (if applicable)

N/A

or Hubodometer Reading (whichever comes first)

Declaration

I the undersigned, declare that I am the Heavy Vehicle Specialist Inspector identified above and I hold a current valid appointment. I certify that the above mentioned vehicle component's design, manufacture and installation, and this certificate 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.

Designer's ID (if certified by a manufacturer)

Inspector's / Delegate's Signature

Delegate's Name (PRINT IN CAPS)

Date

25.05.2013

Number

438152

Inspector's / Delegate's ID

COI Vehicle Inspector Signature

Date

All fields excluding those marked with * must be completed before this certificate can be accepted.



Exemption: HVB13/122

**EXEMPTION FROM SPECIFIED REQUIREMENTS OF LAND TRANSPORT RULE:
Heavy-vehicle Brakes 2006, Rule 32015**

Pursuant to Section 166(1) of the Land Transport Act 1998, and pursuant to the powers delegated to me, I, Jackie Hartley, Administrator (Assessments) hereby exempt the motor vehicle specified in Schedule 1 hereto from the section of Land Transport Rule: Heavy-vehicle Brakes 2006 (the Rule) listed in Schedule 2, subject to the conditions specified in Schedule 3.

Schedule 1: Vehicle Details:

Make/Model: **Domett T & T Ltd, 5 axle full-trailer**
VIN/Chassis: **7A9E38116D1023142**

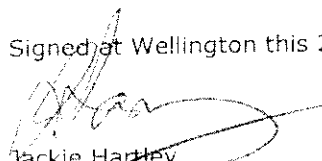
Schedule 2: Exempted Requirement:

2.3(9) The parking brake of a vehicle, whether or not it is being operated as a combination vehicle, must be able to be applied by the driver from the normal driving position using one control only.

Schedule 3: Conditions of this Exemption:

- 1) The vehicle must be fitted with a Wabco park-release emergency valve (PREV), Part Number: 971 002 900 0.
- 2) The vehicle must be fitted with the Wabco PREV name plate, Part Number 971 002 103 4, adjacent to the PREV.
- 3) The vehicle must still be fitted with a parking brake that complies with all parking brake requirements in the Rule other than the requirement in Clause 2.3(9) of the Rule.
- 4) The installation of the PREV must be approved in writing by Gough Transpecs or an NZ Transport Agency appointed HVEK certifier acting on behalf of, and under instruction from, Gough Transpecs; Gough Transpecs must keep a written record of all approvals.
- 5) The HVEK certifier in 4) must be fully trained in end of line procedures for Wabco electronically controlled braking systems.
- 6) Gough Transpecs must provide full operator training in the use of the PREV and furnish the operator with full written operating instructions for the PREV.
- 7) The vehicle must not be modified in any way while operating under this exemption.
- 8) This original exemption must be kept by Gough Transpecs.
- 9) A copy of this exemption (printed on a silver WABCO sticker) must be affixed to the exempted vehicle as close to the WABCO PREV as possible.
- 10) The sticker in 9) must be legible and include all printed areas of this original exemption letter.
- 11) This exemption can be revoked at any time in writing by the NZ Transport Agency.

Signed at Wellington this 28th day of March 2013


Jackie Hartley
Administrator (Assessments)

WABCO START-UP PROTOCOL

System	Trailer EBS-E	WABCO part number	480 102 080 0
Production date	2012-11-28	Serial number	897001046000D
Serial number (modulator)	000000018436		
Fingerprint Customer EOL / Customer Development / Flash Program	W503643 / 2013-05-25 ; 00000000 / 0000-00-00 ; 00000000 / 0000-00-00		

WABCO	TRAILER EBS-E	GGVS/ADR TUEH TB 2007 - 019.00 361002202
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HERSTELLER MANUFACTURER CONSTRUCTEUR	DOMETT T&T		
TYP TYPE	5AFT BULK		
Fahrzeug-Ident.Nr. CHASSIS NUMBER NUMERO DE CHASSIS	7A9E38116D1023142		
BREMSBERECHNUNGS-NR. BRAKE CALCULATION NO CALCUL DE FREINAGE NO.	TP50802		
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 4S/3M
RSS RSS RSS	Einzelbereifung Single Tyre Monte simple	X	Lenkachse Steering axle Essieu avant
	Zwillingsbereifung Twin Tyre Monte jumelle		Kippritisches Fahrzeug Critical Trailer Vehicule critique
Subsystems	---	I/O	24N

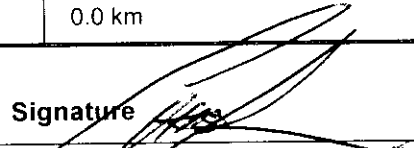
GIO	Pin1	Pin3	Pin4
1	---	---	---
2	---	---	---
3	ALS2	ALS2	---
4	---	---	---
5	DIAG	DIAG	DIAG
6	---	---	---
7	---	---	---



ACHSE AXLE ESSIEU	pm (bar)		6.5		pm (bar)		0.7		2.0		---		6.5		TYP TYPE	(mm)	(mm)	(bar)	
	+	-	+	-	+	-	+	-	+	-	+	-	+	-				1.0	Pz
1	1800	0.7	2.5	7600	4.9	0.5	1.6	---	6.5	-	16 / 24	64	74	410	4028				
2	1800	0.7	2.5	7600	4.9	0.5	1.6	---	6.5	-	16 / 24	64	74	410	4028				
3	1100	0.3	1.7	6600	4.3	0.5	1.7	---	5.3	-	16 / 24	64	74	380	3032				
4	1100	0.3	1.7	6600	4.3	0.5	1.7	---	5.3	-	16	64	74	380	3032				
5	1100	0.3	1.7	6600	4.3	0.5	1.7	---	5.3	-	16	64	74	380	3032				

Diagnostic memory	OK	Warning lamp control	OK
Parameter setting	carried out	Stop light power supply	Not tested
EBS pressure test	Not tested	Lifting axle test	Not tested
Redundancy test	OK	ECAS distance sensor calibration	Not tested
ABS sensor assignment	OK	Distance sensor Axle load calibr	Not tested
RTR check	Not tested	Leak test	Not tested
Immobilizer test	Not tested	Signal outputs TEBS	Not tested
Signal inputs	Not tested		

Diagnostic memory ELEX	Not tested	Signal outputs ELEX	Not tested
TailGUARDlight	Not tested	TailGUARD	Not tested

Manufacturer	DOMETT T&T	Vehicle ident. no	7A9E38116D1023142
Vehicle type	5AFT BULK	Odometer reading	0.0 km
next Service	0 km	Trip reading	0.0 km
Tested by	Chris Clarke	Signature 	
Date	2013-05-25 8:38:44 a.m.		

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

distribution: DOMETT T&T
 7A9E38116D1023142
 SODC: JH130404
 PREV: HVB13/122

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 (V6.12.08.27).
 -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 V6.12.08.27 db 30.08.2012

vehicle manufacturer: DOMETT T&T
 trailer model : 5AFT BULK
 trailer type : 5-axle-full-trailer
 remarks : air / hydraulic / VA suspension
 WABCO TRAILER - EBS
 TRISTOP 1+2+3: T.16/24
 265/70 R 19,5
 355/50 R 22,5

axle 1 + 2 + 3 + 4 + 5 : ROR, Elsa 195 LE, 36102202, Re 432

		<u>unladen</u>	<u>laden</u>
total mass	P in kg	6900	35000
axle 1	P1 in kg	1800	7600
axle 2	P2 in kg	1800	7600
axle 3	P3 in kg	1100	6600
axle 4	P4 in kg	1100	6600
axle 5	P5 in kg	1100	6600
wheel base	E in mm	6950 - 6950	
centre of gravity height	h in mm	1040	2307

	<u>axle 1</u>	<u>axle 2</u>	<u>axle 3</u>	<u>axle 4</u>	<u>axle 5</u>
no. of combined axles	1	1	1	1	1
no. of brake chambers per axle line KDZ	2	2	2	2	2
The power output corresponds to	BZ 119.6	BZ 119.6	BZ 119.6	BZ 122.1	BZ 122.1
brake chamber manufacturer	Meritor	Meritor	Meritor	Meritor	Meritor
chamber size	T.16/24	T.16/24	T.16/24	16.	16.
lever length	74	74	74	74	74
brake factor	20.30	20.30	20.30	20.30	20.30
dyn. rolling radius	rdyn min in mm	421	421	449	449
dyn. rolling radius	rdyn max in mm	421	421	449	449
threshold torque	Co Nm	10.0	10.0	10.0	10.0

calculation:

chamber pressure(rdyn min)pH at z=22,5%bar	2.6	2.6	2.4	2.4	2.4
chamber pressure(rdyn max)pH at z=22,5%bar	2.6	2.6	2.4	2.4	2.4
chamber press.(servo)pcha at pm6,5bar bar	6.5	6.5	5.3	5.3	5.3
piston force	6590	6590	5304	5304	5304
brake force(rdyn min)T lad. at pm6,5bar N	46806	46806	35236	35236	35236
brake force(rdyn max)T lad. at pm6,5bar N	46806	46806	35236	35236	35236
brake force within 1 % rolling friction proportion	20.8	20.8	19.5	19.5	19.5

braking rate z laden 0.581 for rdyn min
 z = sum (TR)/PRmax 0.581 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 1624HTLD64

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 1624HTLD64

axle 3:

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

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

brake cylinder: Meritor 1624HTLD64

axle 4:

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

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

brake cylinder: Meritor 16HSCLD64

axle 5:

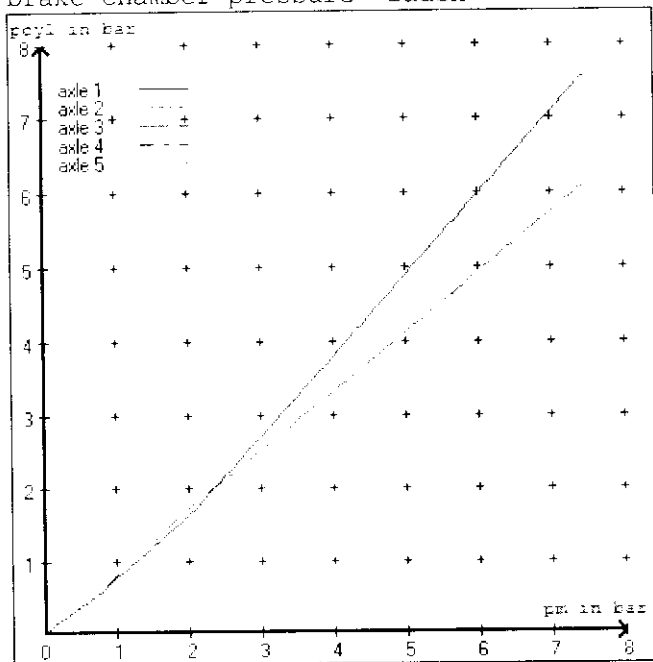
valve 1: 971 002 ... 0 WABCO
EBS emergency valve

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

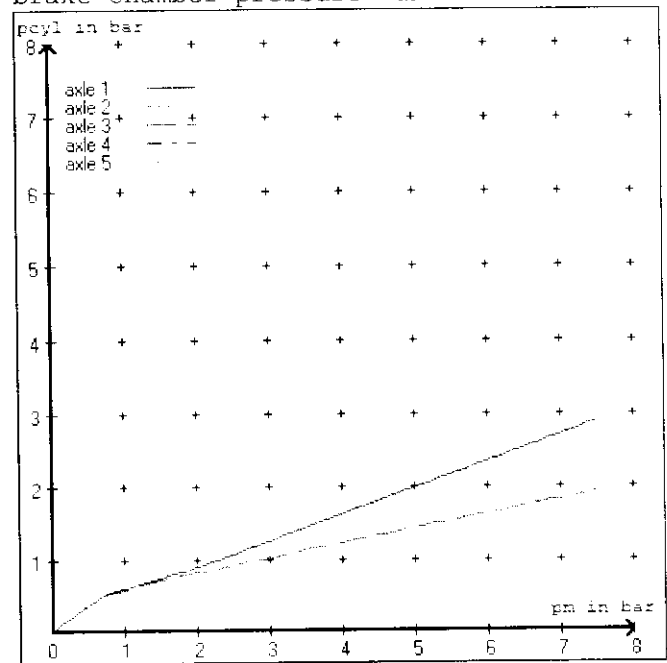
brake cylinder: Meritor 16HSCLD64

test type III (zIII = 0.30)	for rdyn min :	axle1	axle2	axle3	axle4	axle5	
at pm 3.7 bar =>	pcha in bar :	3.4	3.4	3.0	3.0	3.0	
test type III (zIII = 0.06)	for rdyn min :	axle1	axle2	axle3	axle4	axle5	
at pm 1.2 bar =>	pcha in bar :	0.9	0.9	1.0	1.0	1.0	

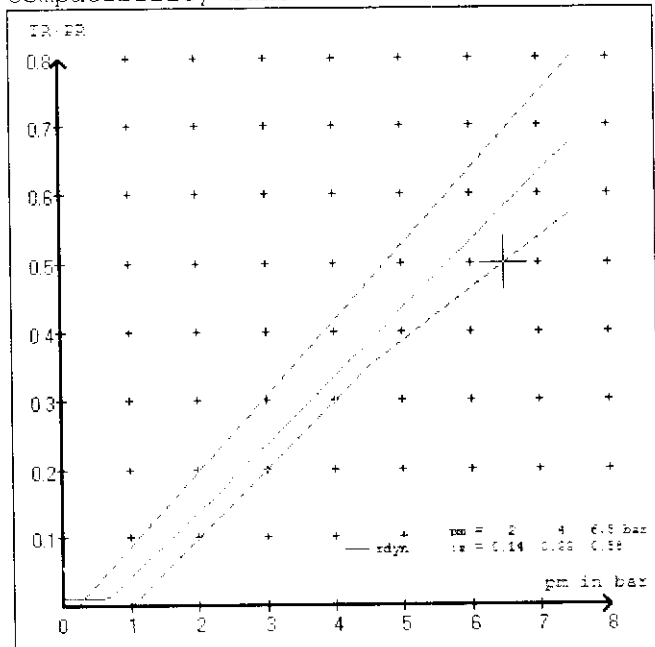
brake chamber pressure laden



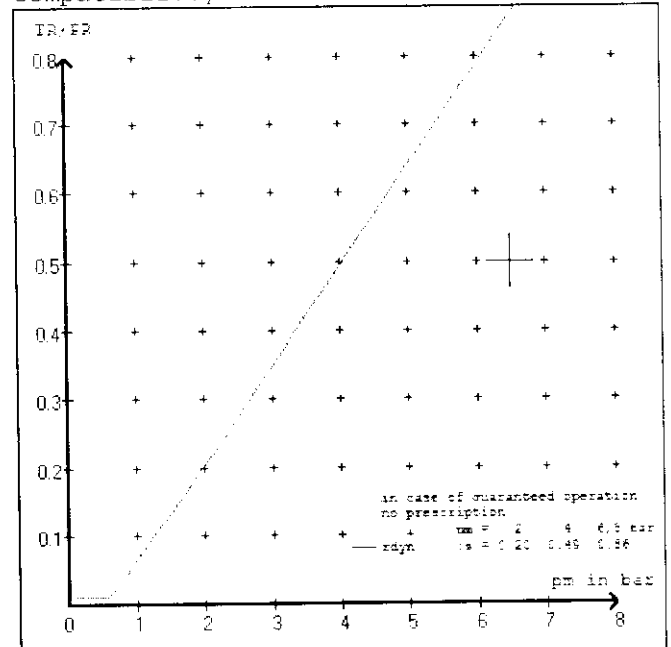
brake chamber pressure unladen



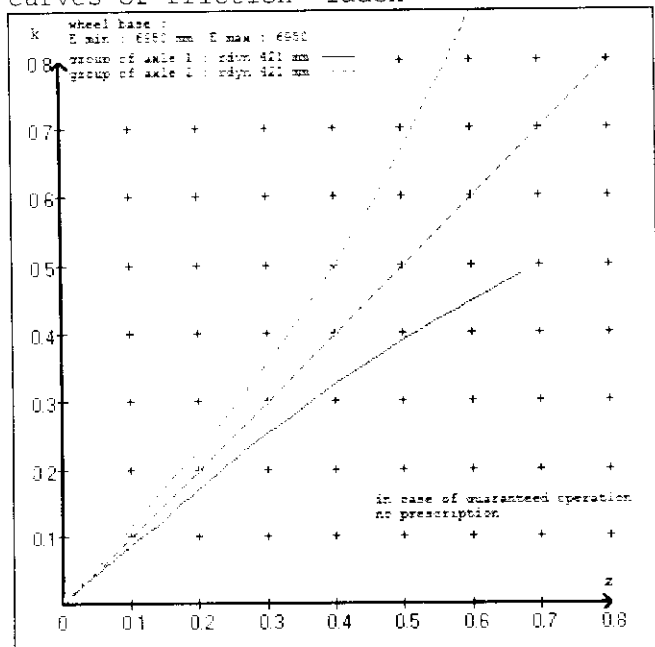
compatibility band laden



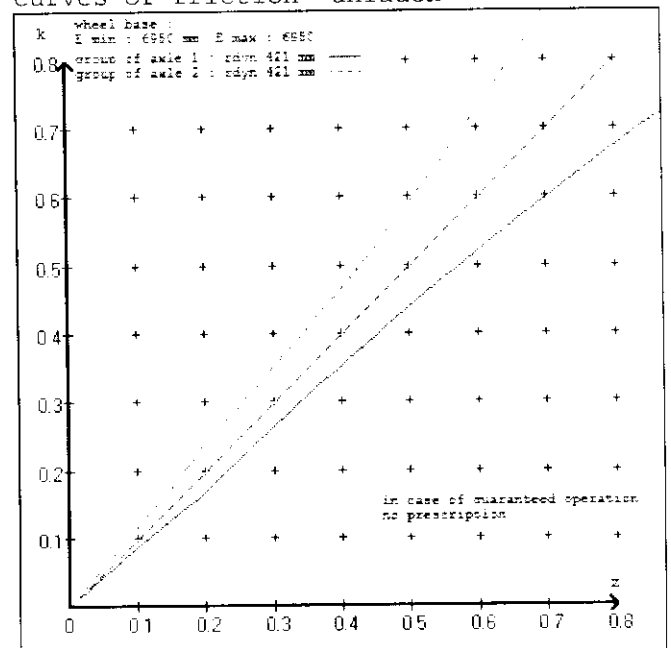
compatibility band unladen



curves of friction laden



curves of friction unladen



vehicle manufacturer: DOMETT T&T
 trailer model : 5AFT BULK
 trailer type : 5-axle-full-trailer

brake chamber and lever length :

axle 1 : 2 x type/diameter T.16/24 (Meritor) lever length 74 mm
 axle 2 : 2 x type/diameter T.16/24 (Meritor) lever length 74 mm
 axle 3 : 2 x type/diameter T.16/24 (Meritor) lever length 74 mm
 axle 4 : 2 x type/diameter 16. (Meritor) lever length 74 mm
 axle 5 : 2 x type/diameter 16. (Meritor) lever length 74 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

=====

vehicle manufacturer: DOMETT T&T
 trailer model : 5AFT BULK
 trailer type : 5-axle-full-trailer
 brake calculation no. : TP 50802A

tire circumference main axle : 2825 for rdyn max
 tire circumference auxiliary axle : 2650 for rdyn max

assignment pm / deceleration z: pm 0.7 bar z = 0.010
 (laden condition) 2.0 bar z = 0.138
 6.5 bar z = 0.580

control pressure pm			6,5	control pressure pm			0.7	2.0	6.5
axle	axle load unladen	bellow pr. unladen	brake pr. unladen	axle load laden	bellow pr. laden	brake pr. laden			
1	1800	to be	2.5	7600	to be	0.5	1.6	6.5	
2	1800	entered by the vehicle manufact.	2.5	7600	entered by the vehicle manufact.	0.5	1.6	6.5	
3	1100		1.7	6600		0.5	1.7	5.3	
4	1100		1.7	6600		0.5	1.7	5.3	
5	1100		1.7	6600		0.5	1.7	5.3	

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
1800	2.5	1800	2.5	1100	1.7	1100	1.7	1100	1.7
2300	2.8	2300	2.8	1600	2.0	1600	2.0	1600	2.0
2800	3.2	2800	3.2	2100	2.4	2100	2.4	2100	2.4
3300	3.5	3300	3.5	2600	2.7	2600	2.7	2600	2.7
3800	3.9	3800	3.9	3100	3.0	3100	3.0	3100	3.0
4300	4.2	4300	4.2	3600	3.3	3600	3.3	3600	3.3
4800	4.6	4800	4.6	4100	3.7	4100	3.7	4100	3.7
5300	4.9	5300	4.9	4600	4.0	4600	4.0	4600	4.0
7600	6.5	7600	6.5	6600	5.3	6600	5.3	6600	5.3

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

axle 1	: reference axle: ROR	.../... .../K brake lining: ROR 8616 AF
	test report :	36102202 date : 07.06.2002
axle 2	: reference axle: ROR	.../... .../K brake lining: ROR 8616 AF
	test report :	36102202 date : 07.06.2002
axle 3	: reference axle: ROR	.../... .../K brake lining: ROR 8616 AF
	test report :	36102202 date : 07.06.2002
axle 4	: reference axle: ROR	.../... .../K brake lining: ROR 8616 AF
	test report :	36102202 date : 07.06.2002
axle 5	: reference axle: ROR	.../... .../K brake lining: ROR 8616 AF
	test report :	36102202 date : 07.06.2002

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 = 21.4 % Fe
axle 2	(rdyn 421 mm)	T = 21.4 % Fe
axle 3	(rdyn 449 mm)	T = 17.5 % Fe
axle 4	(rdyn 449 mm)	T = 17.5 % Fe
axle 5	(rdyn 449 mm)	T = 17.5 % Fe

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

axle 1	(sp = 58 mm)	s = 40 mm
axle 2	(sp = 58 mm)	s = 40 mm
axle 3	(sp = 57 mm)	s = 40 mm
axle 4	(sp = 57 mm)	s = 40 mm
axle 5	(sp = 57 mm)	s = 40 mm

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

axle1	ThA = 6590 N
axle2	ThA = 6590 N
axle3	ThA = 5304 N
axle4	ThA = 5304 N
axle5	ThA = 5304 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 = 38157 N
axle 2	(rdyn 421 mm)	T = 38157 N
axle 3	(rdyn 449 mm)	T = 28742 N
axle 4	(rdyn 449 mm)	T = 28742 N
axle 5	(rdyn 449 mm)	T = 28742 N

	basic test	type III
	of subject	(calculated)
	trailer (E)	residual
braking rate of the vehicle		(hot)braking
(item 4.3.2 to appendix 2 to annex 11)	0.58	0.47
required braking rate		>= 0,4 and
(items 1.5.3 and 1.7.2 to annex 11)		>= 0,6*E (0.35)

axle 1	(rdyn 421 mm)	T = 38157 N
axle 2	(rdyn 421 mm)	T = 38157 N
axle 3	(rdyn 449 mm)	T = 28742 N
axle 4	(rdyn 449 mm)	T = 28742 N
axle 5	(rdyn 449 mm)	T = 28742 N

	basic test	type III
	of subject	(calculated)
	trailer (E)	residual
braking rate of the vehicle		(hot)braking
(item 4.3.2 to appendix 2 to annex 11)	0.58	0.47
required braking rate		>= 0,4 and
(items 1.5.3 and 1.7.2 to annex 11)		>= 0,6*E (0.35)

spring parking brake

	<u>axle 1</u>	<u>axle 2</u>	<u>axle 3</u>
no of TRISTOP-actuators per axle line KDZ	2	2	2
TRISTOP-actuator type	T.16/24	T.16/24	T.16/24
lever length lBh in mm	74	74	74
stat. tyre radius rstat max in mm	401	401	432
at a stroke of s in mm	30	30	30
min. force of spring brake TFZ in N	7605	7605	7605
sp.brake chamber no Meritor.....	4	4	4
release pressure pLs in bar	4.8	4.8	4.8

calculation:

ratio until road	3.7461	3.7461	3.4773
$iFb = lBh * \eta * C * rBt / (rBn * rstat)$ for rstat in mm	401	401	432
brake force of spring br. Tf in N $Tf = (TFZ * KDZ - 2 * Co / lBh) * iFb$	55966	55966	51950
braking rate zf laden	0.487		
$zf = \text{sum}(Tf) / P + 0,01$			

Test of the frictional connection required by the parking brake

minimum wheelbase/minimum supporting width min Ef necessary
to fulfil the regulations

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

min Ef = 4430 mm for E = 6950 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 = 2307 mm height of center of gravity - laden
PR = 19800 kg maximum bogie mass - laden
P = 35000 kg maximum total mass - laden
nf = 3 no. of axle(s) with TRISTOP spring brake actuators
ng = 3 no. of bogie axle(s)

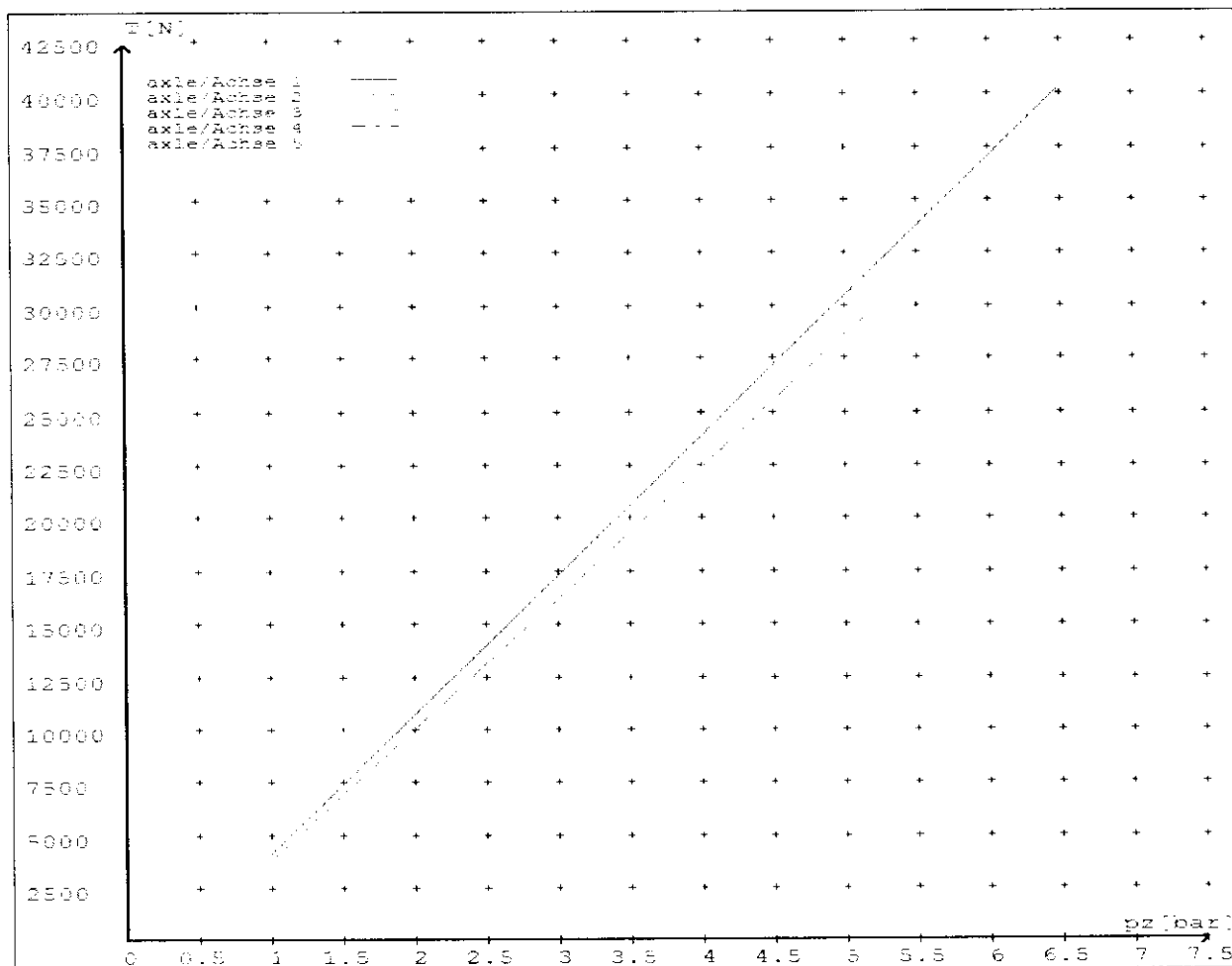
reference values

reference values for z = 50% for max rdyn: 449 mm

	pz [bar]	T [N]	T [N]
axle 1	1.0	4105	
	6.5	40281	
axle 2	1.0	4105	
	6.5	40281	
axle 3	1.0		3804
	5.3		30324
axle 4	1.0		3804
	5.3		30324
axle 5	1.0		3804
	5.3		30324

VIN no.:

	Axle(s) / Achse(n)				
brake cylinder type (service / parking) Bremszylinder Typ (Betrieb / Fest)	T.16/24	T.16/24	T.16/24	16./	16./
Maximum stroke smax = ...mm maximaler Hub smax = ...mm	64	64	64	64	64
Lever length = ...mm Hebellänge = ...mm	74	74	74	74	74



NOTICE TO VEHICLE OPERATOR

THIS VEHICLE HAS A BRAKE SYSTEM WHICH HAS BEEN DESIGNED AND FITTED IN ACCORDANCE WITH THE NEW ZEALAND HEAVY VEHICLE BRAKE RULE 32015: SCHEDULE 5.

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 the 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 a person or organisation appointed to carry out specialist inspection and certification of heavy vehicle brakes.*

10.5 Responsibilities of manufactures 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 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 Land Transport Safety Authority if dissatisfied with a Compliance issue. (refer LTNZ Deed Of Appointment Para 47.4) NZTA Helpdesk 0800 699 000



C.J. Clarke (CJC HVEK)

NOTICE TO VEHICLE OPERATOR

This trailer is equipped with an Electronic Brake System.

To comply with the New Zealand Heavy Vehicle Brake RULE, 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.

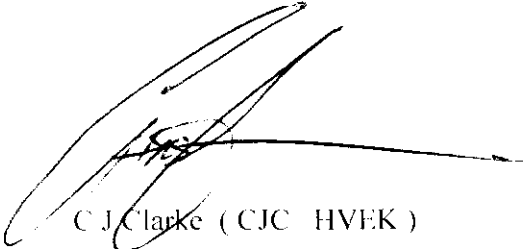
The trailer ABS/EBS warning light on the towing vehicle dashboard must illuminate when the ignition is switched on and extinguish when the vehicle is in motion.

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.

NB;

If this vehicle is fitted with mechanical (spring) suspension, the load sense valving has been adjusted to suit exactly the performance of the original springs. In 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.



C.J. Clarke (CJC HVEK)

HVBR WORKSHEET
(PROCEDURE & COMPLIANCE DOCUMENTATION SHEET)

CERTIFICATE No. JH130404

CUSTOMER NAME

DOMETT

CUSTOMER ORDER No.

3992

DATE RECEIVED

05.04.13

VEHICLE TYPE

5 AXLE FULL TRAILER

REG No.

CHASSIS No.

7A9E38116D1023142

BRIEF SPECIFICATION AS CERTIFIED TO HVBR

BRAKE CHAMBERS:

Type: 1624H1LD64 (TSE) 1,2+3: Max stroke = 64 mm Lever length = 74 mm
Type: 16HSCLD64 (TSE) 4+5 : Max stroke = 64 mm Lever length = 74 mm

BRAKE VALVES:

Ratio Valve Setting: **EBS CONTROL**

Test Points: 3 4 5 7

FRICITION LINING:

(All) Lining Brand OEM Aftermarket
 ROR 8616 AF

EBS CONTROL: IF SPECIAL CONDITIONS APPLY - SEE INSTRUCTION ON L1400

VALVES: AS PER BRAKE CALCULATION# TP50802

TYRE SIZE: 265 70 R 19.5 + 355 50 R 22.5

NOTES

PACKING SLIP NO.

PROCESS TIME:

1

THE MERITOR CHAMBERS IN BRAKE CALC: TP50802 ARE THE TSE VARIANT. PLEASE REFER TO PART NUMBERS DETAILED ABOVE FOR PERFORMANCE DATA.

COMPLETION DATE : 19th April 2013

SIGNATURE (pp.):


Statement of Compliance with the New Zealand Heavy Brake Rule

Documentation required supporting Statements of Compliance with the New Zealand Heavy Brake Rule, to be made available to the Statutory Authority on request, must include all calculations and test reports.

Confirmation of compliance

I confirm that the vehicle identified on page 1 of this Statement of Compliance complies with all relevant requirements of the current New Zealand Heavy Vehicle Brake Rule 32015/2, Schedule 5.

Date: 19th April 2013

Signed (pp.): 

Certifier's identification

Name: J E Hirst

Phone (bus): (09) 980 7300 Fax (bus): (09) 980 7306

Postal address: Transport Specialties, Cnr Kerrs & Ash Roads

Wiri, Auckland, PO Box 98 971 Manukau City 2241

Position: JEH

Confirmation of continued compliance of modification

I confirm the brake system of the vehicle identified on page 1 of this Statement of Compliance as modified by myself, continues to comply with all the relevant requirements of the current New Zealand Heavy Vehicle Brake Rule 32015/2, Schedule 5.

Date: _____

Signed: _____

Certifier's identification: JEH

Name:

Phone (bus): (09) 980 7300 Fax (bus): (09) 980 7306

Postal address: Transport Specialties Ltd

Cnr Kerrs & Ash Roads, Wiri, Auckland

PO Box 98 971, Manukau City 2241