

Heavy vehicle specialist certificate

Must be presented to a CoF (heavy) inspecting organisation
Heavy vehicle specialist inspector and inspecting organisation

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

Vehicle registration (optional)	VIN/chassis number
	7A9E20013H1023627
Make	Component being certified:
DOMETT	<input type="checkbox"/> Chassis <input type="checkbox"/> Load anchorage
Model (optional)	<input type="checkbox"/> Log bolsters <input type="checkbox"/> Towing connection <input checked="" type="checkbox"/> Brakes
Certification category	<input type="checkbox"/> SRT <input type="checkbox"/> PSV stability <input type="checkbox"/> PSV rollover
HVEK	<input type="checkbox"/> Swept path <input type="checkbox"/> PBS

Description of work

CERTIFY TO SCHEDULE 5 OF LTR 32015/4

RSS ON: TWIN TYRES / SUPER SINGLES SIZE = 265 70 R 19.5

Code/standard/rule certified to	Component load rating(s)
LTR 32015/4	32 Tonnes GVM
General drawing number(s)	(35 Tonnes (Group ratings))
N/A	

Supporting documents

BRAKE CODE CERTIFICATE JH170808

BRAKE CALCULATION # TP51589

Special conditions (optional)

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

Certification expiry date (if applicable)	or	Hubodometer reading (whichever comes first)
N/A UNLESS MODIFIED		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

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

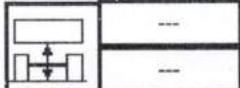
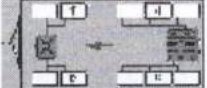







11-Aug-17 **604006**

CoF vehicle inspector ID	CoF vehicle inspector signature	Date

All fields are mandatory unless otherwise stated.

WABCO START-UP LOG

System	Trailer EBS-E	WABCO part number	480 102 084 0
Production date	2016-12-09	Serial number	437003398900F
Serial number (modulator)	000000001992		
Fingerprint Customer EOL / Customer Development / Flash Program	W503643 / 2017-08-11 ; 00000000 / 0000-00-00 ; 00000000 / 0000-00-00		

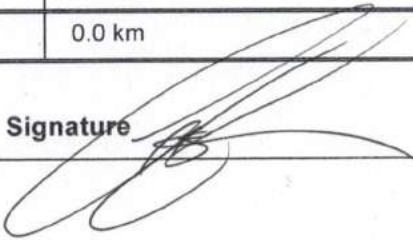
WABCO				TRAILER EBS-E				GGVS/ADR TUEH TB 2007 - 019.00 361-071-04										
HERSTELLER MANUFACTURER CONSTRUCTEUR				DOMETT TRAILERS				GIO										
TYP TYPE TYPE				5AFT CURTAINSIDE				Pin1										
VEHICLE IDENT. NUMBER CHASSIS NUMBER NUMERO DE CHASSIS				7A9E20013H1023627				Pin3										
BREMSBERECHNUNG NR. BRAKE CALCULATION NO. CALCUL DE FREINAGE NO.				TP51589A				Pin4										
POL/RADZÄHNEZAHL c-d e-f POLE WHEEL TEETH c-d e-f DENTS ROUE DENTÉE c-d e-f				90	90	ABS-System ABS-System Système ABS		4S/3M										
RSS RSS RSS				Einfachbereifung Single Tire Monte simple		Lenkachse Steering axle Essieu directeur												
				Zwillingsbereifung Twin Tire Monte jumelé		X		Kippkritisches Fahrzeug Critical Trailer Vehicule critique										
Subsystems				SB		I/O		24N										
								 										
				pm (bar)		6.5		pm (bar)		0.8		2.0		---		6.5		
ACHSE AXLE ESSIEU																		
1				1550	0.6	1.8	8000	4.7	0.4	1.4	---	6.6	-	20	65	74	477	4579
2				1550	0.6	1.8	8000	4.7	0.4	1.4	---	6.6	-	20	65	74	477	4579
3				1150	0.3	1.3	6400	3.7	0.4	1.6	---	4.6	-	16 / 24	64	74	411	2703
4				1150	0.3	1.3	6400	3.7	0.4	1.6	---	4.6	-	16 / 24	64	74	411	2703
5				1150	0.3	1.3	6400	3.7	0.4	1.6	---	4.6	-	16	64	74	411	2703

TEBS-E

Diagnostic memory	OK	Warning lamp control	OK
Parameter setting	carried out	Stop light supply	OK
EBS pressure test	OK	Lifting axle test	Not tested
Redundancy test	OK	ECAS height sensor calibration	Not tested
ABS sensor assignment	OK	Height sensor axle load	Not tested
RTR test	Not tested	Leak test	Not tested
Immobilizer test	Not tested	Signal outputs	Not tested
Signal inputs	Not tested	Tag axle test	Not tested

Electronic Extension Module

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

Manufacturer	DOMETT TRAILERS	Vehicle ident. no	7A9E20013H1023627
Vehicle type	5AFT CURTAINSIDE	Odometer reading	0.0 km
next Service	0 km	Trip reading	0.0 km
Tester	Chris Clarke		
Date	2017-08-11 12:51:40 p.m.		

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

distribution: DOMETT TRAILERS
 7A9E20013H1023627
 SODC: JH170808
 LT400: CJC 604006

please note!

This brake calculation is made under consideration of
 -the legal prescriptions mentioned above in the version valid at the time of making the program (V6.14.04.20).
 -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 V6.14.04.20 db 20.04.2016

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.16/24
 265/70 R 19,5

axle 1 + 2 + 3 + 4 + 5 : Assali Stefen, K, 361-071-04 ext01 ECE,

		<u>unladen</u>	<u>laden</u>
total mass	P in kg	6550	35200
axle 1	P1 in kg	1550	8000
axle 2	P2 in kg	1550	8000
axle 3	P3 in kg	1150	6400
axle 4	P4 in kg	1150	6400
axle 5	P5 in kg	1150	6400
wheel base	E in mm	6500 - 6500	
centre of gravity height	h in mm	1090	2113

	<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	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.16/24	T.16/24	16.
lever length	74	74	74	74	74
brake factor	20.26	20.26	20.26	20.26	20.26
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	7.0	7.0	7.0	7.0

calculation:

chamber pressure (rdyn min) pH at z=22,5%bar	2.4	2.4	2.2	2.2	2.2
chamber pressure (rdyn max) pH at z=22,5%bar	2.4	2.4	2.2	2.2	2.2
chamber press. (servo) pcha at pm6,5bar	6.6	6.6	4.6	4.6	4.6
piston force	7687	7687	4555	4555	4555
brake force (rdyn min) T lad. at pm6,5bar	54861	54861	32393	32393	32393
brake force (rdyn max) T lad. at pm6,5bar	54861	54861	32393	32393	32393
brake force within 1 % rolling friction					
proportion	21.7	21.7	18.9	18.9	18.9

braking rate z laden 0.599 for rdyn min
 z = sum (TR)/PRmax 0.599 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 1624HTLD64

axle 4:

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

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

brake cylinder: Meritor 1624HTLD64

axle 5:

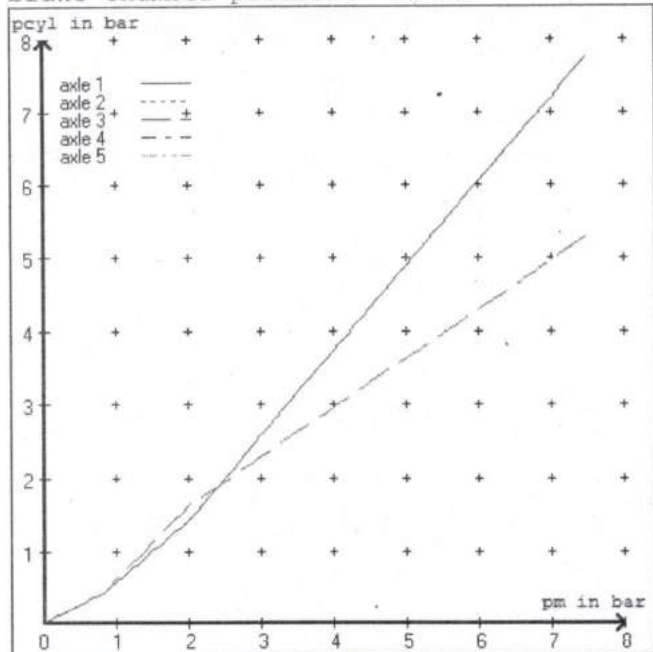
valve 1: 971 002 ... 0 WABCO
 EBS emergency valve

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

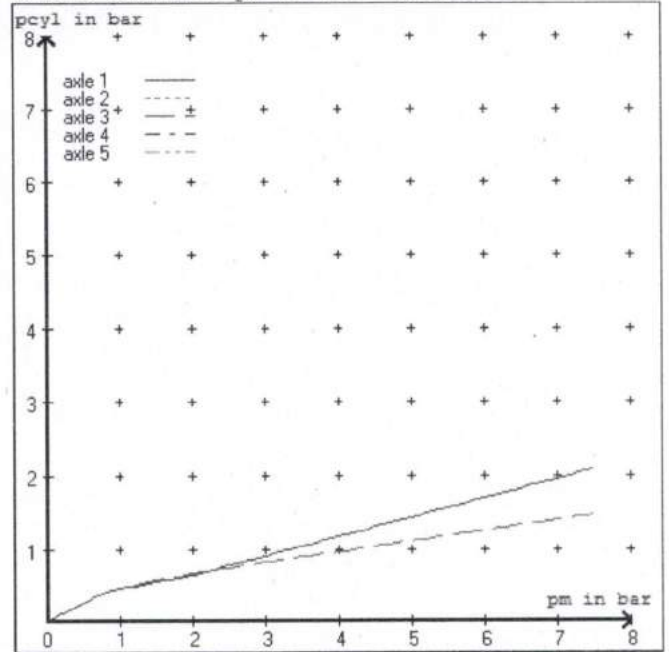
brake cylinder: Meritor 16HSCLD64

test type III (zIII = 0.30)	for rdyn min :	axle1	axle2	axle3	axle4	axle5	
at pm 3.6 bar =>	pcha in bar :	3.2	3.2	2.7	2.7	2.7	
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	0.9	0.9	0.9	

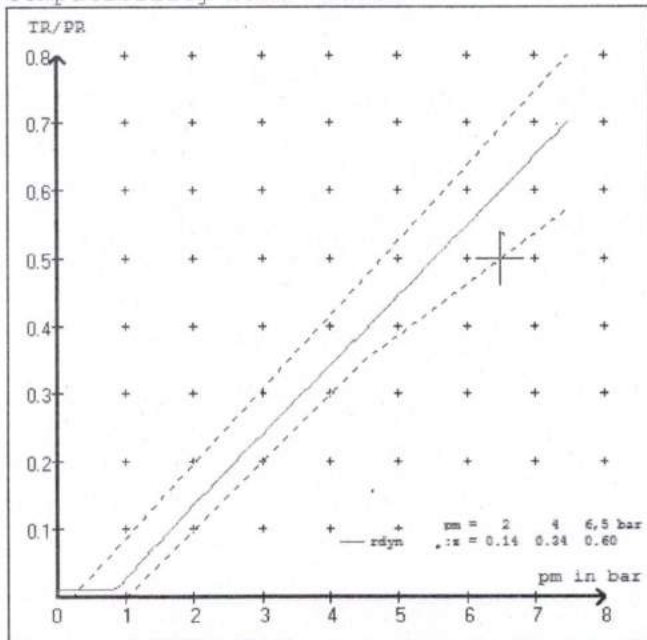
brake chamber pressure laden



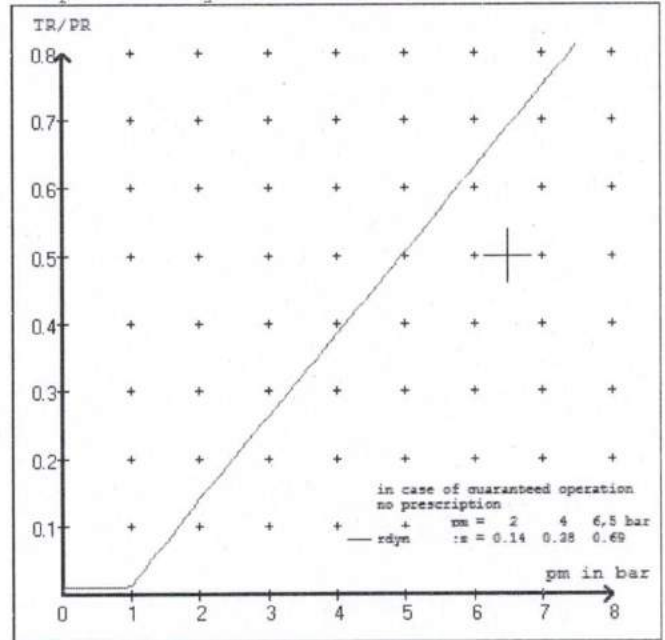
brake chamber pressure unladen



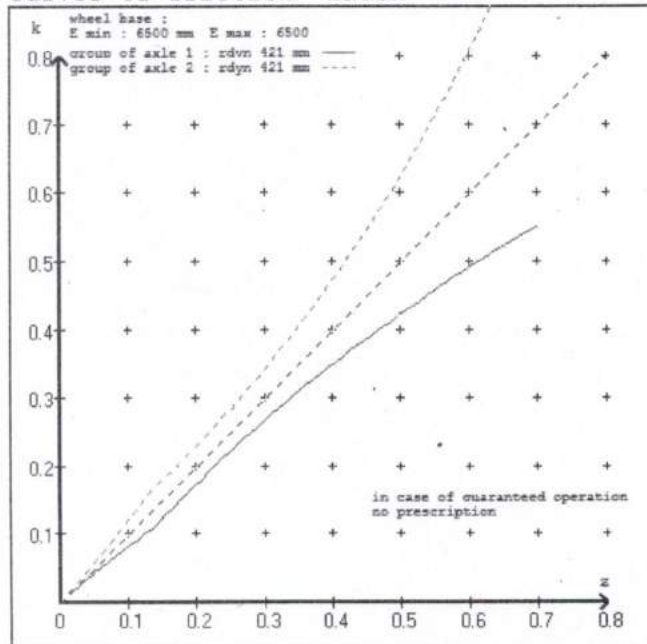
compatibility band laden



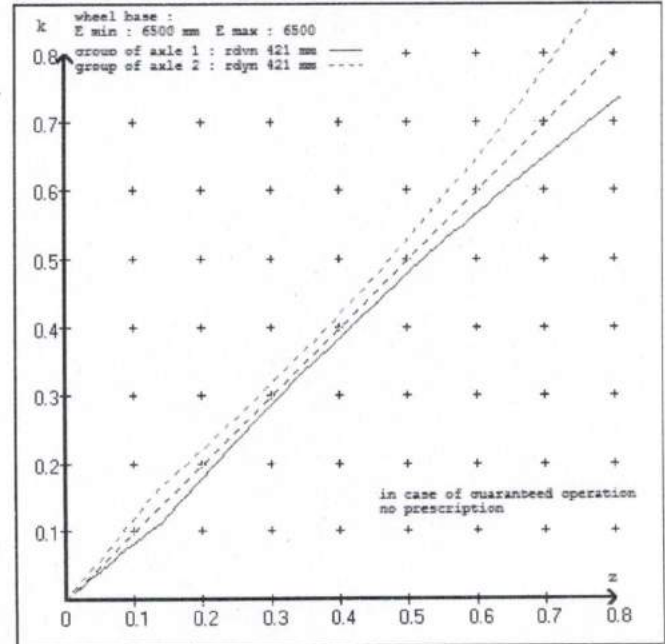
compatibility band unladen



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 74 mm
 axle 2 : 2 x type/diameter 20. (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 T.16/24 (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 TRAILERS
 trailer model : 5AFT CURTAINSIDE
 trailer type : 5-axle-full-trailer
 brake calculation no. : TP 51589A

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	1550	to be	1.8	8000	to be	0.4	1.4	6.6	
2	1550	entered by the vehicle manufact.	1.8	8000	entered by the vehicle manufact.	0.4	1.4	6.6	
3	1150		1.3	6400		0.4	1.6	4.6	
4	1150		1.3	6400		0.4	1.6	4.6	
5	1150		1.3	6400		0.4	1.6	4.6	

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	pcyl	axle load	pcyl	axle load	pcyl	axle load	pcyl	axle load	pcyl
1550	1.8	1550	1.8	1150	1.3	1150	1.3	1150	1.3
2050	2.2	2050	2.2	1650	1.6	1650	1.6	1650	1.6
2550	2.5	2550	2.5	2150	1.9	2150	1.9	2150	1.9
3050	2.9	3050	2.9	2650	2.2	2650	2.2	2650	2.2
3550	3.3	3550	3.3	3150	2.6	3150	2.6	3150	2.6
4050	3.7	4050	3.7	3650	2.9	3650	2.9	3650	2.9
4550	4.0	4550	4.0	4150	3.2	4150	3.2	4150	3.2
5050	4.4	5050	4.4	4650	3.5	4650	3.5	4650	3.5
8000	6.6	8000	6.6	6400	4.6	6400	4.6	6400	4.6

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

axle 1 : reference axle: Assali StefTM or LM or LCen	brake lining: ROR8616AF(M13)
test report : 361-071-04 ext01 ECE	date : GA140710 01.07.2014
axle 2 : reference axle: Assali StefTM or LM or LCen	brake lining: ROR8616AF(M13)
test report : 361-071-04 ext01 ECE	date : GA140710 01.07.2014
axle 3 : reference axle: Assali StefTM or LM or LCen	brake lining: ROR8616AF(M13)
test report : 361-071-04 ext01 ECE	date : GA140710 01.07.2014
axle 4 : reference axle: Assali StefTM or LM or LCen	brake lining: ROR8616AF(M13)
test report : 361-071-04 ext01 ECE	date : GA140710 01.07.2014
axle 5 : reference axle: Assali StefTM or LM or LCen	brake lining: ROR8616AF(M13)
test report : 361-071-04 ext01 ECE	date : GA140710 01.07.2014

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 = 23.5 % Fe
axle 2 (rdyn 421 mm)	T = 23.5 % Fe
axle 3 (rdyn 421 mm)	T = 16.3 % Fe
axle 4 (rdyn 421 mm)	T = 16.3 % Fe
axle 5 (rdyn 421 mm)	T = 16.3 % Fe

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

axle 1 (sp = 58 mm)	s = 37 mm
axle 2 (sp = 58 mm)	s = 37 mm
axle 3 (sp = 57 mm)	s = 37 mm
axle 4 (sp = 57 mm)	s = 37 mm
axle 5 (sp = 57 mm)	s = 37 mm

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

axle1	ThA = 7687 N
axle2	ThA = 7687 N
axle3	ThA = 4555 N
axle4	ThA = 4555 N
axle5	ThA = 4555 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 = 58382 N
axle 2 (rdyn 421 mm)	T = 58382 N
axle 3 (rdyn 421 mm)	T = 34465 N
axle 4 (rdyn 421 mm)	T = 34465 N
axle 5 (rdyn 421 mm)	T = 34465 N

	basic test	type III
	of subject	(calculated)
braking rate of the vehicle	trailer (E)	residual
(item 4.3.2 to appendix 2 to annex 11)	0.60	(hot)braking
		0.64

required braking rate	>= 0,4 and
(items 1.5.3 and 1.7.2 to annex 11)	>= 0,6*E (0.36)

axle 1 (rdyn 421 mm)	T = 58382 N
axle 2 (rdyn 421 mm)	T = 58382 N
axle 3 (rdyn 421 mm)	T = 34465 N
axle 4 (rdyn 421 mm)	T = 34465 N
axle 5 (rdyn 421 mm)	T = 34465 N

	basic test	type III
	of subject	(calculated)
braking rate of the vehicle	trailer (E)	residual
(item 4.3.2 to appendix 2 to annex 11)	0.60	(hot)braking
		0.64

required braking rate	>= 0,4 and
(items 1.5.3 and 1.7.2 to annex 11)	>= 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.16/24	T.16/24
lever length lBh in mm	74	74
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	7605	7605
sp.brake chamber no Meritor.....	4	4
release pressure pLs in bar	4.8	4.8

calculation:

ratio until road	3.7388	3.7388
$iFb = lBh \cdot \eta \cdot C \cdot rBt / (rBn \cdot rstat)$		
for rstat in mm	401	401
brake force of spring br. Tf in N	56159	56159
$Tf = (TFZ \cdot KDZ - 2 \cdot Co / lBh) \cdot iFb$		
braking rate zf laden	0.335	
$zf = \text{sum}(Tf) / P + 0,01$		

Test of the frictional connection required by the parking brake

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

$$\text{min Ef} = E \cdot (1 - PR/P + zferf \cdot h/E) / (1 - zferf / (fzul \cdot nf/ng))$$

min Ef = 5034 mm for E = 6500 mm

min Ef = 5034 mm for E = 6500 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 = 2113 mm height of center of gravity - laden
 - PR = 19200 kg maximum bogie mass - laden
 - P = 35200 kg maximum total mass - laden
 - nf = 2 no. of axle(s) with TRISTOP spring brake actuators
 - ng = 3 no. of bogie axle(s)

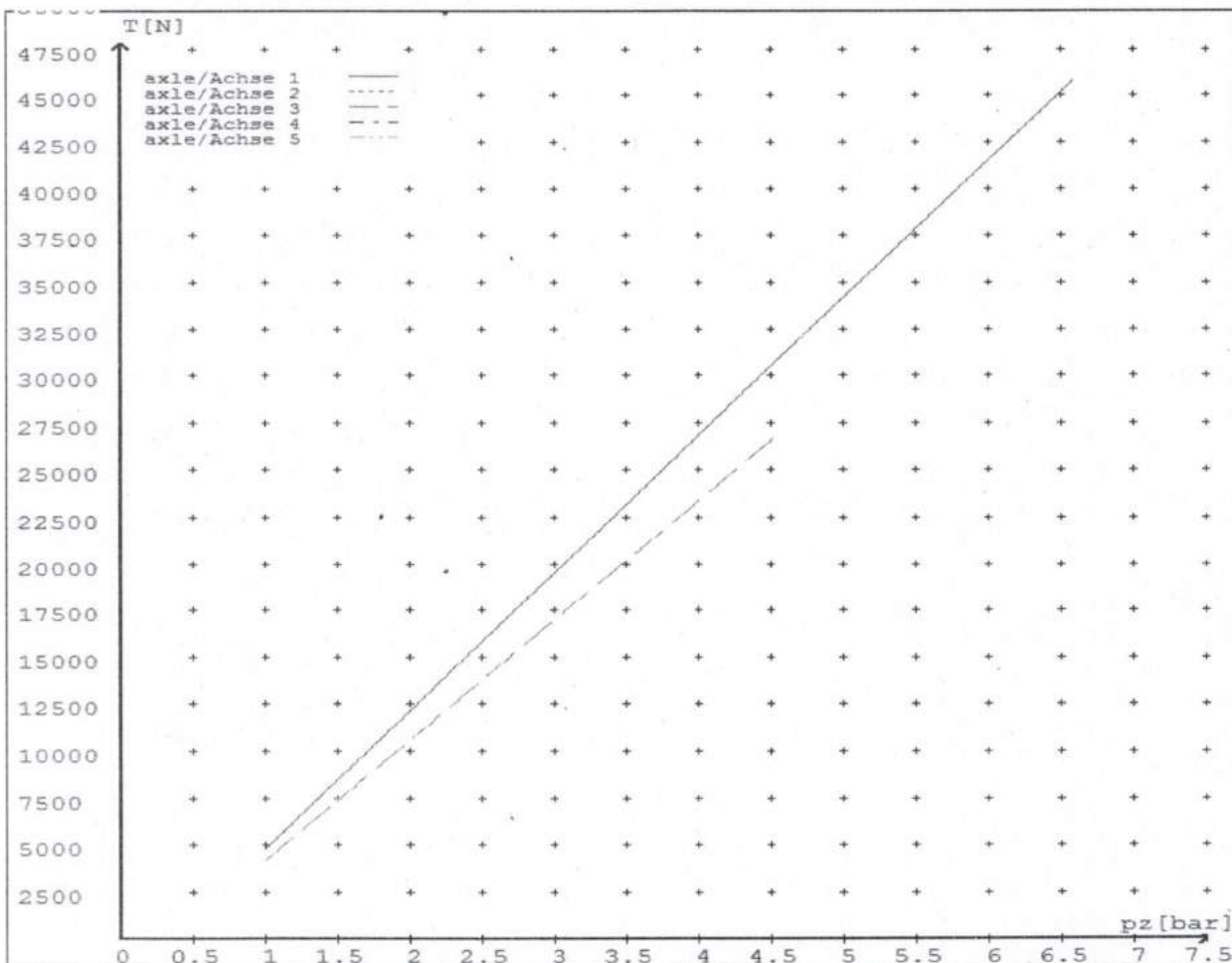
reference values

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

	pz [bar]	T [N]	T [N]
axle 1	1.0	4777	
	6.6	45794	
axle 2	1.0	4777	
	6.6	45794	
axle 3	1.0		4117
	4.6		27039
axle 4	1.0		4117
	4.6		27039
axle 5	1.0		4117
	4.6		27039

VIN - no.:

	Axle(s) / Achse(n)				
brake cylinder type (service / parking) Bremszylinder Typ (Betrieb / Fest)	20./	20./	T.16/24	T.16/24	16./
Maximum stroke smax = ...mm maximaler Hub smax =mm	65	65	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 LAND TRANSPORT HEAVY VEHICLE BRAKE RULE 32015/4.

IF THIS VEHICLE IS OPERATED IN CONJUNCTION WITH NON-CERTIFIED VEHICLES, THERE MAY BE OPERATIONAL FACTORS WHICH NEED TO BE TAKEN INTO CONSIDERATION.

PLEASE REFER TO THE CERTIFIER FOR FURTHER INFORMATION.

**EXCERPT FROM LAND TRANSPORT RULE; HEAVY-VEHICLE BRAKES
RULE 32015/4. SECTION 10,**

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;
- 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.

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 New Zealand Transport Authority if dissatisfied with a Compliance issue. (Refer NZTA Deed Of Appointment Para 47.4) NZTA Helpdesk 0800 699 000

(P.P.)
(J.Hirst (JEH) HVEK)

NOTICE TO VEHICLE OPERATOR

This trailer is equipped with an Electronic Brake System.

To comply with the New Zealand Heavy Vehicle Brake Rule 32015/4, 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.

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

(p.p.)

J.E. Hirst
(JEH HVEK)
(09 980 7300)

NOTICE TO VEHICLE OPERATOR

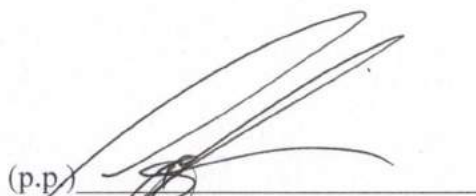
WABCO Park Release Emergency Valve
(PREV)

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 to Land Transport Rule: Heavy-vehicle Brakes Rule 32015/4.

When the vehicle is presented for COF the trailer park brake system is tested by pulling the red actuation knob on the PREV, situated mid way 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.


(p.p.)
J E Hirst
(JEH/HVEK)
(09 980 7300)



**HEAVY VEHICLE BRAKE RULE
32015/4 WORKSHEET
(PROCEDURE DOCUMENTATION SHEET-PDS)
&
CONFIRMATION OF COMPLIANCE**

CERTIFICATE NO. **JH170808**

CUSTOMER NAME **DOMETT TRAILERS LTD**

CUSTOMER ORDER NO. **4859** DATE RECEIVED **11-Aug-17**

VEHICLE TYPE **CURTAINSIDE**

VIN/ CHASSIS NO. **7A9E20013H1023627**

BRIEF SPECIFICATION AS CERTIFIED TO SCHEDULE 5

<u>BRAKE VALVES</u>	<u>MAKE</u>	<u>TYPE</u>
PRIMARY RELAY	WABCO	480 102 08. 0
SECONDARY RELAY	WABCO	480 207 202 0
YARD RELEASE VALVE	WABCO	971 002 900 0
PARK BRAKE VALVE	WABCO	971 002 900 0
<u>SUSP. VALVES [WABCO]</u>	<u>FRONT</u>	<u>REAR</u>
CONTROL	441 044 101 0	N/A
DISTANCE SENSOR	464 008 011 0	464 008 011 0

OTHER VALVES:

MAKE: <u>WABCO</u>	TYPE: <u>461 513 002 0</u>	SETTING: <u>5.5 Bar</u>
MAKE: <u>WABCO</u>	TYPE: <u>446 192 110 0</u>	SETTING: <u>SMARTBOARD</u>
MAKE: _____	TYPE: _____	SETTING: _____
MAKE: _____	TYPE: _____	SETTING: _____

BRAKE CHAMBERS:**AXLE 1 & 2****AXLE 3 & 4****AXLE 5****MAKE**

HALDEX

TSE

HALDEX

SIZE

T20 125-200-001

1624HTLD64

T16 125-160-002

MAX STROKE (mm)

66

64

65

SLACK LENGTH (mm)

74

74

74

DRUM TYPE:

N/A

N/A

N/A

OR**BRAKE CALIPER:**

ROR KMX

ROR KMX

ROR KMX

FRICION MATERIAL: OEM AFTERMARKET**LINING BRAND****AXLE 1 & 2****AXLE 3 & 4****AXLE 5**

ROR8616AF

ROR8616AF

ROR8616AF

OTHERS:**TYRES:****FRONT****REAR**

265 70 R 19.5

265 70 R 19.5

BRAKE CALCULATION #:

TP51589

COMMENTS:

EBS, SPECIAL CONDITIONS APPLY. SEE INSTRUCTIONS ON LT400 #

SALES ORDER #:

SO902957

PROCESS TIME:

1 HOUR

TRAILERS EQUIPPED WITH PREV: THE PARK BRAKE PERFORMANCE MUST BE

MEASURED BY PULLING THE RED ACTUATION KNOB ON THE PREV VALVE WHEN

THE AXLES - EQUIPPED WITH SPRING BRAKES - ARE IN THE BRAKE ROLLERS. THE

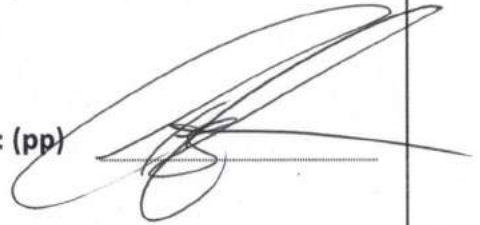
PARK BRAKE IN THE CAB **MUST NOT** BE APPLIED.**NOTES:****CHAMBERS & PARK BRAKE PERFORMANCE:**REFER TO BRAKE CALCULATION TP51589: $z = .335 @ 112318 (N)$ FOR 35,000 Kgs GVMFRONT FRICTION (μ) = 0.49

CONFORMATION OF COMPLIANCE

I CONFIRM THAT THE VEHICLE IDENTIFIED IN PAGES 1 AND 2 OF THIS CONFORMATION OF COMPLIANCE COMPLIES WITH ALL RELEVANT REQUIREMENTS OF THE CURRENT NEW ZEALAND HEAVY VEHICLE BRAKE RULE 32015/4, SCHEDULE 5.

DATE: 11-Aug-17

SIGNED: (pp)



NAME & ID: J HIRST (JEH)

PHONE (BUS): 09 980 7300

FAX (BUS) 09 980 7306

POSTAL ADDRESS:

TRANSPORT SPECIALTIES LTD
PO BOX 98-971,
MANUKAU CITY,
MANUKAU 2241

POSITION: BRAKE CERTIFIER HVEK

I CONFIRM THE BRAKE SYSTEM OF THE VEHICLE IDENTIFIED IN PAGE 1 OF THIS STATEMENT OF COMPLIANCE AS MODIFIED BY MYSELF, CONTINUES TO COMPLY WITH ALL THE RELIVANT REQUIREMENTS OF THE CURRÊNT NEW ZEALAND HEAVY BRAKE RULE 32015/4 SCHEDULE 5.

DATE:

SIGNED:

NAME:

CERTIFIERS ID:

POSITION:

PHONE (BUS):

FAX (BUS):

COMMENTS:
