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

Vehicle registration *(optional)*:

VIN/chassis number: 7A9E20017K1023914

Make: DOMETT

Model *(optional)*: E2001 SH

Certification category: HVEK

Component being certified:

- [ ] Chassis
- [ ] Load anchorage
- [ ] Log bolsters
- [ ] Towing connection
- [X] Brakes
- [ ] SRT
- [ ] PSV stability
- [ ] PSV rollover
- [ ] Swept path
- [ ] PBS

Description of work:

CERTIFY TO SCHEDULE 5 OF LTR 32015/5
NEW ZEALAND HEAVY VEHICLE BRAKE SPECIFICATION.
5AFT CURTAINSIDE RSS ON TYRE: 215 75 R17.5

Code/standard/rule certified to: LTR 32015/5

General drawing number(s): N/A

Component load rating(s):
32 Tonnes GVM
16 Tonnes (Front group ratings)
19 Tonnes (Rear group ratings)

Supporting documents:
BRAKE RULE CERTIFICATE JH200205
BRAKE CALCULATION # TP52028

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: 12-Feb-20

Number: 736063

CoF vehicle inspector ID *(if applicable)*:

CoF vehicle inspector signature *(if applicable)*:

Date:

All fields are mandatory unless otherwise stated.

WABCO START-UP LOG

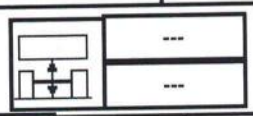
System	Trailer EBS-E	**WABCO part number**	480 102 084 0
Production date	2019-07-12	**Serial number**	437007699300C
Serial number (modulator)	000000501476		
Fingerprint Customer EOL / Customer Development / Flash Program	W503643 / 2020-02-12 ; 00000000 / 0000-00-00 ; 00000000 / 0000-00-00		

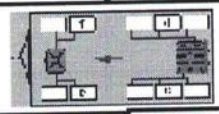
WABCO TRAILER EBS-E

GGVS/ADR TUEH TB 2007 - 019.00
361-021-04

HERSTELLER MANUFACTURER CONSTRUCTEUR	DOMETT TRAILERS
TYP TYPE TYPE	5AFT CURTAINSIDE
VEHICLE IDENT. NUMBER CHASSIS NUMBER NUMERO DE CHASSIS	7A9E20017K1023914
BREMSBERECHNUNGS-NR. BRAKE CALCULATION NO. CALCUL DE FREINAGE NO.	TP52028A
POLRADZAHNEZAHL c-d | e-f POLE WHEEL TEETH c-d | e-f DENTS ROUE DENTÉE c-d | e-f	80 / 80 — ABS-System ABS-System Système ABS: 4S/3M
RSS — Einfachbereifung Single Tire Monte simple	— Lenkachse Steering axle Essieu vireur:
RSS RSS — Zwillingsbereifung Twin Tire Monte jumelée	X — Kippkritisches Fahrzeug Critical Trailer Véhicule critique:
Subsystems	SB / I/O / 24N

GIO	Pin1	Pin3	Pin4
1	24V-O1	---	---
2	---	---	---
3	ALS2	ALS2	---
4	---	---	---
5	DIAG	DIAG	DIAG
6	---	---	---
7	---	---	---





ACHSE AXLE ESSIEU	pm (bar)		6.5	pm (bar)		0.8	2.0	---	6.5		TYP TYPE	(mm)	(mm)	(bar) 1.0 TR (daN)	Pz
									pz						
1	1650	0.6	1.7	8000	4.8	0.4	1.4	---	6.2	-	24	67	150	473	4024
2	1650	0.6	1.7	8000	4.8	0.4	1.4	---	6.2	-	24	67	150	473	4024
3	1400	0.4	1.5	6350	3.7	0.4	1.4	---	4.8	-	24 / 30	64	150	518	3043
4	1400	0.4	1.5	6350	3.7	0.4	1.4	---	4.8	-	24 / 30	64	150	518	3043
5	1400	0.4	1.5	6350	3.7	0.4	1.4	---	4.8	-	24 / 30	64	150	518	3043

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**	7A9E20017K1023914
Vehicle type	5AFT CURTAINSIDE	**Odometer reading**	0.0 km
next Service	0 km	**Trip reading**	0.0 km
Tester	Chris Clarke	**Signature**	
Date	2020-02-12 10:09:42 AM		

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

distribution: DOMETT TRAILERS
7A9E20017K1023914
SODC: JH200205
LT400: CJC 736063

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 31.08.2018

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+5: 24/30
215/75 R 17,5 - 235/75 R 17,5
THE BRAKE CHAMBERS ARE ACTUALLY TSE

axle 1 + 2 + 3 + 4 + 5 : BPW, SN 3020, 361-021-04 ECE,

		unladen	laden
total mass	P in kg	7500	35050
axle 1	P1 in kg	1650	8000
axle 2	P2 in kg	1650	8000
axle 3	P3 in kg	1400	6350
axle 4	P4 in kg	1400	6350
axle 5	P5 in kg	1400	6350
wheel base	E in mm	8000 - 8200	
centre of gravity height	h in mm	585	1900

		axle 1	axle 2	axle 3	axle 4	axle 5
		manually	manually	manually	manually	manually
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		BC 0069.2	BC 0069.2	BC 0051.0	BC 0051.0	BC 0051.0
brake chamber manufacturer		BPW	BPW	WABCO	WABCO	WABCO
chamber size		24.	24.	24/30	24/30	24/30
lever length	lBh in mm	150	150	150	150	150
brake factor	[-]	6.90	6.90	6.90	6.90	6.90
dyn. rolling radius	rdyn min in mm	373	373	373	373	373
dyn. rolling radius	rdyn max in mm	387	387	387	387	387
threshold torque	Co Nm	28.0	28.0	28.0	28.0	28.0

calculation:						
chamber pressure(rdyn min)pH at z=22,5%bar		2.3	2.3	2.0	2.0	2.0
chamber pressure(rdyn max)pH at z=22,5%bar		2.4	2.4	2.1	2.1	2.1
chamber press.(servo)pcha at pm6,5bar	bar	6.2	6.2	4.8	4.8	4.8
piston force ThA at pm6,5bar	N	8933	8933	6795	6795	6795
brake force(rdyn min)T lad. at pm6,5bar	N	49322	49322	37299	37299	37299
brake force(rdyn max)T lad. at pm6,5bar	N	47566	47566	35972	35972	35972
Brake force incl. 1 % rolling resistance proportion	%	20.1	20.1	19.9	19.9	19.9

braking rate z laden
z = sum (TR)/PRmax

0.612 for rdyn min
0.591 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: BPW 05.444.15...

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: BPW 05.444.15...

axle 3:
- valve 1: 971 002 ... 0 WABCO
  EBS emergency valve
- valve 2: 480 102 ... 0 WABCO
  EBS trailer modulator
- brake cylinder: WABCO 925 376 005 0 / 925 376 2.. 0

axle 4:
valve 1: 971 002 ... 0 WABCO
EBS emergency valve

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

brake cylinder: WABCO 925 376 005 0 / 925 376 2.. 0

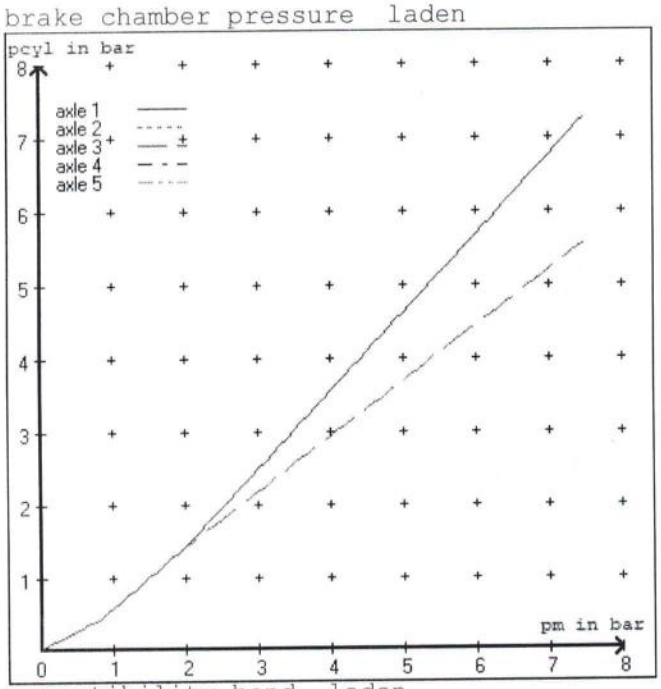
axle 5:
valve 1: 971 002 ... 0 WABCO
EBS emergency valve

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

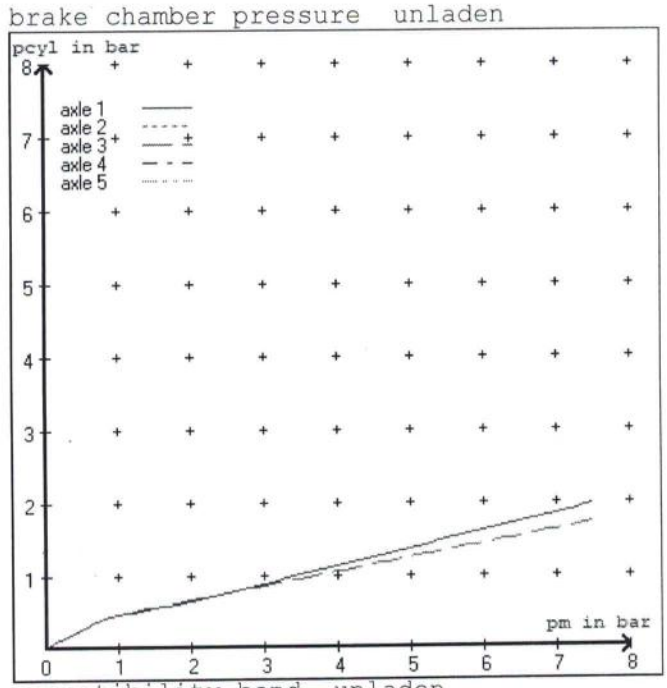
brake cylinder: WABCO 925 376 005 0 / 925 376 2.. 0

test type III (zIII = 0.30)	for rdyn min :	axle1	axle2	axle3	axle4	axle5
at pm 3.5 bar =>	pcha in bar :	3.0	3.0	2.6	2.6	2.6
test type III (zIII = 0.06)	for rdyn min :	axle1	axle2	axle3	axle4	axle5
at pm 1.2 bar =>	pcha in bar :	0.8	0.8	0.8	0.8	0.8

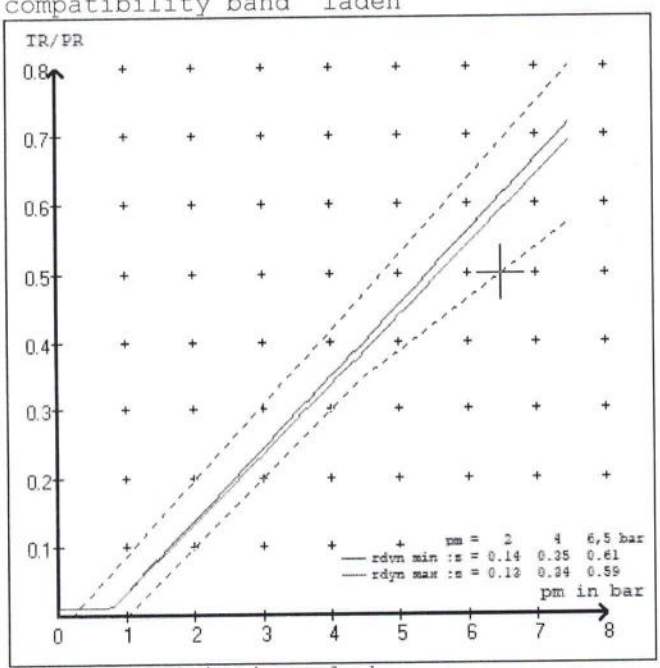
brake chamber pressure laden



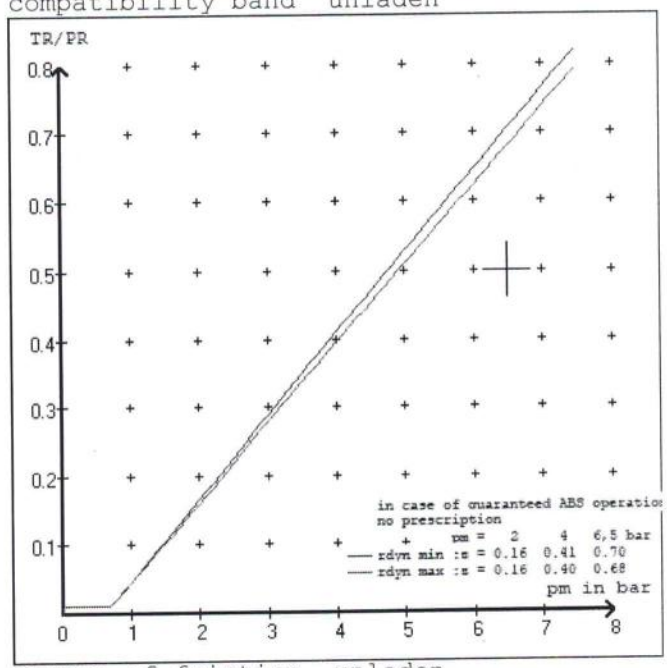
brake chamber pressure unladen



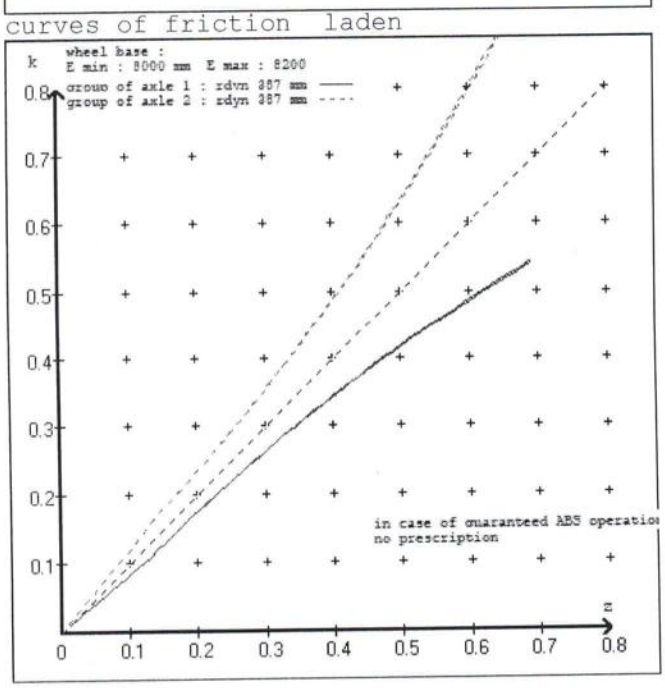
compatibility band laden



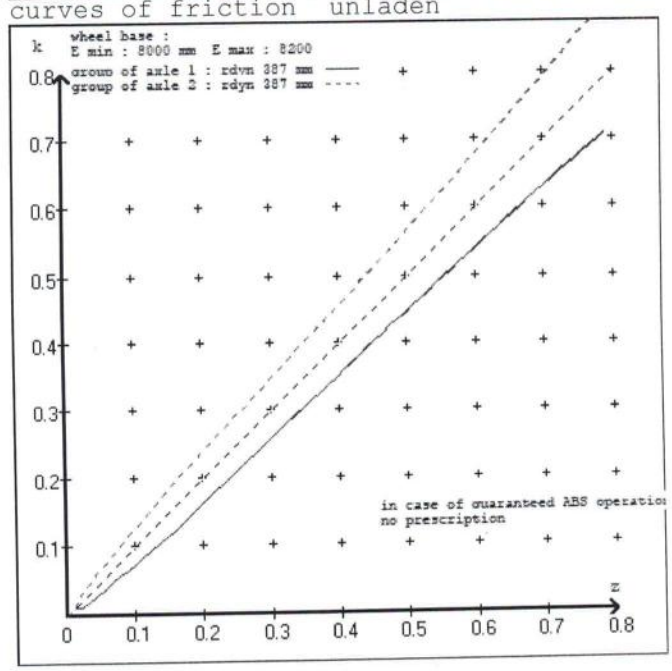
compatibility band unladen



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	24.	(BPW)	lever length 150 mm
axle 2 :	2 x type/diameter	24.	(BPW)	lever length 150 mm
axle 3 :	2 x type/diameter	24/30	(WABCO)	lever length 150 mm
axle 4 :	2 x type/diameter	24/30	(WABCO)	lever length 150 mm
axle 5 :	2 x type/diameter	24/30	(WABCO)	lever length 150 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 52028A

tire circumference main axle : 2425 for rdyn max
tire circumference auxiliary axle : 2425 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	1650	to be entered by the vehicle manufact.	1.7	8000	to be entered by the vehicle manufact.	0.4	1.4	6.2
2	1650		1.7	8000		0.4	1.4	6.2
3	1400		1.5	6350		0.4	1.4	4.8
4	1400		1.5	6350		0.4	1.4	4.8
5	1400		1.5	6350		0.4	1.4	4.8

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
1650	1.7	1650	1.7	1400	1.5	1400	1.5	1400	1.5
2150	2.1	2150	2.1	1900	1.8	1900	1.8	1900	1.8
2650	2.4	2650	2.4	2400	2.2	2400	2.2	2400	2.2
3150	2.8	3150	2.8	2900	2.5	2900	2.5	2900	2.5
3650	3.1	3650	3.1	3400	2.8	3400	2.8	3400	2.8
4150	3.5	4150	3.5	3900	3.2	3900	3.2	3900	3.2
4650	3.8	4650	3.8	4400	3.5	4400	3.5	4400	3.5
5150	4.2	5150	4.2	4900	3.8	4900	3.8	4900	3.8
8000	6.2	8000	6.2	6350	4.8	6350	4.8	6350	4.8

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

axle 1 :	reference axle: BPW	N102	brake lining:	TEXTAR T090
	test report :	361-021-04 ECE	date :	GA080416
axle 2 :	reference axle: BPW	N102	brake lining:	TEXTAR T090
	test report :	361-021-04 ECE	date :	GA080416
axle 3 :	reference axle: BPW	N102	brake lining:	TEXTAR T090
	test report :	361-021-04 ECE	date :	GA080416
axle 4 :	reference axle: BPW	N102	brake lining:	TEXTAR T090
	test report :	361-021-04 ECE	date :	GA080416
axle 5 :	reference axle: BPW	N102	brake lining:	TEXTAR T090
	test report :	361-021-04 ECE	date :	GA080416

calc. verif. of residual (hot) braking force type III
(item 4.2.1 of appendix 2 to annex 11)

axle 1	(rdyn 373 mm)	T = 22.9 % Fe
axle 2	(rdyn 373 mm)	T = 22.9 % Fe
axle 3	(rdyn 373 mm)	T = 19.1 % Fe
axle 4	(rdyn 373 mm)	T = 19.1 % Fe
axle 5	(rdyn 373 mm)	T = 19.1 % Fe

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

axle 1	(sp = 74 mm)	s = 52 mm
axle 2	(sp = 74 mm)	s = 52 mm
axle 3	(sp = 63 mm)	s = 52 mm
axle 4	(sp = 63 mm)	s = 52 mm
axle 5	(sp = 63 mm)	s = 52 mm

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

axle1	ThA = 8933 N
axle2	ThA = 8933 N
axle3	ThA = 6795 N
axle4	ThA = 6795 N
axle5	ThA = 6795 N

calc. residual (hot) braking force in N
(item 4.3.1.4 of appendix 2 to annex 11)

axle 1	(rdyn 373 mm)	T = 48169 N
axle 2	(rdyn 373 mm)	T = 48169 N
axle 3	(rdyn 373 mm)	T = 36428 N
axle 4	(rdyn 373 mm)	T = 36428 N
axle 5	(rdyn 373 mm)	T = 36428 N

	basic test of subject trailer (E)	type III (calculated) residual (hot)braking	
braking rate of the vehicle (item 4.3.2 to appendix 2 to annex 11)	0.61	0.60	
required braking rate (items 1.5.3 and 1.7.2 to annex 11)			>= 0,4 and >= 0,6*E (0.37)

axle 1	(rdyn 387 mm)	T = 46455 N
axle 2	(rdyn 387 mm)	T = 46455 N
axle 3	(rdyn 387 mm)	T = 35133 N
axle 4	(rdyn 387 mm)	T = 35133 N
axle 5	(rdyn 387 mm)	T = 35133 N

	basic test of subject trailer (E)	type III (calculated) residual (hot)braking	
braking rate of the vehicle (item 4.3.2 to appendix 2 to annex 11)	0.59	0.58	
required braking rate (items 1.5.3 and 1.7.2 to annex 11)			>= 0,4 and >= 0,6*E (0.35)

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

axle 1 :	reference axle: BPW	N102	brake lining:	TEXTAR T090
	test report :	361-021-04 ECE	date :	GA150914
axle 2 :	reference axle: BPW	N102	brake lining:	TEXTAR T090
	test report :	361-021-04 ECE	date :	GA150914
axle 3 :	reference axle: BPW	N102	brake lining:	TEXTAR T090
	test report :	361-021-04 ECE	date :	GA150914
axle 4 :	reference axle: BPW	N102	brake lining:	TEXTAR T090
	test report :	361-021-04 ECE	date :	GA150914
axle 5 :	reference axle: BPW	N102	brake lining:	TEXTAR T090
	test report :	361-021-04 ECE	date :	GA150914

calc. verif. of residual (hot) braking force type III
(item 4.2.1 of appendix 2 to annex 11)

axle 1	(rdyn 373 mm)	T = 22.9 % Fe
axle 2	(rdyn 373 mm)	T = 22.9 % Fe
axle 3	(rdyn 373 mm)	T = 19.1 % Fe
axle 4	(rdyn 373 mm)	T = 19.1 % Fe
axle 5	(rdyn 373 mm)	T = 19.1 % Fe

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

axle 1	(sp = 74 mm)	s = 46 mm
axle 2	(sp = 74 mm)	s = 46 mm
axle 3	(sp = 63 mm)	s = 46 mm
axle 4	(sp = 63 mm)	s = 46 mm
axle 5	(sp = 63 mm)	s = 46 mm

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

axle1	ThA = 8933 N
axle2	ThA = 8933 N
axle3	ThA = 6795 N
axle4	ThA = 6795 N
axle5	ThA = 6795 N

calc. residual (hot) braking force in N
(item 4.3.1.4 of appendix 2 to annex 11)

axle 1	(rdyn 373 mm)	T = 44376 N
axle 2	(rdyn 373 mm)	T = 44376 N
axle 3	(rdyn 373 mm)	T = 33562 N
axle 4	(rdyn 373 mm)	T = 33562 N
axle 5	(rdyn 373 mm)	T = 33562 N

	basic test of subject trailer (E)	type III (calculated) residual (hot)braking	
braking rate of the vehicle (item 4.3.2 to appendix 2 to annex 11)	0.61	0.55	
required braking rate (items 1.5.3 and 1.7.2 to annex 11)			>= 0,4 and >= 0,6*E (0.37)

axle 1	(rdyn 387 mm)	T = 42800 N
axle 2	(rdyn 387 mm)	T = 42800 N
axle 3	(rdyn 387 mm)	T = 32371 N
axle 4	(rdyn 387 mm)	T = 32371 N
axle 5	(rdyn 387 mm)	T = 32371 N

	basic test of subject trailer (E)	type III (calculated) residual (hot)braking	
braking rate of the vehicle (item 4.3.2 to appendix 2 to annex 11)	0.59	0.53	
required braking rate (items 1.5.3 and 1.7.2 to annex 11)			>= 0,4 and >= 0,6*E (0.35)

spring parking brake

		axle 3	axle 4	axle 5
no of TRISTOP-actuators per axle line	KDZ	2	2	2
TRISTOP-actuator type		24/30	24/30	24/30
lever length	lBh in mm	150	150	150
stat. tyre radius	rstat max in mm	376	376	376
at a stroke of	s in mm	30	30	30
min. force of spring brake	TFZ in N	6360	6360	6360
sp.brake chamber no 925		376 005 0	376 005 0	376 005 0
sp.brake chamber no 925		376 2.. 0	376 2.. 0	376 2.. 0
release pressure	pLs in bar	4.9	4.9	4.9

calculation:

ratio until road		2.7527	2.7527	2.7527
iFb = lBh*Eta*C*rBt/(2*rBn*rstat)				
	for rstat in mm	376	376	376
brake force of spring br. Tf	in N	33986	33986	33986
Tf = (TFZ*KDZ-2*Co/lBh)*iFb				

braking rate zf laden 0.307
zf = 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 = 5153 mm for E = 8000 mm
==========
min Ef = 5271 mm for E = 8200 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	=	1900 mm	height of center of gravity - laden
PR	=	19050 kg	maximum bogie mass - laden
P	=	35050 kg	maximum total mass - laden
nf	=	3	no. of axle(s) with TRISTOP spring brake actuators
ng	=	3	no. of bogie axle(s)

			axle 1 + 2 + 3 + 4 + 5
axle manufacturer			BPW
type of brake			SN 3020
type of axle			N102
test report no.			361-021-04 ECE
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	2250
lining area per brake	AB	in cm²	1118
no. of brake cylinder		-	2
brakefactor Bf		-	6.90
threshold torque (Co,dec)		in Nm	28
date			GA080416
brake lining			TEXTAR T090
cam torque	Ce	in Nm	1448
brake force	TeIII	in daN	5108
stroke	seIII	in mm	57
tested tyre radius	Re	in mm	382
tested lever length	le	in mm	165
threshold torque (Co,e)		in Nm	45
date			GA150914
brake lining			TEXTAR T090
cam torque	Ce	in Nm	1342
brake force	TeIII	in daN	4364
stroke	seIII	in mm	51
tested tyre radius	Re	in mm	382
tested lever length	le	in mm	165
threshold torque (Co,e)		in Nm	45

reference values

reference values for z = 50% for max rdyn: 387 mm

	pz [bar]	T [N]	T [N]
axle 1	1.0 6.2	4734 40242	
axle 2	1.0 6.2	4734 40242	
axle 3	1.0 4.8		5190 30433
axle 4	1.0 4.8		5190 30433
axle 5	1.0 4.8		5190 30433

VIN - no.:

	Axle(s) / Achse(n)				
brake cylinder type (service / parking) Bremszylinder Typ (Betrieb / Fest)	24./	24./	24/30	24/30	24/30
Maximum stroke smax = ...mm maximaler Hub smax = ...mm	75	75	64	64	64
Lever length = ...mm Hebellänge = ...mm	150	150	150	150	150

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NEW ZEALAND HEAVY VEHICLE BRAKE RULE 32015-5
WORKSHEET, PROCEDURE DOCUMENTATION SHEET
& CONFIRMATION OF COMPLIANCE

CLIENT

MANUFACTURER:	DOMETT TRAILERS
ADDRESS:	TAURIKURA DRIVE, TAURANGA 3173
FLEET:	NOT SPECIFIED

VEHICLE DETAILS

VEHICLE TYPE:	5AFT CURTAINSIDE	**CERT #:**	JH200205
YEAR:	2020	**CALCULATION #:**	TP52028
MAKE:	DOMETT	**REGO:**	N/A
MODEL:	E2001 SH	**LT400 #:**	736063
CHASSIS #:	1914	**ORDER NUMBER:**	6462
VIN #:	7A9E20017K1023914		
GVM: *TONNES*	32	**PRIME MOVER:**	EBS / EUROPEAN
LOAD CONFIGURATION:	MIXED FREIGHT		

	FRONT	REAR	
GROUP RATINGS: *TONNES*	16	19	
WHEEL BASE: *METRES*	8.15		
	UNLADEN COG	**MAX HEIGHT**	**HEIGHT DECK**
	0.585	4.3	0.918
COG: *METRES*	1.876		
	FRONT	**REAR**	**TOTAL**
TARE: *TONNES*	3.3	4.2	7.5
	FRONT	**REAR**	
TYRE SIZE:	215 75 R17.5	215 75 R17.5	
ROLLING CIRCUMFERENCE: *MM*	2344	2344	
AXLE SPACING: *METRES*	1.31	2.51	

BRAKE & AXLE DETAILS

	MAKE	MODEL	TEST REPORT
AXLE:	BPW	BPW-SN3020	361-021-04
POLE WHEEL FRONT:	90	**POLE WHEEL REAR:**	90
LINING MATERIAL:	TEXTAR T090	**BRAKE FACTOR:**	6.9
SENSED AXLES:	2 + 4		

SERIAL NUMBERS:

1
2
3
4
5

CHAMBER AND VALVING DETAILS

CHAMBERS:	**AXLE 1 & 2**	**AXLE 3 & 4**	**AXLE 5**
BRAND:	TSE_CHAMBERS	TSE_CHAMBERS	TSE_CHAMBERS
SIZE:	24S	2430 TN2	2430 TN2
STROKE: *MILLIMETRES*	67	64	64
TEST REPORT #:	TSE derived	TSE derived	TSE derived
SPRINGBRAKE FORCE: *kN*	N/A	6.72	6.72
HOLDOFF PRESSURE: *kPa*	N/A	4.8	4.8
FOUNDATION BRAKE:	DRUM	DRUM	DRUM
LEVER LENGTH: *MILLIMETRES*	150	150	150

BRAKE VALVES:	**MAKE:**	**PART NUMBER:**	**PM PRESS.** *kPa*
ECU PART #:	WABCO	480 102 08. 0 (MV)	80 kPa
3RD MODULATOR #:	WABCO	480 207 202 0 (12V)	80 kPa
ANTI-COMPOUNDING:	YES	**ELEX:**	N/A
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	**FRONT FRICTION: μ**	0.47
SMARTBOARD/OPTILINK:	☐ SMARTBOARD	☐ OPTI-LINK		

SUSPENSION

	FRONT	REAR
SUSPENSION TYPE:	PNEUMATIC	PNEUMATIC
MAKE:	BPW_AIRSPRING	BPW_AIRSPRING
MODEL:	BPW_MODULAR	BPW_MODULAR
BELLOW SIZE:	300	300
HEIGHT CONTROL VALVE:	464 008 011 0	464 008 011 0
OTHER VALVES:	N/A	N/A
RIDE HEIGHT *MM*:	215	215
HANGER HEIGHT *MM*:	268	268
PEDESTAL HEIGHT *MM*:	N/A	N/A
LIFTAXLE:		N/A
TIPPING DUMP SWITCH:		N/A
LIFTAXLE VALVE:		N/A

AIR TANKS

AIR TANKS STANDARD:	SAE J10A / EN286-2

	FRONT	REAR
BRAKE TANK SIZE: *L*	46	46 + 25
AUXILLARY TANK SIZE: *L*	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		

ELECTRONIC HEIGHT SENSOR CALIBRATION

	TIMER TICKS [F/R]	MILLIMETRE [F / R]
UPPER LEVEL:	N/A	N/A
NORMAL LEVEL:	N/A	N/A
LOWER LEVEL:	N/A	N/A

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:	205	215	390

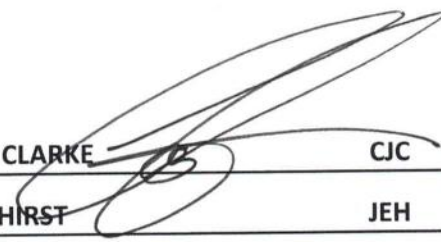
NOTES AND SPECIAL CONDITIONS

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 VECHLE BRAKE RULE 32015/5, SCHEDULE 5.

DATE: 12/02/2020

SIGNED:



CERTIFIER NAME & ID: CHRIS CLARKE CJC

SODC BY: JOHN HIRST JEH

PHONE (BUS): 09-980-7300

FAX:

POSTAL ADDRESS: P.O. Box 98-971, Manukau 2241
New Zealand

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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 32015/5.

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 32015/5. 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)

GOUGH Transpecs

NOTICE TO VEHICLE OPERATOR

This trailer is equipped with an **E**lectronic **B**rake **S**ystem.

To comply with the New Zealand Heavy Vehicle Brake Rule 32015/5, 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)

GOUGH Transpecs

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 32015/5.

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)