



Heavy Vehicle Specialist Certificate

Heavy Vehicle Specialist Inspector and Inspecting Organisation

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

RONALD STUART PRATT

ID

TRSP

Vehicle Registration*

VIN / Chassis Number

7A9D3001690023847

Component being certified:

Chassis Modification

Load Anchorage

Log Bolsters

Towing Connection

Brakes

SRT

Certification Category

HUEK

Description of Work

Certify to NZ Brake Rule 32015

Code/Standard Certified to

NZ4UB Rule Schedule 5

Component Load Rating(s)

General Drawing Number(s)

NA

Supporting Documents

Brake Cert No RP090606

*Special Conditions

NA

Certification Expiry Date (if applicable)

NA

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 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.

Designer's ID (if certified by a manufacturer)

Inspector's / Delegate's Signature

R. Pratt

*Delegate's Name (PRINT IN CAPS)

Date

18/6/2009

Number

325208

COF Vehicle Inspector ID:

COF Vehicle Inspector Signature:

Date

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

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.

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

3.2 CONTINUED COMPLIANCE

Continued compliance of a vehicle with the rule is the responsibility of the vehicle operator.

3.2.1 Maintaining the brake system:

- a) The maintenance of a certified vehicle's brakes and brake system must follow good trade practice so that the vehicle's continued compliance with the rule is not compromised. Full and detailed records must be kept of the work undertaken and of the parts supplied and installed. A copy of this information must be made available to the vehicle operator.
- b) Only components which do not alter the performance and quality as originally specified by the certifier can be used when maintaining a certified brake system. Replacement brake linings must be supplied with a compliance certificate in accordance with the details on the Statement of Compliance and fitted in axle sets

3.2.2 Modifications to the vehicle or the brake system:

- a) For every significant modification of the vehicle or of its braking system, the brake systems must be re-certified to ensure continued compliance with this rule, a new Statement of Compliance must be issued.

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 LTSA Deed Of Appointment Para 47.4)LTNZ Helpdesk 0800 699 000


.....
(R.S.PRATT (TRSP) (HVEK)



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

CERTIFICATE No.

CUSTOMER NAME

CUSTOMER ORDER No. DATE RECEIVED

VEHICLE TYPE

REG No. CHASSIS No.

BRIEF SPECIFICATION AS CERTIFIED TO SCHEDULE 5

BRAKE VALVES:

Primary Relay
Make: Wabco Type: 400/500/083/0

Secondary Relay
Make: Wabco Type: 472/195/033/0

Spring Brake Relay
Make: Sealco Type: 110903

Park Brake Valve
Make: Sealco Type: 17600B

Locked Ratio
Make: _____ Type: _____ Setting: _____

Load Sense Valve
Front: Make: Wabco Type: 475/714/500/0

Settings: Laden: 1.000 Unladen: 2.25

Load Sense Valve
Rear: Make: Wabco Type: 475/714/500/0

Setting: Laden: 1.3 Unladen: 3.00

Other Valves

Make: _____ Type: _____ Setting: _____

Make: Wabco Type: line Filters Setting: - X 2

Make: _____ Type: _____ Setting: _____

Make: _____ Type: _____ Setting: -

Comments:

BRAKE CHAMBERS:

Front: Make Meritor Type: 16 STROKE: 64 mm

Rear: Make Meritor Type: 16/24 STROKE: 64 mm

SLACK ADJUSTER:

Front Length (mm)_Disc _____ Rear Length (mm)_Disc _____

BRAKE CALIPERS: Type Meritor Elsa 195

FRICITION MATERIAL:

| | <u>OEM</u> | <u>Aftermarket</u> |
|----------------------|-----------------------|--------------------|
| (Front) Lining Brand | <u>ROR8616AF 0.40</u> | Grade <u>FF</u> |
| (Rear) Lining Brand | <u>ROR8616AF 0.40</u> | Grade <u>FF</u> |

OTHER:

TYRES 265/70R19.5

NOTES:

PACKING SLIP NO.

PROCESS TIME:

2.5

Confirmation of compliance

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

Date: 18/06/2009 Signed: *R Pratt*

Certifier's identification

Name & ID: RON PRATT (TRSP)

Phone (bus): 09 9807300 Fax (bus): 09 9807306

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

Position: TRSP (HVEK)

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, Schedule 5.

Date: _____ Signed: _____

Certifier's identification: _____

Name: _____

Phone (bus): _____ Fax (bus): _____

Postal address: _____

Position: _____

Comments:

trailer (full, semi-, centre-axle) with air brake system acc. to 71/320/EEC, last amended by 98/12/EC and 2002/78/EC or UN/ECE-R. 13.10

distribution: DOMETT TRAILERS
Phil Ridley
DOM ~~847~~ 847

please note!

This brake calculation is made under consideration of
-the legal prescriptions mentioned above in the version valid all the time of making the program (V5.07.11.26).
-the functional characteristics of our products, but not of those of other 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).
WABCOBrake V5.07.11.26 db 30.11.2007

vehicle manufacturer: DOMETT TRAILERS
trailer model : 4 AXLE FULL TRAILER
trailer type : 4-axle-full-trailer
remarks : air / hydraulic / VA suspension
2 load sensing valve
ABS: WABCO VCS
TRISTOP 3+4: T.16/24
355/50 R 22,5
laden condition controlled!!!

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

| | | <u>unladen</u> | <u>laden</u> |
|--------------------------|----------|----------------|--------------|
| total mass | P in kg | 5800 | 26000 |
| axle 1 | P1 in kg | 1700 | 6500 |
| axle 2 | P2 in kg | 1700 | 6500 |
| axle 3 | P3 in kg | 1200 | 6500 |
| axle 4 | P4 in kg | 1200 | 6500 |
| wheel base | E in mm | 6890 - 6890 | |
| centre of gravity height | h in mm | 1050 | 2110 |

| | | <u>axle 1</u> | <u>axle 2</u> | <u>axle 3</u> | <u>axle 4</u> |
|-------------------------------------|----------------|---------------|---------------|---------------|---------------|
| no. of combined axles | | 1 | 1 | 1 | 1 |
| no. of brake chambers per axle line | KDZ | 2 | 2 | 2 | 2 |
| The power output corresponds to | | BZ 122.1 | BZ 122.1 | BZ 119.6 | BZ 119.6 |
| brake chamber manufacturer | | Meritor | Meritor | Meritor | Meritor |
| chamber size | | 16. | 16. | T.16/24 | T.16/24 |
| lever length | lBh in mm | 74 | 74 | 74 | 74 |
| brake factor | [-] | 20.30 | 20.30 | 20.30 | 20.30 |
| dyn. rolling radius | rdyn min in mm | 447 | 447 | 447 | 447 |
| dyn. rolling radius | rdyn max in mm | 447 | 447 | 447 | 447 |
| 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 | 2.1 | 2.1 |
| chamber pressure(rdyn max)pH at z=22,5%bar | | 2.6 | 2.6 | 2.1 | 2.1 |
| chamber press.(servo)pcha at pm6,5bar bar | | 6.2 | 6.2 | 4.9 | 4.9 |
| piston force | ThA at pm6,5bar N | 6308 | 6308 | 4856 | 4856 |
| brake force(rdyn min)T lad. at pm6,5bar N | | 42127 | 42127 | 32365 | 32365 |
| brake force(rdyn max)T lad. at pm6,5bar N | | 42127 | 42127 | 32365 | 32365 |
| brake force within 1 % rolling friction proportion | % | 25.0 | 25.0 | 25.0 | 25.0 |

braking rate z laden 0.584 for rdyn min
z = sum (TR)/PRmax 0.584 for rdyn max

brake diagram :

maximum pressure: 8.5 bar

axle 1:

| | | | |
|----------|--------------------|---------------|--------------------------|
| valve 1: | 475 714 5.. 0 | WABCO | or 475 713 5.. 0 (mech.) |
| | load sensing valve | | |
| | LSV ratio | laden/unladen | ilad. 1.00 iunl. 2.25 |
| valve 2: | 400 500 0.. 0 | WABCO | or 472 195 03./04. 0 |
| | ABS relay valve | | |

axle 2:

| | | | |
|----------|--------------------|---------------|--------------------------|
| valve 1: | 475 714 5.. 0 | WABCO | or 475 713 5.. 0 (mech.) |
| | load sensing valve | | |
| | LSV ratio | laden/unladen | ilad. 1.00 iunl. 2.25 |
| valve 2: | 400 500 0.. 0 | WABCO | or 472 195 03./04. 0 |
| | ABS relay valve | | |

axle 3:

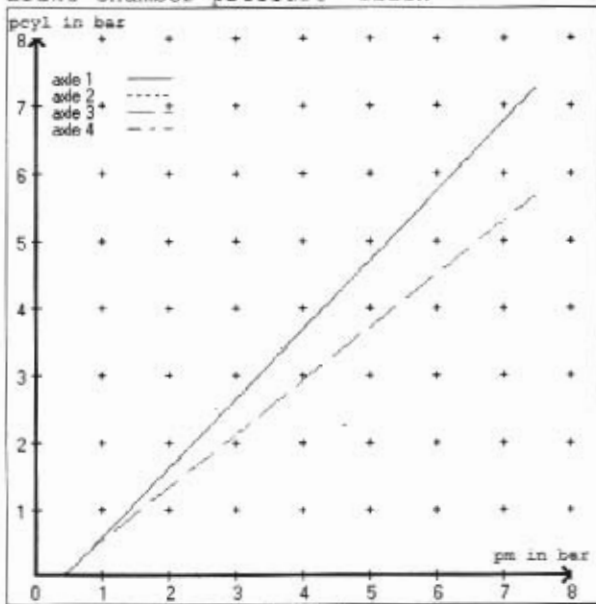
| | | | |
|----------|--------------------|---------------|--------------------------|
| valve 1: | 475 714 5.. 0 | WABCO | or 475 713 5.. 0 (mech.) |
| | load sensing valve | | |
| | LSV ratio | laden/unladen | ilad. 1.30 iunl. 3.00 |
| valve 2: | 472 195 03./04. 0 | WABCO | |
| | ABS relay valve | | |

axle 4:

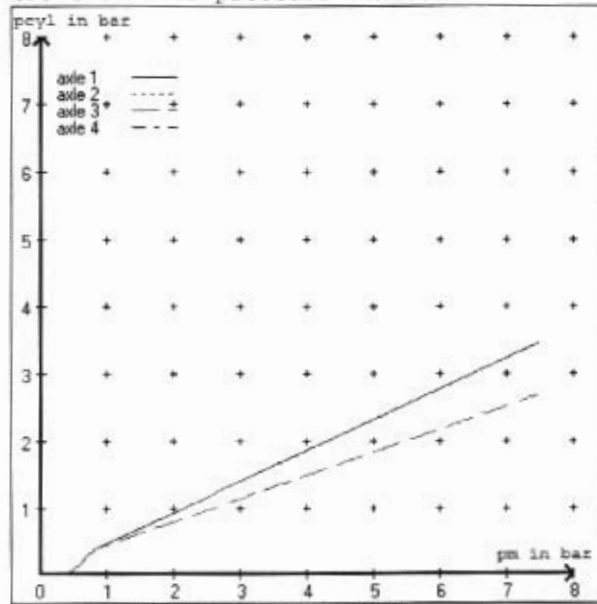
| | | |
|----------------------------|---------------|--------------------------|
| valve 1: 475 714 5.. 0 | WABCO | or 475 713 5.. 0 (mech.) |
| load sensing valve | | |
| LSV ratio | laden/unladen | ilad. 1.30 iunl. 3.00 |
| valve 2: 472 195 03./04. 0 | WABCO | |
| ABS relay valve | | |

| | | | | | |
|-----------------------------|----------------|-------|-------|-------|-------|
| test type III (zIII = 0.30) | for rdyn min : | axle1 | axle2 | axle3 | axle4 |
| at pm 3.7 bar => | pcha in bar : | 3.4 | 3.4 | 2.7 | 2.7 |
| test type III (zIII = 0.06) | for rdyn min : | axle1 | axle2 | axle3 | axle4 |
| at pm 1.4 bar => | pcha in bar : | 1.0 | 1.0 | 0.8 | 0.8 |

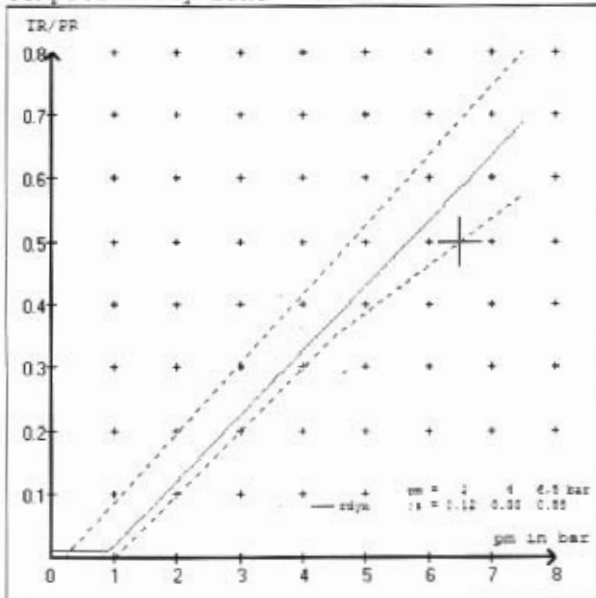
brake chamber pressure laden



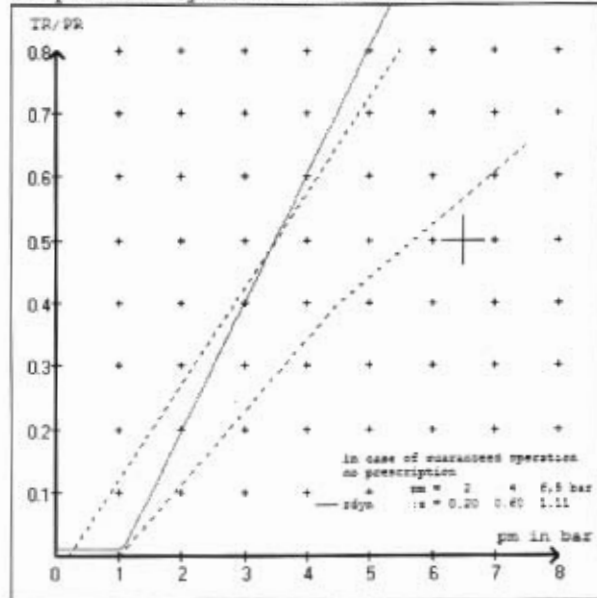
brake chamber pressure unladen



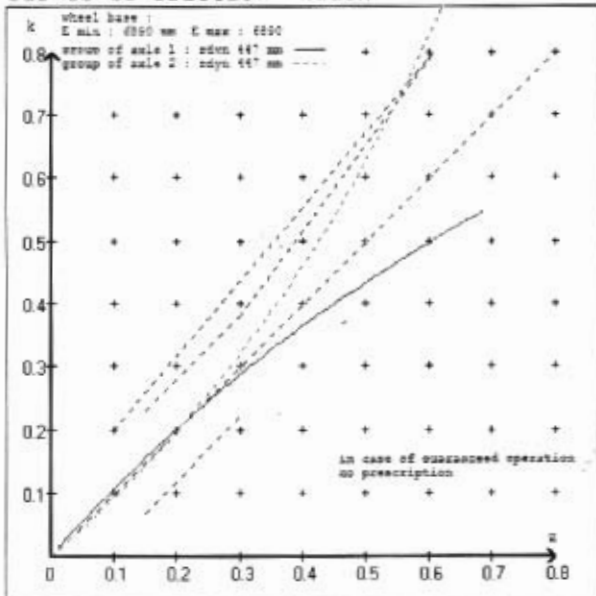
compatibility band laden



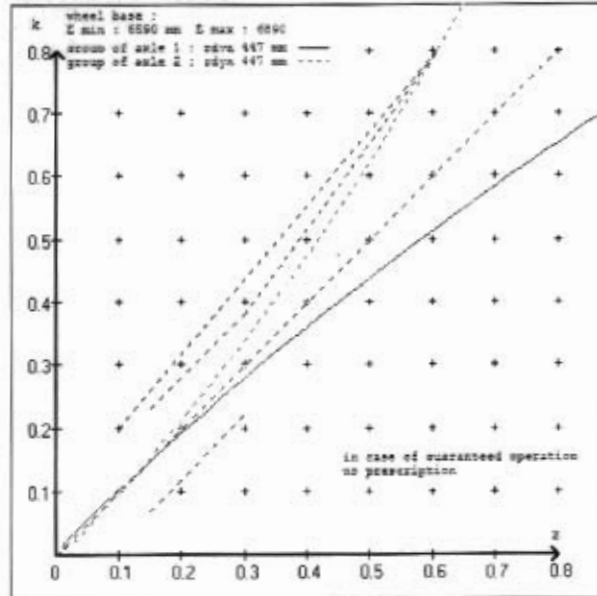
compatibility band unladen



curves of friction laden



curves of friction unladen



vehicle manufacturer: DOMETT TRAILERS
 trailer model : 4 AXLE FULL TRAILER
 trailer type : 4-axle-full-trailer

brake chamber and lever length :

axle 1 : 2 x type/diameter 16. (Meritor) lever length 74 mm
 axle 2 : 2 x type/diameter 16. (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

brake diagram :

valve :
 475 714 5.. 0 WABCO load sensing valve or 475 713 5.. 0 (mech.)
 400 500 0.. 0 WABCO ABS relay valve or 472 195 03./04. 0
 472 195 03./04. 0 WABCO ABS relay valve

The values in the tables are only for the unladen and laden condition.
 No calculations are made for any intermediate load conditions !

axle 1:

| axleload in kg | brake ch. pressure at pm = 6,5 bar | ratio i | pinLSV =6.5 bar poutLSV in bar |
|-------------------|---------------------------------------|------------|-----------------------------------|
| 1700 | 3.0 | 2.25 | 3.0 |
| 1950 | 3.4 | 1.95 | 3.4 |
| 2200 | 3.7 | 1.75 | 3.8 |
| 2450 | 4.2 | 1.55 | 4.2 |
| 2700 | 4.6 | 1.40 | 4.6 |
| 2950 | 5.1 | 1.25 | 5.1 |
| 3200 | 5.5 | 1.15 | 5.5 |
| 3450 | 5.7 | 1.10 | 5.7 |
| 6500 | 6.2 | 1.00 | 6.2 |

axle 2:

| axleload in kg | brake ch. pressure at pm = 6,5 bar | ratio i | pinLSV =6.5 bar poutLSV in bar |
|-------------------|---------------------------------------|------------|-----------------------------------|
| 1700 | 3.0 | 2.25 | 3.0 |
| 1950 | 3.4 | 1.95 | 3.4 |
| 2200 | 3.7 | 1.75 | 3.8 |
| 2450 | 4.2 | 1.55 | 4.2 |
| 2700 | 4.6 | 1.40 | 4.6 |
| 2950 | 5.1 | 1.25 | 5.1 |
| 3200 | 5.5 | 1.15 | 5.5 |
| 3450 | 5.7 | 1.10 | 5.7 |
| 6500 | 6.2 | 1.00 | 6.2 |

axle 3:

| axleload in kg | brake ch. pressure at pm = 6,5 bar | ratio i | pinLSV =6.5 bar poutLSV in bar |
|-------------------|---------------------------------------|------------|-----------------------------------|
| 1200 | 2.3 | 3.00 | 2.4 |
| 1450 | 2.6 | 2.60 | 2.7 |
| 1700 | 2.9 | 2.30 | 3.0 |
| 1950 | 3.2 | 2.05 | 3.3 |
| 2200 | 3.5 | 1.85 | 3.6 |
| 2450 | 3.8 | 1.70 | 3.9 |
| 2700 | 4.2 | 1.55 | 4.2 |
| 2950 | 4.4 | 1.45 | 4.4 |
| 6500 | 4.9 | 1.30 | 4.9 |

axle 4:

| axleload in kg | brake ch. pressure at pm = 6,5 bar | ratio i | pinLSV =6.5 bar poutLSV in bar |
|-------------------|---------------------------------------|------------|-----------------------------------|
| 1200 | 2.3 | 3.00 | 2.4 |
| 1450 | 2.6 | 2.60 | 2.7 |
| 1700 | 2.9 | 2.30 | 3.0 |
| 1950 | 3.2 | 2.05 | 3.3 |
| 2200 | 3.5 | 1.85 | 3.6 |
| 2450 | 3.8 | 1.70 | 3.9 |
| 2700 | 4.2 | 1.55 | 4.2 |
| 2950 | 4.4 | 1.45 | 4.4 |
| 6500 | 4.9 | 1.30 | 4.9 |

data sheet to EC/ECE vehicle type-approval certificate concerning braking equipment: according to 98/12/EC annex IX 2.7.4 / 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 |

calc. verif. of residual (hot) braking force type III
(item 4.2 of appendix I to annex VII)

| | | |
|--------|---------------|---------------|
| axle 1 | (rdyn 447 mm) | T = 20.1 % Pe |
| axle 2 | (rdyn 447 mm) | T = 20.1 % Pe |
| axle 3 | (rdyn 447 mm) | T = 15.4 % Pe |
| axle 4 | (rdyn 447 mm) | T = 15.4 % Pe |

calculated actuator stroke in mm
(item 4.3.1.1 of appendix I to annex VII)

| | | |
|--------|--------------|-----------|
| axle 1 | (sp = 57 mm) | s = 40 mm |
| axle 2 | (sp = 57 mm) | s = 40 mm |
| axle 3 | (sp = 57 mm) | s = 40 mm |
| axle 4 | (sp = 57 mm) | s = 40 mm |

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

| | |
|-------|--------------|
| axle1 | ThA = 6308 N |
| axle2 | ThA = 6308 N |
| axle3 | ThA = 4856 N |
| axle4 | ThA = 4856 N |

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

| | | |
|--------|---------------|-------------|
| axle 1 | (rdyn 447 mm) | T = 34336 N |
| axle 2 | (rdyn 447 mm) | T = 34336 N |
| axle 3 | (rdyn 447 mm) | T = 26410 N |
| axle 4 | (rdyn 447 mm) | T = 26410 N |

| | | |
|---|-------------|-----------------|
| | basic test | type III |
| | of subject | (calculated) |
| | trailer (z) | residual |
| braking rate of the vehicle | | (hot)braking |
| (item 4.3.2 to appendix I to annex VII) | 0.58 | 0.48 |
| required braking rate | | >= 0,4 and |
| (items 1.3.3 and 1.6.2 to annex II) | | >= 0,6*z (0.35) |

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

| | | |
|--------|---------------|-------------|
| axle 1 | (rdyn 447 mm) | T = 34336 N |
| axle 2 | (rdyn 447 mm) | T = 34336 N |
| axle 3 | (rdyn 447 mm) | T = 26410 N |
| axle 4 | (rdyn 447 mm) | T = 26410 N |

| | | |
|---|-------------|-----------------|
| | basic test | type III |
| | of subject | (calculated) |
| | trailer (z) | residual |
| braking rate of the vehicle | | (hot)braking |
| (item 4.3.2 to appendix I to annex VII) | 0.58 | 0.48 |
| required braking rate | | >= 0,4 and |
| (items 1.3.3 and 1.6.2 to annex II) | | >= 0,6*z (0.35) |

spring parking brake

| | axle 3 | axle 4 |
|--|---------|---------|
| 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 | 436 | 436 |
| 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 | 3.4454 | 3.4454 |
| $iFb = lBh \cdot \eta \cdot C \cdot rBt / (2 \cdot rBn \cdot rstat)$ for rstat in mm | 436 | 436 |
| brake force of spring br. Tf in N | 51474 | 51474 |
| $Tf = (TFZ \cdot KDZ - 2 \cdot Co / lBh) \cdot iFb$ | | |
| braking rate zf laden | 0.414 | |
| $zf = \sum (Tf) / P + 0,01$ | | |

Test of the frictional connection required by the parking brake

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

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

min Ef = 4935 mm for E = 6890 mm
 =====
 min Ef = 4935 mm for E = 6890 mm
 =====

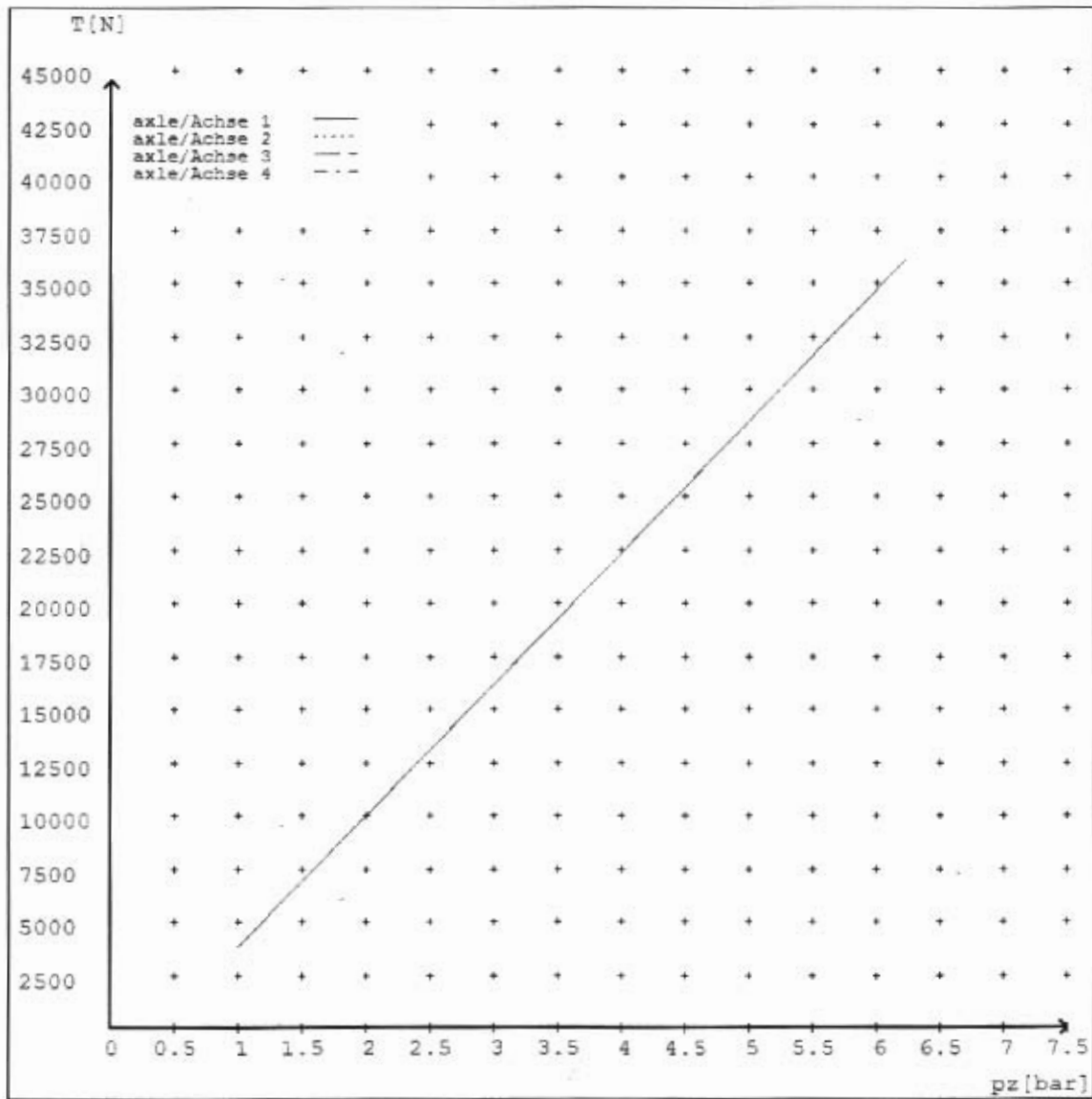
min Ef = minimum distance between front axle(s) (trailer) or support (semitrailer) and the rear axle(s) (resultant of the bogie)
 E = wheel base
 fzul = 0.80 maximum permissible frictional connection required
 zferf = 0.18 maximum required braking ratio of the parking brake
 h = 2110 mm height of center of gravity - laden
 PR = 13000 kg maximum bogie mass - laden
 P = 26000 kg maximum total mass - laden
 nf = 2 no. of axle(s) with TRISTOP spring brake actuators
 ng = 2 no. of bogie axle(s)

reference values

reference values for z = 50%

| | pz [bar] | T [N] | T [N] |
|--------|----------|-------|-------|
| axle 1 | 1.0 | 3791 | |
| | 6.2 | 36068 | |
| axle 2 | 1.0 | 3791 | |
| | 6.2 | 36068 | |
| axle 3 | 1.0 | | 3791 |
| | 4.9 | | 27710 |
| axle 4 | 1.0 | | 3791 |
| | 4.9 | | 27710 |

VIN - no.:

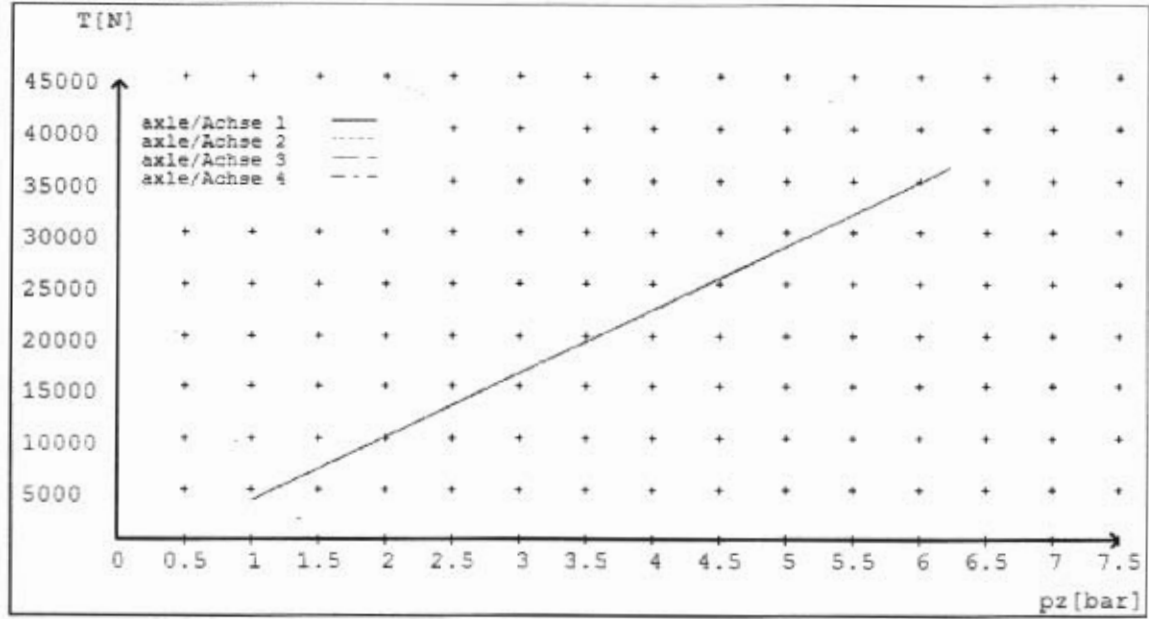


reference values for z = 0.5

Angabe der Referenzwerte für z = 0.5

brake calculation no: TP 371A date 15.07.2008

Bremsberechnung Nr: TP 371A vom 15.07.2008



| | |
|-------------------|---------------|
| System | VCS II |
| WABCO part number | 400 500 083 0 |
| Production date | 2008-W15 |
| ECU serial number | 3170004152 |

Page 1/3

Component

Parameter setting
Assigned Wheel
Trailer ABS warning lamp
Generic IO
Diagnostic memory
CAN-Interface

Test result

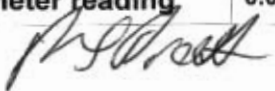
carried out
OK
OK
Not fitted
OK
Not tested

System parameter

| <u>System parameter</u> | <u>Value</u> |
|---|----------------------------------|
| System configuration | 4S/3M |
| Pole wheel tooth count sensors c-d (R axle) | 90 |
| Tyre circumference sensors c-d (R axle) | 2625 mm |
| Pole wheel tooth count sensors e-f (A axle) | 90 |
| Tyre circumference sensors d-f (A axle) | 2625 mm |
| Installation direction of ECU | Sensor plug in driving direction |
| Function of the ABS warning light | On - Off |
| Activate CAN messages | Send/receive active |
| Lift axle detection | Deactivated |

Generic IO parameter settings

No data available

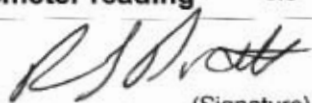
| | | | |
|--------------|-----------------------|--|-------------------|
| Manufacturer | Domett | Vehicle ident. no. | 7A9D3001690023847 |
| Vehicle type | 4A Full Trailer | Odometer reading | 0.0 |
| Tested by | R Pratt |  | |
| Date / time | 2009-06-18 / 14:55:28 | (Signature) | |

| | |
|-------------------|---------------|
| System | VCS II |
| WABCO part number | 400 500 083 0 |
| Production date | 2008-W15 |
| ECU serial number | 3170004152 |

Page 2/3

Identification data

| | |
|-----------------------------|---------------------------------|
| Manufacturer | Domett |
| Vehicle type | 4A Full Trailer |
| Vehicle ident no. | 7A9D3001590023838 ⁴⁷ |
| Brake calculation no. | - |
| Vehicle date of manufacture | 2009-W25 |
| Start-up at (km) | 0.0 |
| Label | - |

| | | | |
|--------------|-----------------------|---|-------------------|
| Manufacturer | Domett | Vehicle ident. no. | 7A9D3001590023838 |
| Vehicle type | 4A Full Trailer | Odometer reading | 0.0 |
| Tested by | R Pratt |  (Signature) | |
| Date / time | 2009-06-18 / 14:55:28 | | |

WABCO

Load Sensing Valve for Vehicle Type:

VIN OR CHASSIS 7A9D3001690023847

| Front Axle(s) | | Rear Axle(s) | |
|-----------------|---------------|----------------------|----------------------|
| Input Pressure | 6.5 | Input Pressure | 6.5 |
| | Bar | | Bar |
| Valve No. | 475 714 500 0 | Valve No. | 475 714 500 0 |
| Axle Load kg | | Axle Load kg | |
| | | Bag Press. Bar | Bag Press. Bar |
| | | Output Press. Bar | Output Press. Bar |
| 1700 | 0.7 | 1200 | 0.4 |
| | | | 2.4 |
| 6500 | 4.0 | 6500 | 4.0 |
| | | | 4.9 |
| | | | 6.2 |



QUALITY ON THE MOVE

P.O.Box 98-971

South Auckland Mail Centre

Ronald Stuart Pratt (TRSP)

DATE 18/06/2009 TYPE APPROVED NO ROR4FTABSLSV

CERTIFICATE No RP090606

VIN No 7A9D3001690023847

BRAKE CHAMBERS FRONT 16

LOAD SENSED Yes (+ ABS)

BRAKE CHAMBERS REAR 16/24

TYRE SIZE FRONT 265/70R19.5

TYRE SIZE REAR 265/70R19.5

THIS VEHICLE COMPLIES WITH N.Z.H.V.B.R. LINING MATERIAL FRONT ROR8616AF 0.40

32015 SCHEDULE 5 LINING MATERIAL REAR ROR8616AF 0.40