

Land Transport Rule Heavy-vehicle Brakes

**Preface to Consolidated Rule
with amendments incorporated
as at
1 December 2016**

The consolidation of the Rule and its amendments is intended to provide up-to-date details of the current requirements. It is not the official version of the Rule.

Preface

The consolidated Rule brings together the requirements relating to heavy vehicle brakes in the principal Rule and its amendments. These Rules were produced, under an agreement with the Secretary for Transport, by the NZ Transport Agency (NZTA) or its predecessor land transport Crown entities. They were signed into law by the Minister of Transport or his or her delegate under the *Land Transport Act 1998*.

The principal Rule

Land Transport Rule: Heavy-vehicle Brakes 2006 (the Rule), which came into force on 1 March 2007, sets out requirements to ensure that heavy vehicles and heavy-vehicle combinations can brake safely, with balanced brake performance, at any road-legal load condition.

Amendment 1

Following public consultation, the Rule was amended with effect from 17 January 2008, to correct an error in the Rule relating to the classes of heavy vehicles required to comply with requirements for anti-lock braking systems and to align the New Zealand requirements with the Japanese and Australian standards for specifying the capability of a parking brake of a heavy vehicle (other than a semi-trailer) to hold the vehicle stationary on a slope.

Amendment 2

With effect from 7 May 2009, the Rule was amended to simplify and clarify the wording in the principal Rule:

- to better align the New Zealand requirements with overseas standards;
- to define the terms ‘dedicated combination’ and ‘vehicle identification number (VIN)’;
- to allow the parking brake control of heavy trailers in dedicated combinations (other than those with air brakes) to be on the trailer;
- to allow greater operational flexibility for connecting the brake hose between semi-trailers and vehicles towing semi-trailers; and
- to exclude specified modifications from specialist certification requirements.

Amendment 3

With effect from 1 January 2014, the Rule was amended to make changes consulted on in *Land Transport Rule: Omnibus Amendment 2013* that:

- allow heavy trailers to be fitted with a parking brake that is operated from the trailer;
- allow vehicles complying with Australian Design Rule 35 *Commercial Vehicle Brake System* to meet the reservoir capacity test without modifying their braking systems;
- amend the relevant provisions and the diagram in *Figure 1 of Schedule 5* so that they accurately reflect the range within which short wheelbase vehicles can comply with the brake force distribution performance requirements of the Rule;
- provide an exception to the requirement in *4.1.2(a)* and *4.2.3 of Schedule 5* for vehicles fitted with an electronically controlled braking system;
- correct an omission in *Figure 2 of Schedule 5* which means that non-towing semi-trailers cannot comply with braking ratio requirements in the Rule;
- remove requirements that will no longer be required as a result of the changes proposed to *Schedule 5* and make editorial corrections of errors in *Schedule 5*;
- remove the requirement to obtain written permission from the NZ Transport Agency for air-braked powered vehicles towing semi-trailers to exceed the prescribed braking ratio; and clarify the requirements for these vehicles depending on whether or not they are fitted with an anti-lock braking system.

Amendment 4

With effect from 1 December 2016, the Rule was amended to make changes consulted on in *Land Transport Rule: Omnibus Amendment 2016* that amend the definition of 'twin-steer axle set' to remove a reference to 'tandem axle' because a 'twin-steer axle set' is not a 'tandem axle' and because 'tandem axle' specifies axle spacing requirements which should not be applied to a 'twin-steer axle set'.