

WELLINGTON, NEW ZEALAND

PURSUANT to sections 152 and 155(a) and (b) of the Land Transport Act 1998

I, Michael Woodhouse, Associate Minister of Transport,

HEREBY make the following ordinary Rule:

Land Transport Rule: Heavy Vehicles Amendment

SIGNED AT Wellington

This *28th* day of *MARCH* 2013



Michael Woodhouse
Associate Minister of Transport

Land Transport Rule
Heavy Vehicles Amendment 2013
Rule 31002/6

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Land Transport Rule
Heavy Vehicles Amendment 2013

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Objective of the Rule

Land Transport Rule: Heavy Vehicles

Amendment 2013 (the amendment Rule) amends *Land Transport Rule: Heavy Vehicles 2004* (the Heavy Vehicles Rule). The Heavy Vehicles Rule sets out safety requirements and standards for vehicles with a gross vehicle mass of more than 3500 kilograms.

The objective of this amendment Rule, and of amendments to seven other Land Transport Rules, is to ensure that legislation that affects the primary production sector is fit for purpose and does not impose unnecessary costs or restrictions, including on the ability of the sector to manage critical operations where time or the weather is a limiting factor.

The amendment Rule replaces the existing requirements for addressing the risk from the decoupling of trailers, and towed implements, from tractors with requirements based on best practice guidelines that reflect current practice. This is intended to simplify the requirements and encourage compliance, but without loss of safety.

Extent of consultation

For the purposes of consultation, proposed amendments to Land Transport Rules applying to vehicles used for agricultural purposes were combined into a single Rule, *Land Transport Rule: Agricultural Vehicles Omnibus 2012* (the Omnibus Rule). The Rule amendment proposals arose out of a review of agricultural transport legislation in 2012 involving government agencies, key transport and agriculture industry stakeholders and the public.

On 19 October 2012, the NZ Transport Agency sent details of the amendment proposals by letter or email to approximately 2300 groups and individuals who had registered an interest in the Rules to be amended. The Omnibus Rule was made available through the NZ Transport Agency's Contact Centre

and, together with Questions and Answers, was also available on the NZ Transport Agency's website. The availability of the amendment proposals for comment was publicised in the daily newspapers in Auckland, Hamilton, Wellington, Christchurch and Dunedin and in the *New Zealand Gazette*.

The NZ Transport Agency received 29 submissions on the Omnibus Rule, of which 19 commented on the proposed amendments to the Heavy Vehicles Rule.

Following consultation, the provisions in the Omnibus Rule were split into separate amendment Rules, including this Rule. The submissions that were received were taken into account in finalising this Rule before it was submitted to the Associate Minister of Transport for signing.

Section 1 Application

1.1 Title

This Rule is *Land Transport Rule: Heavy Vehicles Amendment 2013*.

1.2 Commencement

This Rule comes into force on 1 June 2013.

1.3 Scope of Rule

This Rule amends *Land Transport Rule: Heavy Vehicles 2004*.

Section 2 Amendments to Rule requirements

2.1 Tractors and agricultural trailers

2.1(1) Replace *clause 4.2(1)*, with:

“4.2(1) Towing connection components must be fit for purpose and in sound condition.”.

2.1(2) Replace *clause 4.2(2)*, with:

“4.2(2) A coupling pin must:

“(a) be of a diameter that is appropriate for the diameter of the tractor or trailer coupling, whichever has the smaller diameter hole; and

“(b) have a diameter that is not less than 75% of the diameter of the larger of the coupling holes; and

“(c) have a retaining mechanism.”.

2.1(3) Replace *clause 4.2(3)*, with:

“4.2(3) Tow-eyes must not be worn at any point more than the lesser of:

“(a) 10% of the original diameter; or

“(b) the manufacturer’s wear tolerance.”.

2.1(4) Replace *clause 4.2(4)*, with:

“4.2(4) An agricultural trailer fitted with a towing connection other than a two-point or three-point linkage must have a safety chain permanently attached to it and that chain must:

- “(a) have a breaking strength of at least the gross mass towed; and
- “(b) have its breaking strength identified; and
- “(c) be attached to the trailer by means other than by welding of the chain itself; and
- “(d) be adjustable in length to eliminate a tight or loose chain.”.

2.1(5)

Replace *clause 4.2(5)*, with:

“4.2(5) A tractor used to tow an agricultural trailer must have an attachment point to which a safety chain can be securely connected.”.