

# **Land Transport Rule Light-vehicle Brakes**

**Preface to Consolidated Rule  
with amendments incorporated  
as at  
1 October 2011**

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**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.**

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## Preface

The consolidated Rule brings together the requirements relating to light-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: Light-vehicle Brakes 2002** (the Rule), which came into force on 1 April 2002, specifies the types of brakes that must be fitted in most types of light vehicle, and the requirements for those brakes..

## Amendment 1

Following public consultation, the Rule was amended with effect from 29 June 2007, to include a requirement that was not carried over from the *Traffic Regulations 1976*, specifying that trailers with a laden weight of 2000 kg or less must be fitted with an adequate coupling and a securely attached chain or cable coupling. The amendment also incorporated by reference an additional Japanese brake standard and amended a definition.

## Amendment 2

The Rule was amended with effect from 1 October 2011 to include changes consulted on in *Land Transport Rule: Omnibus Amendment 2011*.

The amendment Rule:

- removed the requirement for a safety chain on trailers of 2000 kilograms or less that have breakaway brakes. Breakaway brakes are often fitted to caravans imported from Europe and other countries with more stringent brake requirements than New Zealand. The Rule allows a safety chain to be used on these trailers but does not require one if the trailer is fitted with a breakaway brake; and
- amended the definition of ‘direct trailer service brake’ to limit this to systems that are applied from the towing vehicle’s normal service brake.