

# **Land Transport Rule**

## **Tyres and Wheels**

**Consolidated Rule**  
**with amendments incorporated**  
**as at**  
**April 2010**

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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 in the principal Rule and its amendments relating to tyres and wheels fitted to vehicles operated on New Zealand roads. 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: Tyres and Wheels 2001** (the Rule), which came into force on 1 April 2002 (except for those provisions with different dates specified in the Rule), sets out vehicle standards (for tyres only) and general safety requirements that apply to tyres and wheels, and their assembly with hubs and axles, on all motor vehicles and on pedal cycles. The Rule states who is responsible for ensuring compliance with its requirements: operators, repairers, modifiers, certifiers, manufacturers and retailers.

## Amendment 1

Following public consultation, the Rule was amended, with effect from 15 September 2005, to update the standards for temporary-use (space-saver) tyres as a consequence of changes to the *Australian Design Rules (ADRs)*.

## Amendment 2

The Rule was further amended from 1 November 2007, to change the tread depth requirement so that it applies to the latest tread designs as well as to older designs and to include Class LE2 vehicles in the table specifying requirements for new tyres. It also updated references in the Rule, and definitions, so that they align with those in *Land Transport Rule: Vehicle Standards Compliance 2002*.

## Amendment 3

A further amendment Rule took effect on 17 January 2008, to extend, to agricultural tractors, the exception that allows individual tyres of multiple tyre sets to be fitted to groundspreader and dedicated groundsprayers. The amendment Rule also inserted a corresponding definition of 'agricultural' into the Rule.

## **Amendment 4**

From 7 May 2009, the Rule was amended to include the previous requirement for tyres that do not have tread depth indicators in the principal grooves.

## **Amendment 5**

From 1 April 2010, the Rule was amended to;

- to allow a vehicle inspector to take into account written evidence from a person with current specialist tyre knowledge and experience in assessing the safety of a radial-ply, heavy vehicle tyre with exposed cords in the tread area;
- to reduce the risk of motor vehicle crashes associated with winter ('snow') tyres by requiring that if a vehicle is fitted with those tyres they must be fitted to all road wheels of the vehicle;
- to set new minimum tread depth requirements for winter tyres to ensure that those tyres are effective for their purpose;
- to remove the requirement for the label on a temporary-use spare tyre ('space-saver tyre') to be approved by the NZ Transport Agency (NZTA), which is no longer considered to be necessary and the removal of which would result in a reduction in compliance costs;
- to insert a definition of 'winter tyre'.

