



WELLINGTON, NEW ZEALAND

PURSUANT to Section 155(b) of the Land Transport Act 1998

I, Harry James Duynhoven, Minister for Transport Safety,

HEREBY make the following ordinary rule:

Land Transport Rule: Light-vehicle Brakes Amendment

SIGNED AT Wellington

This day of 2007

Harry James Duynhoven
Minister for Transport Safety

Land Transport Rule
Light-vehicle Brakes Amendment 2007

Rule 32014/1

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Land Transport Rule

Light-vehicle Brakes Amendment 2007

Rule 32014/1

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Objective of the Rule

Land Transport Rule: Light-vehicle Brakes Amendment 2007 amends *Land Transport Rule: Light-vehicle Brakes 2002*, which specifies the types of brakes that must be fitted in most types of light vehicle, and the requirements for those brakes.

The objectives of this amendment to *Land Transport Rule: Light-vehicle Brakes 2002* are:

- 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;
- to incorporate by reference an additional Japanese brake standard;
- to amend a definition.

Extent of consultation

For the purposes of consultation, a number of relatively minor amendments proposed to *Land Transport Rule: Light-vehicle Brakes 2002* and 10 other Land Transport Rules were combined into a single draft Rule, *Land Transport Rule: Omnibus Amendment 2006* (the Omnibus Amendment Rule). The main purpose of the changes proposed by the Omnibus Amendment Rule was to clarify provisions and correct some errors in Rules.

On 28 June 2006, Land Transport New Zealand sent a letter containing the Rule amendment proposals to about 2200 groups and individuals who had registered an interest in the Rules to be amended, and sought submissions on the proposed changes. The draft Omnibus Amendment Rule was made available through the Land Transport NZ Help Desk and was available together with Questions and Answers on the Land Transport NZ website. The availability of the draft was publicised in metropolitan and selected regional daily newspapers, *Te Karere National News* and the *New Zealand Gazette*. Land Transport NZ received 50 submissions on the draft Omnibus

Amendment Rule. Two of these commented on the proposed requirements relating to light-vehicle brakes.

Following consultation, the provisions in the draft Omnibus Amendment Rule were split into 11 separate amendment Rules, including this Rule. The submissions that were received were taken into account in drafting this amendment Rule before it was submitted to the Minister for Transport Safety for signing.

Material incorporated by reference

Documents that are 'incorporated by reference' in this Rule are available, on request, for inspection (free of charge) at the National Office of Land Transport NZ. Contact details for Land Transport NZ are listed at the front of this Rule.

Section 1 Application

1.1 Title

1.1(1) This Rule is *Land Transport Rule: Light-vehicle Brakes Amendment 2007*.

1.1(2) This Rule amends *Land Transport Rule: Light-vehicle Brakes 2002*.

1.2 Date when Rule comes into force

This Rule comes into force on the 29 June 2007.

Section 2 Amendments relating to light-vehicle brakes

2.1 Brakes required on Class TA and Class TB vehicles

Clause 2.1 is amended by revoking *Table 2.2* and substituting the following table:

“Table 2.2 Brakes required on Class TA and Class TB vehicles¹

Type of brake	Trailers of Class TA or Class TB with a laden weight of 2000 kg or less	Trailers of Class TB with a laden weight of more than 2000 kg but less than 2500 kg	Trailers of Class TB with a laden weight of 2500 kg or more
Service brake	Not required: See 2.4(6) if fitted	Required: May be either direct or indirect, see 2.4(3)	Required: Must be direct, see 2.4(5)(a)
Parking brake	Not required	Not required	Required: See 2.4(5)(c)

continued

“Table 2.2 Brakes required on Class TA and Class TB vehicles¹ (continued)”

Type of brake	Trailers of Class TA or Class TB with a laden weight of 2000 kg or less	Trailers of Class TB with a laden weight of more than 2000 kg but less than 2500 kg	Trailers of Class TB with a laden weight of 2500 kg or more
Break-away brake	Not required	Not required	Required: See 2.4(5)(b)
Safety chain(s)	Required: See 2.4(1B)	Required: Unless fitted with a breakaway brake, see 2.4(4)	Not required
Adequate tow coupling	Required	Required	Required

[Note: ¹ For agricultural trailers, see 2.4(8) and 2.4(9)]”

2.2 Brakes on light trailers

Clause 2.4 is amended by inserting the following subclauses after *subclause (1)*:

“2.4(1A) A vehicle of Class TA or Class TB must be fitted with an adequate tow coupling.

“2.4(1B) A vehicle of Class TA or Class TB with a laden weight of 2000 kg or less must be fitted with a securely attached chain or cable coupling, each being in itself of sufficient strength to hold the trailer secure under all conditions of road use.”

2.3 Approved vehicle standards for brakes

Subclause 2.5(2) is amended by adding the following paragraph:

“(n) *Technical Standard for Brake Systems of Trucks and Buses* (Japan).”

Section 3 Amendments to definitions

3.1 Amendment to existing definition

Part 2 is amended by omitting “Safety” from the definition of **Director**.