

WELLINGTON, NEW ZEALAND

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

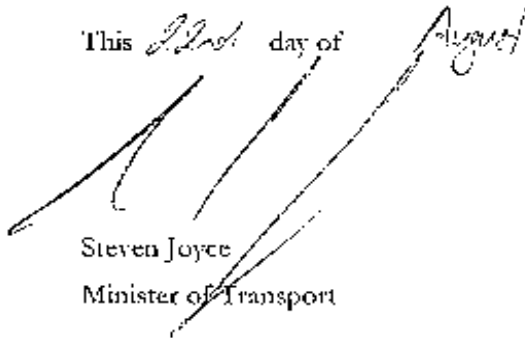
I, Steven Joyce, Minister of Transport,

HEREBY make the following ordinary Rule:

Land Transport Rule: Light-vehicle Brakes Amendment

SIGNED AT Wellington

This *22nd* day of *August* 2011


Steven Joyce
Minister of Transport

Land Transport Rule
Light-vehicle Brakes Amendment 2011
Rule 32014/2

ISSN 1173-1559

Published by:

NZ Transport Agency
Private Bag 6995
Wellington 6141
New Zealand

Email: info@nzta.govt.nz

Freephone: 0800 699 000

Printed and distributed by:



Wickliffe Limited
PO Box 932, Dunedin
New Zealand

Land Transport Rule

Light-vehicle Brakes Amendment 2011

Rule 32014/2

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Objective of the Rule

Land Transport Rule: Light-vehicle Brakes Amendment 2011 amends *Land Transport Rule: Light-vehicle Brakes 2002* ('the Rule'). The Rule specifies the types of brakes that must be fitted in most types of light vehicle, and the requirements for those brakes. It applies to light motor vehicles and Class AA vehicles (cycles).

The objective of the amendment Rule is:

- to remove the requirement for a safety chain on trailers of 2000 kg 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;
- to amend the definition of 'direct trailer service brake' to limit this to systems that are applied from the towing vehicle's normal service brake.

Extent of consultation

For the purposes of consultation, 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 2011* (the draft Omnibus Amendment Rule).

On 1 June 2011, the NZ Transport Agency (NZTA) sent details of the amendment proposals by letter or email to approximately 2200 groups and individuals who had registered an interest in the Rules to be amended. The draft Omnibus Amendment Rule was made available through the NZTA Contact Centre and, together with Questions and Answers, was also made available on the NZTA's website. The availability of the

draft for comment was publicised in the daily newspapers in Auckland, Hamilton, Wellington, Christchurch and Dunedin and in the *New Zealand Gazette*. The NZTA received 17 submissions on the draft Omnibus Amendment Rule, of which 13 commented on the proposed amendments to the Rule.

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 finalising this amendment Rule before it was submitted to the Minister of Transport for signing.

Section 1 Application

1.1 Title

This Rule is *Land Transport Rule: Light-vehicle Brakes Amendment 2011*.

1.2 Date when Rule comes into force

This Rule comes into force on 1 October 2011.

1.3 Scope of Rule

This Rule amends *Land Transport Rule: Light-vehicle Brakes 2002*.

Section 2 Amendments to Rule requirements

2.1 Application of requirements

Table 2.2 is amended by inserting “Unless fitted with a breakaway brake.” after “Required:” in the cell that is in the column relating to “Trailers of Class TA or Class TB with a laden weight of 2000 kg or less” and the row relating to “Safety chain(s)”.

2.2 Brakes on light trailers

Clause 2.4 is amended by substituting the following for *subclause 2.4(1B)*:

“2.4(1B) A vehicle of Class TA or Class TB with a laden weight of 2000 kg or less must be fitted with either:

“(a) 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; or

“(b) a breakaway brake.”

Section 3 Amendment to Definitions

3.1 Substitution of new definition

Part 2 Definitions is amended by substituting the following for the definition of ‘Direct trailer service brake’:

“**Direct trailer service brake** means a service brake fitted to a trailer that allows the driver of a towing vehicle, by operating the service brake of the towing vehicle, to directly and progressively regulate the trailer brake effort.”