

DISALLOWABLE INSTRUMENT



WELLINGTON, NEW ZEALAND

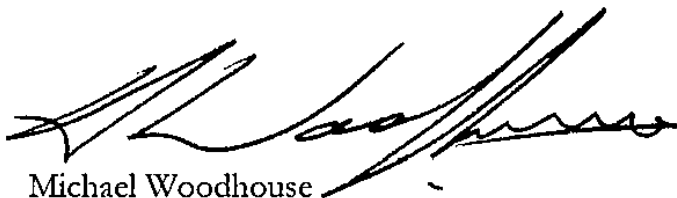
**PURSUANT** to sections 152 and 155(b) of the Land Transport Act 1998, and after having had regard to the criteria specified in section 164(2) of that Act

**I, Michael Woodhouse**, Associate Minister of Transport, make the following ordinary Rule:

Land Transport Rule: Light-vehicle Brakes Amendment  
(No 2) 2014

SIGNED AT Wellington

This 12<sup>th</sup> day of August 2014



Michael Woodhouse  
Associate Minister of Transport

**Land Transport Rule**  
**Light-vehicle Brakes Amendment (No 2) 2014**  
**Rule 32014/5**

ISSN 1173-1559

Published by:

NZ Transport Agency  
Private Bag 6995  
Wellington 6141  
New Zealand

Email: [info@nzta.govt.nz](mailto:info@nzta.govt.nz)

Freephone: 0800 699 000

Printed and distributed by:



Wickliffe Solutions  
PO Box 932, Dunedin 9054  
New Zealand

**Land Transport Rule**  
**Light-vehicle Brakes Amendment (No 2) 2014**  
**Rule 32014/5**



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## Objective of the Rule

**Land Transport Rule: Light-vehicle Brakes Amendment (No 2) 2014** (the amendment Rule) amends *Land Transport Rule: Light-vehicle Brakes 2002* (the Light-vehicle Brakes Rule). The Light-vehicle Brakes Rule specifies the types of brakes that must be fitted in most types of light vehicle, and the requirements for those brakes.

The objective of the amendment Rule is to make changes to the Light-vehicle Brakes Rule to:

- clarify the standard required for tow couplings on light trailers; and
- allow agricultural trailers to have one safety chain. This will bring requirements for agricultural trailer safety chains into line with those already in place for heavy agricultural trailers.

## Extent of consultation

For the purposes of consultation, amendments proposed to the Light-vehicle Brakes Rule and ten other Land Transport Rules were combined into a single Rule, *Land Transport Rule: Omnibus Amendment 2014* (the Omnibus Amendment Rule). Following consultation, the provisions in the Omnibus Amendment Rule were split into eleven separate amendment Rules, including this Rule.

The NZ Transport Agency sent details of the amendment proposals by letter or email to approximately 2,400 groups and individuals who had registered an interest in the Rules to be amended. The Omnibus Amendment Rule was made available through the NZ Transport Agency's Contact Centre and, together with Questions and Answers, was also made 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 25 submissions on the Omnibus Amendment Rule, of which 7 commented on the proposed amendments to the Light-vehicle Brakes Rule.

The submissions received were taken into account in finalising this amendment Rule following which it was submitted to the Associate Minister of Transport for signing.



## **Section 1    Application**

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### **1.1**

#### **Title**

This Rule is *Land Transport Rule: Light-vehicle Brakes Amendment (No 2) 2014*.

### **1.2**

#### **Commencement**

This Rule comes into force on 1 November 2014.

### **1.3**

#### **Principal rule amended**

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

## Section 2 Amendments to Rule requirements

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### 2.1 Brakes on light trailers

2.1(1)

Replace *clause 2.4(1A)* with:

“2.4(1A) A vehicle of Class TA or Class TB must be fitted with a tow coupling that is fit for purpose and in sound condition.”.

2.1(2)

Replace *clause 2.4(9)* with:

“2.4(9) A vehicle in 2.4(8) that does not comply with 2.4(2) must have a safety chain that:

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