



WELLINGTON, NEW ZEALAND

PURSUANT to *sections 152, 155(a), 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, Julie Anne Genter, Associate Minister of Transport,

make the following ordinary Rule:

Land Transport Rule: Light-vehicle Brakes Amendment 2019

SIGNED AT Wellington

This 10th day of April 2019

Hon Julie Anne Genter

Associate Minister of Transport

Land Transport Rule
Light-vehicle Brakes Amendment 2019
Rule 32014/2002/5

Land Transport Rule
Light-vehicle Brakes Amendment 2019
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Objective of the Rule

Land Transport Rule: Light-vehicle Brakes Amendment 2019 (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 brake that must be fitted in most types of light vehicle, and the requirements for those brakes.

The objective of the amendment Rule is to allow for trailers weighing between 2,500 kg and 3,500 kg to have indirect service brakes or direct service brakes.

Extent of consultation

For the purposes of consultation, amendments proposed to the Light-vehicle Brakes Rule and 14 other Land Transport Rules were combined into a single Rule, *Land Transport Rule: Regulatory Stewardship (Omnibus) Amendment 2018* (the Omnibus Amendment Rule). Following consultation, the provisions in the Omnibus Amendment Rule were split into separate amendment Rules.

The NZ Transport Agency sent details of the amendment proposals by letter or email to approximately 2544 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 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. It was also notified in the *New Zealand Gazette* on 23 July 2018.

The NZ Transport Agency received 41 submissions on the Omnibus Amendment Rule, of which 14 commented on the proposed amendments to the Light-vehicle Brakes Rule.

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

Part 1

Rule requirements

Section 1 Preliminary provisions

1.1 Title

This Rule is *Land Transport Rule: Light-vehicle Brakes Amendment 2019*.

1.2 Commencement

This Rule comes into force on 1 June 2019.

1.3 Principal Rule amended

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

Section 2 Amendments to principal Rule

2.1 Table 2.2 replaced (Brakes required on Class TA and TB vehicles)

Replace *Table 2.2* with:

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(2).	Required: may be either direct or indirect. See 2.4(2).
Parking brake	Not required	Not required	Required: see 2.4(5).
Breakaway brake	Required: unless fitted with safety chain. See 2.4(1B).	Required: unless fitted with safety chains. See 2.4(4).	Required: unless fitted with safety chains. See 2.4(4).
Safety chain(s)	Required: unless fitted with a breakaway brake. See 2.4(1B).	Required: unless fitted with a breakaway brake. See 2.4(4).	Required: unless fitted with a breakaway brake. See 2.4(4).
Adequate tow coupling	Required	Required	Required

2.2 Clause 2.4 amended (Brakes on light trailers)

In *clause 2.4*, replace *subclauses 2.4(2), 2.4(3), 2.4(4), and 2.4(5)* with:

- 2.4(2) Subject to 2.4(8), a vehicle of Class TB with a laden weight of more than 2000 kg must have either a direct service brake or an indirect service brake that—
- (a) acts on each wheel of at least one axle, and does not transfer the load to an unbraked axle during braking; and
 - (b) is, in conjunction with the towing vehicle's service brake, capable of stopping the combination of towing and towed vehicles within a distance of 7 m from a speed of 30 km/h.
- 2.4(3) An indirect service brake on a vehicle of Class TB with a laden weight of 2500 kg or more must comply with *UN/ECE Regulation No. 13, Uniform provisions concerning the approval of vehicles of categories M, N and O with regard to braking (E/ECE324-E/ECE/TRANS/505/Rev.1/Add.12)*.
- 2.4(4) A vehicle of Class TB with a laden weight of more than 2000 kg must be fitted with one or both of the following:
- (a) a coupling system that—
 - (i) has a manufacturer's load rating equal to or greater than the laden weight of the trailer; and
 - (ii) is equipped with two safety chains that conform to the technical requirements of *Australian Design Rule 62 Determination 2 of 1995, Mechanical Connections Between Vehicles*, and that cross each other when connected:
 - (b) a breakaway brake.
- 2.4(5) A vehicle of Class TB with a laden weight of 2500 kg or more must, in addition to the requirements of 2.4(2) and 2.4(4), be fitted with a parking brake, acting on at least one complete axle, that is capable of—
- (a) stopping the vehicle within a distance of 18 m from a speed of 30 km/h; or
 - (b) holding the vehicle at rest on a slope of 1 in 5.

2.3 Clause 2.5 amended (Approved vehicle standards for brakes)

In *clause 2.5(7)*, replace “2.4(4)” with “2.4(3), 2.4(4)”.

2.4 Part 2 amended (Definitions)

In *Part 2*, definition of **approved vehicle standard**, replace “2.4(4)” with “2.4(3), 2.4(4)”.