

# **Land Transport Rule Light-vehicle Brakes**

**Preface to Consolidated Rule  
with amendments incorporated  
as at  
1 July 2015**

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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 relating to light-vehicle brakes in the principal Rule and its amendments. 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: Light-vehicle Brakes 2002** (the Rule), which came into force on 1 April 2002, specifies the types of brakes that must be fitted in most types of light vehicle, and the requirements for those brakes..

## Amendment 1

Following public consultation, the Rule was amended with effect from 29 June 2007, 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. The amendment also incorporated by reference an additional Japanese brake standard and amended a definition.

## Amendment 2

The Rule was amended with effect from 1 October 2011 to include changes consulted on in *Land Transport Rule: Omnibus Amendment 2011*.

The amendment Rule:

- removed the requirement for a safety chain on trailers of 2000 kilograms 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; and
- amended the definition of ‘direct trailer service brake’ to limit this to systems that are applied from the towing vehicle’s normal service brake.

### **Amendment 3**

The Rule was amended with effect from 1 January 2014 to include changes consulted on in *Land Transport Rule: Omnibus Amendment 2013*.

The amendment Rule:

- clarified the scope of the requirement that low volume vehicles that have been modified in such a way that the braking performance may be affected comply with the relevant requirements of the Low Volume Vehicle Code; and
- revoked the definition of ‘scratch-built vehicle’.

### **Amendment 4**

The Rule was amended with effect from 1 July 2015 to introduce a requirement for electronic stability control to be fitted in new and used light motor vehicles entering the New Zealand fleet.

The amendment Rule:

- specifies the classes of light motor vehicles entering the New Zealand fleet that must be fitted with electronic stability control (ESC), and provides some exceptions to this requirement; and
- sets out the attributes that an ESC system must have; and
- requires that an ESC system fitted to a light motor vehicle must be maintained in good working order and not be removed.

### **Amendment 5**

The Rule was amended with effect from 1 November 2014 to include changes consulted on in *Land Transport Rule: Omnibus Amendment 2014*.

The amendment Rule:

- clarifies the standard required for tow couplings on light trailers; and
- allows all agricultural trailers to have one safety chain. This brings requirements for other agricultural trailer safety chains into line with those for heavy agricultural trailers.