

Agricultural vehicles' guide 2009

A guide for the safe and legal use of tractors, agricultural trailers and agricultural machines on New Zealand's roads



NZ TRANSPORT AGENCY
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New Zealand Government



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Agricultural vehicles' guide 2009

NZ Transport Agency
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Before you start your journey checklist

Tick the boxes to check that you have prepared properly for the journey.

Check that the vehicle:

- has been correctly registered and licensed
- has had any necessary inspections and is roadworthy
- if it has protruding parts, set up to minimise risk to others
- if it is not a standard size, has overdimension (OD) signage, permits or pilots as required
- if it exceeds the legal mass limits, it is covered by an overweight permit from the road controlling authority for the entire journey and you follow the conditions
- is visible especially if you will be travelling on the road at night or when the visibility is poor
- has any loads properly secured.

So that you can best understand the vehicle's dynamics and handling:

- make sure you thoroughly understand any special operating features or instructions that the manufacturer may stipulate.

If you are towing:

- make sure the combination can stop safely, within the required distance from a given speed
- check the hitch pin is large enough, not worn, and is secured in position
- check that a safety chain is fitted between the vehicles and is of adequate strength.

Check the route:

- find out about any local road restrictions such as narrow bridges, sections of motorway, weight or height restrictions such as overhead wires and bridges
- remember, if you'll take up more than half the road width you should have a pilot vehicle ahead of you.

Make sure you are a competent and safe driver who will:

- have the correct driver licence
- be alert and physically capable of driving the vehicle
- be courteous and considerate to other road users
- wear a safety belt if there is one
- obey the 30 km/h speed restriction if it applies (eg driving a tractor weighing over 4500 kg on a Class 1 licence).

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Is your tractor, trailer or agricultural machine road legal?

This guide is produced by the NZ Transport Agency (NZTA)¹ in collaboration with the Agricultural Transport Forum (ATF) that comprises your industry representatives: Rural Contractors New Zealand, Horticulture New Zealand, Tractor and Machinery Association (TAMA), Federated Farmers New Zealand, and New Zealand Agricultural Aviation Association (NZAAA) as well as the New Zealand Police.

The aim is to ensure that you and your vehicles comply with New Zealand transport law when driving your tractor, trailer or other agricultural machine on the road.

The guide is based on legal requirements. For more complete information, refer to the legal references provided. It states what must be done and what may be done. It also gives best practice information from the experience of members of the ATF.

For more information ...

NZ Transport Agency contact centres

| | |
|-----------------------------|--------------|
| Driver licensing | 0800 822 422 |
| Road user charges | 0800 655 644 |
| Motor vehicle registrations | 0800 108 809 |
| Overdimension permits | 0800 683 774 |

NZ Transport Agency website

www.nzta.govt.nz

Land Transport NZ website

www.landtransport.govt.nz eg for factsheets and rules

Transit NZ website

www.transit.govt.nz

Federated Farmers of New Zealand website

www.fedfarm.org.nz

Horticulture New Zealand website

www.hortnz.co.nz

Rural Contractors New Zealand website

www.ruralcontractors.org.nz

NZ Agricultural Aviation Association website

www.nzaaa.co.nz

¹ On 1 August 2008, the NZ Transport Agency (NZTA) was established, bringing together the functions of Land Transport NZ and Transit NZ.

Useful links

The official New Zealand road code

www.landtransport.govt.nz/roadcode/index.html

The official New Zealand road code for heavy vehicle drivers

www.landtransport.govt.nz/commercial/code.html

Heavy vehicle driver licences

www.landtransport.govt.nz/factsheets/70.html

Road user charges

www.landtransport.govt.nz/commercial/ruc.html

Overdimension vehicles and loads

www.landtransport.govt.nz/factsheets/53.html

Permits for overweight loads

http://www.transit.govt.nz/content_files/news/Publication15_PDFFile.pdf

Load pilot driver code

www.landtransport.govt.nz/commercial/docs/load-pilot-code.pdf

Safe loading of vehicles

www.landtransport.govt.nz/commercial/loading.html

Transport service licences

www.landtransport.govt.nz/factsheets/47.html

Work time and fatigue

www.landtransport.govt.nz/commercial/hours.html

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1 What vehicles and topics are included

Vehicles included:

- Tractors (including implements which are transported on tractors such as front-end loaders and mowers mounted on a three-point linkage).
- Agricultural trailers (including loader wagons, ploughs and rakes with their own road wheels).
- Self-drive agricultural machines (including combines, forage and grape harvesters, pea and corn harvesters, telescopic handlers, log harvesting equipment).

Vehicles not included:

- Trucks even if they are used for agricultural purposes (including ground spreaders and agricultural aviation loaders). These are treated just like other trucks that are used on the road.
- All terrain vehicles (ATVs).
- Trailers with integrated equipment such as log haulers and shredders.

Topics covered:

- Vehicle registration and licensing.
- Road user charges (RUC).
- Key vehicle safety issues such as being a slow, large vehicle with projecting parts, towing connections and lighting.
- Warrants and certificates of fitness (WoF/CoF).
- Driver licensing.
- Transport service licence (TSL).
- Work time and logbook law.
- Fatigue management.

The guide applies to vehicles driven on a road – namely streets and highways, and also any place the public has access to, including bridges, beaches, riverbeds, car parks, reserve lands, wharves and road shoulders. More detail can be found in section 10: Definitions.

2 Vehicle registration and licensing

Every combination of agricultural vehicles on the road must include a vehicle that is correctly registered and has a current licence.

Registration means it has its own registration plate.

Current licence means the correct licensing fee (according to the usage) has been paid and the label is displayed on the vehicle.

2.1 Do I have to register and licence an agricultural vehicle to be used on the road?

In most circumstances, you do need to register and licence your vehicles unless they qualify under 2.2 below. That means you must have registration plates and licence the vehicle either G (general purpose) or you may qualify to licence under EB (exempt usage) specifically for farm vehicles. The vehicle must be relicenced at regular intervals in order to be road legal.

Generally, you do not need to take the vehicle anywhere to register it. But you will have to travel to a location that has a registration plate agent (see the Land Transport NZ website for registration agents) to obtain plates. You can attach the plates to the vehicle and then take the vehicle to get a WoF if one is required (see section 5). You are allowed to drive the vehicle on the road in order to get a WoF but if the WoF agent is far away, it may be better to transport the vehicle.

If the vehicle can exceed 50 km/h, it must be entry certified in addition to being registered. If the dealership has trade plates then they can operate the vehicle on an Annex A and B (see the Land Transport NZ website) to get it to the inspection centre for entry certification and registration. If the dealership does not have trade plates, they cannot operate on Annex A and B and will have to transport the vehicle to the inspection centre.

When you register your vehicle, you receive an alpha-numeric registration plate of up to six characters.



When you pay the licensing fee, you get a label that shows the date your licence expires. You must display this label on the left-hand side of your motor vehicle's windscreen, or, for a tractor or agricultural trailer or vehicle with no windscreen, near your number plate.

To determine if you qualify to license your vehicle under EB exempt usage, you have to be using the vehicle for agricultural operations as defined below and the vehicle must be used on the road only for specific reasons and, in some cases, for a limited distance.

Reference: Land Transport Management (Apportionment and Refund of Excise Duty and Excise-Equivalent Duty) Regulations, 2004.

2.2 Exempt from registration and licensing

Under the motor registration system, all motor vehicles must be registered and licensed for road use except for the following:

- Any trailer designed exclusively for agricultural operations and used on a road only when proceeding to or from a farm or when being inspected, serviced, or repaired.
- Any trailer that is attached to or being drawn by an exempt class EB vehicle.

Reference: Transport (Vehicle Registration and Licensing) Regulations 1994. Schedule 1, part 1.

2.3 Exempt usage EB

Exempt class B (EB licensing usage) vehicles must still be registered, but may be exempt from the payment of some levies eg road user charges.

To qualify for EB registration, you need to meet the conditions below which depend on usage but also depend on whether you are a farmer or contractor. If you are a farmer who is also a contractor, you will have to determine the purpose you are taking your vehicle on the road for as this will affect the usage you can license the vehicle under.

Reference: Land Transport Management (Apportionment and Refund of Excise Duty and Excise-Equivalent Duty) Regulations, 2004. Schedule 2.

FARMER'S USAGE

Your vehicle can be registered as exempt usage (EB) if any of the following applies:

It is a motor vehicle used on a road only for or solely in connection with agricultural operations.

This means a motor vehicle (not a trailer) designed for agricultural operations and used on a road solely for agricultural operations. A vehicle designed for cartage or spreading of lime or fertiliser when used on the road for cartage, or a weed sprayer on a truck chassis, is not included.

It is a farmer's vehicle used on a road only in connection with agricultural operations.

This means a motor vehicle (not a trailer) owned by a farmer and only used on the road to go from one part of the farm to another part of the same farm, or from one farm to another farm owned or managed by the same person, for agricultural operations.

It is a tractor or traction engine used on a road only or mainly for agricultural operations, etc.

This means a tractor or traction engine used on the road solely for agricultural operations; or if used mainly for agricultural operations and otherwise, only in connection with road construction and maintenance.

It is a farmer's tractor used on a road only for specified purposes.

This means a tractor owned by a farmer and used on a road only for:

- the owner's agricultural operations, and/or
- the cartage of milk, cream, or whey to or from a dairy factory, and/or
- cartage of any farm produce, implements, stock, or other farm requisites from one farm to another farm that is owned or managed by the same person or for a maximum round trip of 21 kms of public highway.

Note: A tractor does not cease to be a tractor for this purpose merely because it is fitted with a readily detachable box or platform that is used for the carriage of goods.

Tractors for use with topdressing aircraft and that satisfy requirements if taken along a public highway.

This means a tractor that is not used on any round trip of more than 21 kms of public highway, and is designed and used:

- partly for the purpose of loading lime or fertiliser into topdressing aircraft, and
- partly for drawing a trailer that is designed and used exclusively for carrying aviation fuel in a permanently attached tank for use in topdressing aircraft and for no other purpose.

CONTRACTOR'S USAGE

Your vehicle can be registered as exempt usage EB if the following applies:

It is an agricultural contractor's tractor used on the road

This means a tractor owned and used by a person carrying out business as an agricultural contractor and used on a road only for all or any of the following purposes:

- The cartage by means of a trailer of farm implements if the tractor and trailer are not taken during any one trip for the cartage of farm implements along more than 21 kms of public highway in going from the usual place of garage and in returning to that place.
- The haulage on its own wheels of a farm implement or farm machine.

3 Road user charges

Vehicles that are registered and licensed as exempt class EB and operated within the specified conditions are exempt from road user charges (RUC).

Check if your agricultural vehicle is subject to RUC and if it needs a time licence or a distance licence.

3.1 General

The cost of using New Zealand's roads is recovered from road users via levies in the price of some fuels, ie petrol, CNG and LPG, or through RUC.

Nearly all vehicles that use the road and have a manufacturer's gross laden weight of over 3.5 tonne or are powered by diesel are required to pay RUC. However, there are some exemptions for agricultural vehicles.

3.2 RUC and agricultural vehicles

Depending on how a vehicle is used and registered determines whether or not RUC applies and what type of RUC licence is required.

The following are exempt RUC:

- Vehicles that are registered and licensed as exempt class EB and operated within the specified conditions.
- Trailers being drawn by a vehicle that is operating under exempt class EB licence.
- Trailers designed exclusively for agricultural operations and only used on the road to or from a farm for inspection, servicing or repair.

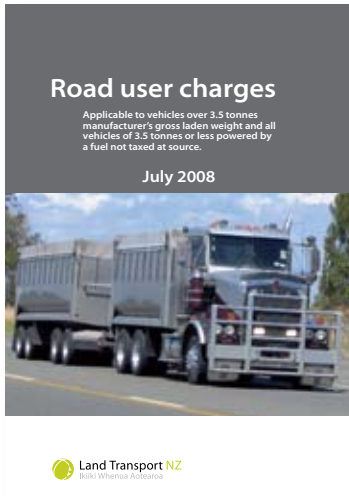
Some vehicles that are subject to RUC are required to display a time licence. Time licences are purchased for periods of one month, with a minimum of one month and a maximum of 12 months. Purchases made part way through a month are calculated for the full month.

Tractors (other than those exempted) that always operate on a road at speeds of 50 km/h or less are required to display a time licence.

All vehicles except those listed on pg 13 of the *Road user charges* booklet are required to have distance licences.

Tractors operating at speeds over 50 km/h do not come under the definition of a tractor for the purposes of registration and licensing and are therefore required to display a distance licence.

For further information on RUC, please refer to the *Road user charges* booklet. This is on the Land Transport NZ website.



Time licensed vehicle types

TABLE I

| Type of vehicle | Vehicle type number |
|---------------------------------------|---------------------|
| Vehicle type numbers 70-81 | |
| Trailer scrapers | 70 |
| Plant for servicing oil-filled cables | 71 |
| Road rollers | 72 |
| Tractors other than those exempted | 73 |
| Post debarkers | 74 |
| Saw bench apparatus | 75 |
| Forestry chippers | 76 |

Charge rates for time licences

TABLE II

| Dollars per year | Vehicle type numbers | | |
|---|----------------------|--------|--------|
| | 70-81 | 82-87 | 88-91 |
| Maximum gross weight (in tonnes) to be specified in licence | | | |
| 2 | 25.27 | 63.17 | 126.35 |
| 3 | 29.16 | 72.88 | 145.78 |
| 4 | 34.71 | 86.77 | 173.54 |
| 5 | 43.93 | 109.84 | 219.67 |
| 6 | 52.87 | 132.19 | 264.37 |
| 7 | 63.73 | 159.32 | 318.65 |
| 8 | 76.50 | 191.25 | 382.50 |
| 9 | 91.19 | 227.97 | 455.93 |
| 10 | 107.79 | 269.47 | 538.94 |
| 11 | 126.30 | 315.76 | 631.52 |
| 12 | 146.02 | 365.05 | 730.10 |
| 13 | 167.17 | 417.92 | 835.85 |
| 14 | 190.00 | 474.99 | 949.98 |

4 Vehicle equipment

Before your vehicle goes on the road, make sure it meets regulatory requirements including signage, lighting and towing requirements.

4.1 What vehicle equipment must be fitted and what is allowed?

The law for vehicle equipment is set out in Land Transport Rules available at www.landtransport.govt.nz. Many of the requirements are the same for any vehicle on the road, for example, you must be able to stop within 7 metres from a speed of 30 km/h.

Cars, trucks and buses fit into specific vehicle classes and they must meet safety and emissions standards according to these classes. However, tractors, agricultural trailers and agricultural machines do not fit into this scheme. If you want to find what requirements apply to them, look in each rule under 'unclassified vehicles'.

There is a huge range of sizes and types of vehicles in this group and they have very different safety issues and usage characteristics compared to a car. These include:

- large size and different handling performance
- weight – heavy axles that could damage roads and bridges
- functional but sometimes dangerous, projecting parts
- non-standard (and sometimes inadequate) lighting and signalling equipment
- non-standard towing connections – often with an unbraked trailer.

Despite all these issues, you can drive your agricultural vehicle safely and legally if you follow the legal information and best practice guidance in this section.

4.2 Projecting parts

If the vehicle has a projecting part which has a functional purpose, you must minimise the risk to other road users when you take the vehicle on road.

APPLICABLE LEGISLATION

Land Transport Rule: External Projections, 2001

SUMMARY OF LEGISLATION

- 1 A vehicle may be fitted with a protruding functional object or fitting provided that it is not likely to injure a person.
- 2 A protruding object or fitting that has a functional purpose must be installed or positioned so that the risk of it causing injury to a person is minimised.

- 3 Components of a motor vehicle, including attached implements, must be such that the risk of their hooking a vehicle, or hooking or grazing a person, is minimised.
- 4 A protruding object or fitting must not adversely affect driver vision or driver control.

BEST PRACTICE

Front mounted tines, forks, buckets etc. are potentially dangerous if your vehicle is involved in a frontal crash. Consider how you can position such projections to minimise the risk to other road users. Do an assessment based on the design of the vehicle, and the function and shape of the projecting parts. Work out a solution based on this assessment.

Example 1: The pictures below show vehicles with buckets. Keep the bucket as low as possible to maximise visibility for the driver and to maximise the stability of the vehicle. The leading edge of a front-mounted bucket can be rotated downward or upward so that it is safer on road.



Example 2: If potentially dangerous forward-facing fittings such as headers can be readily removed, then they should be towed behind the vehicle on a trailer.

Example 3: If available, protective covers should be fitted to projecting forward-facing fittings that cannot be towed behind. In the example below, a protective cover is fitted over the tines and is also used to correctly mount and position hazard panels.



4.3 Vehicle size

The law states the maximum allowed width, height and other dimensions for vehicles to be allowed on New Zealand roads. If your vehicle fits within this 'envelope' it is called a standard-size vehicle. If your vehicle exceeds any of these sizes, it is called 'overdimension' (OD) and must have the correct signage to warn other road users of this hazard.

APPLICABLE LEGISLATION

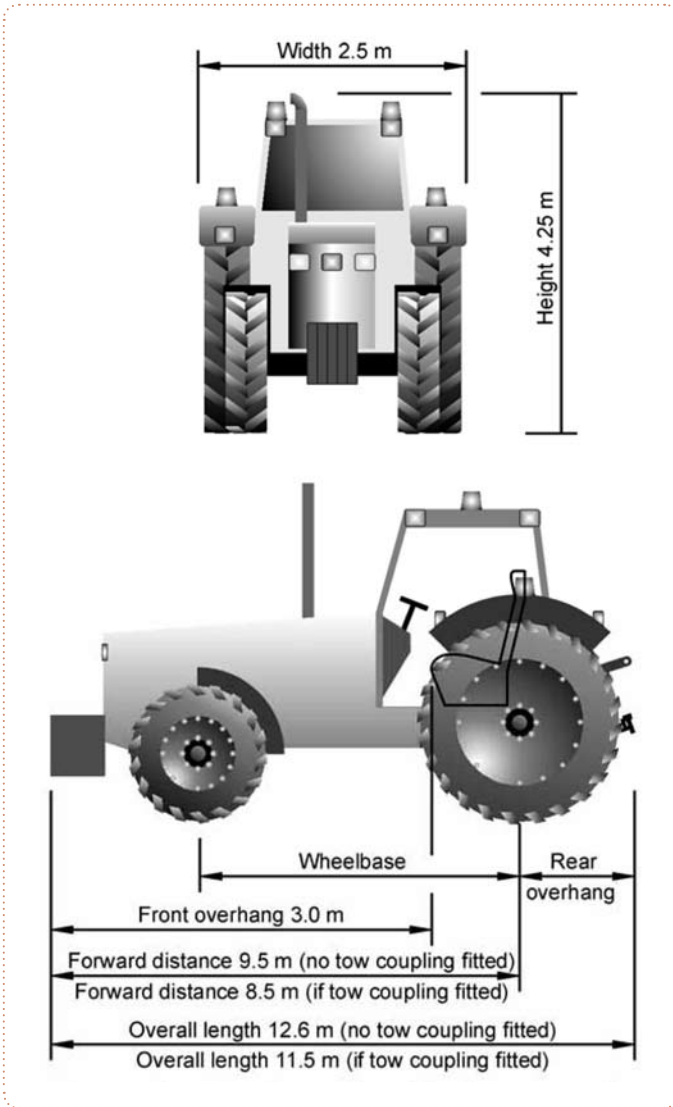
Land Transport Rule: Vehicle Dimensions and Mass, 2002.

STANDARD SIZE VEHICLES

| DIMENSION REQUIREMENTS FOR STANDARD-SIZE VEHICLES | | |
|---|---|---|
| Dimension | Maximum distance | Comments |
| Width | 2.5 m | <p>Measurement does not include:</p> <ul style="list-style-type: none"> ▪ collapsible mirrors which extend no more than 240 mm from the body ▪ direction indicators and side marker lamps ▪ cab exterior grab rails that extend no more than 50 mm from the side of the body ▪ ropes, lashings, straps, chains and related connectors and tensioning devices that extend no more than 25 mm from either side, and that are not permanently or rigidly fixed to the vehicle ▪ the bulge towards the bottom of a tyre. |
| Overall length | <p>12.6 m Rigid vehicle (no tow coupling fitted)</p> <p>11.5 m Towing vehicle, full trailer, semi-trailer (tow coupling fitted)</p> <p>18 m Towing vehicle and semi-trailer</p> | <p>Measurement does not include collapsible mirrors.</p> |

| DIMENSION REQUIREMENTS FOR STANDARD-SIZE VEHICLES | | |
|---|--|---|
| Dimension | Maximum distance | Comments |
| Overall length | 20 m Towing vehicle and full trailer or simple trailer Towing vehicle and two trailers Towing vehicle with a motor vehicle other than a trailer. | Measurement does not include collapsible mirrors. |
| Height | 4.25 m | Measurement does not include load restraining devices (ropes, lashings, straps, chains, covers and related connectors and tensioning devices) that extend no more than 25 mm above the vehicle, and that are not permanently or rigidly fixed to the vehicle. |
| Forward distance | 9.5 m (no tow coupling fitted) 8.5 m (including tow coupling if fitted) | Forward distance is measured from the rear axis to the front of the vehicle. Measurement does not include collapsible mirrors. |
| Rear overhang | Vehicles gross vehicle mass (GVM) 3500 kg or less: 4 m Vehicles GVM greater than 3500 kg with non-steering rear-most axle, the lesser of 4 m from the rear axis or 70% of the fore-most axle to the rear axis. With steering rear-most axle, the lesser of 4.25 m from the rear axis or 70% of the fore-most axle to the rear axis. | Rear overhang is measured from the rear axis to the rear of the vehicle. |
| Front overhang | 3 m | Front overhang is measured from the front edge of the driver's seat in the rear-most position to the front of the vehicle. |

Maximum permissible dimensions for standard-size vehicles



Rear axis: The rear axis is the axis about which the rear of the vehicle turns when cornering. In the above diagram, the rear axis is the rear axle.

OVERDIMENSION VEHICLES

If your vehicle exceeds any of the sizes in the 'envelope' of a standard-size vehicle, it is called 'overdimension' (OD) and must have signage to warn other road users of this hazard. It is important to use the correct type of signage so that other road users know what to expect when they see it. This depends whether its size puts it in category 1 or category 2 or even in a higher category. Do not display OD signage unless your vehicle or combination is indeed OD.

What do I do if my vehicle is overdimension?

If it is OD, your agricultural vehicle will probably fall into category 1 or category 2 and it must have the appropriate signage and operate according to specified conditions.

If your vehicle exceeds any of the dimensions of category 1 or 2, you must obtain an overdimension permit before you start your journey. These are available from the Overdimension Permit Issuing Agency (OPIA). Contact them by phoning 0800 OVERSIZE (0800 683 774) or fax (06 953 6313).

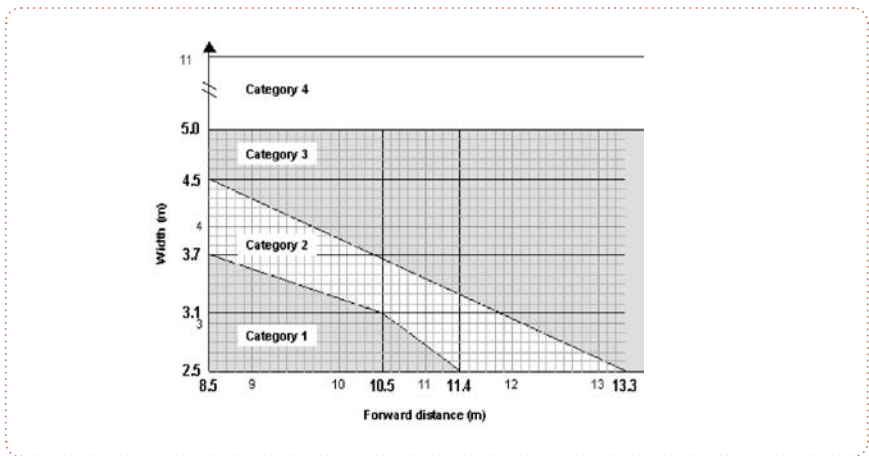
Vehicles over 4.25 m high are overdimension. If your vehicle exceeds 4.25 m in height, you need written permission to use it on the road from the authority or owners (eg the NZTA, road or rail controlling authorities, power supply and network companies) that control any overhead obstruction such as power lines and bridges.

Is my OD vehicle category 1 or category 2?

The requirements for OD vehicles depend on five dimensions:

- width
- length
- forward distance
- front overhang
- rear overhang.

The following graph shows which category your vehicle (and load) will fall into based on the combined effect of width and forward distance.



Find the horizontal line on the graph that matches your vehicle's width, and the vertical line that matches your vehicle's forward distance. Where these two lines meet determines your category. Work out the category for each vehicle in a combination and follow the requirements for the highest category vehicle.

All five dimensions are shown in the following table for categories 1 and 2, with the maximum dimensions of a standard-sized vehicle for comparison. If any dimension is in the higher category, the vehicle belongs to the higher category.

| DIMENSION REQUIREMENTS FOR CATEGORY 1 AND CATEGORY 2 | | | |
|--|--|--|--|
| | Standard-size vehicle | Category 1 | Category 2 |
| Width | 2.5 m | See graph (page 20) for combinations of width/forward distance ranges from: 2.5/11.4 m 3.1/10.5 m 3.7/8.5 m | See graph (page 20) for combinations of width/forward distance ranges from: 2.5/13.3 m 4.5/8.5 m |
| Forward distance | 9.5 m (but 8.5 m for vehicle with tow coupling) | | |
| Overall length | 12.6 m Rigid vehicle (no tow coupling fitted) 11.5 m Towing vehicle, full trailer, semi-trailer (tow coupling fitted) 18 m Towing vehicle and semi-trailer 20 m Towing vehicle and full trailer or simple trailer Towing vehicle and two trailers Towing vehicle with a motor vehicle other than a trailer. | Up to 25 m | Up to 35 m |
| Front overhang | 3 m | Up to 7 m | Up to 10 m |
| Rear overhang | 4 m for GVM<3500 kg For a heavy vehicle, this depends on whether it has a non-steering rear-most axle. See table on page 14-15. | Up to 7 m | Up to 10 m |

HAZARD WARNING REQUIREMENTS FOR CATEGORY 1 AND CATEGORY 2

| Vehicle category | Required hazard warning equipment | Piloting requirements |
|-------------------------|---|--|
| Category 1 | Day Flags ¹ or panels ² fitted on each side at the front and rear, headlights on low beam and OVERSIZE ³ sign, front and rear, if more than 3.1 m wide. | Day One class 2 pilot ⁴ if width exceeds 3.1 m and speed exceeds 40 km/h. |
| | Night Hazard panels ² , amber beacon and OVERSIZE ³ sign, front and rear, if more than 3.1 m wide. | Night One class 2 pilot ⁴ if width exceeds 3.1 m. |
| Category 2 | Day Panels ² fitted on each side at the front and rear, headlights on low beam and OVERSIZE sign ³ , front and rear, if more than 3.1 m wide, and amber beacon if more than 3.7 m wide. | Day One class 2 pilot ⁴ and additional class 2 pilot ⁴ if rear overhang exceeds 7 m. |
| | Night Hazard panels ² , amber beacon and OVERSIZE ³ sign, front and rear, if more than 3.1 m wide. | Night One class 2 pilot ⁴ and additional class 2 pilot ⁴ if rear overhang exceeds 7 m. |

Notes

- 1 See Flags on page 21
- 2 See Hazard warning panels on page 21
- 3 See Oversize sign on page 22
- 4 See Class 2 pilot on page 23

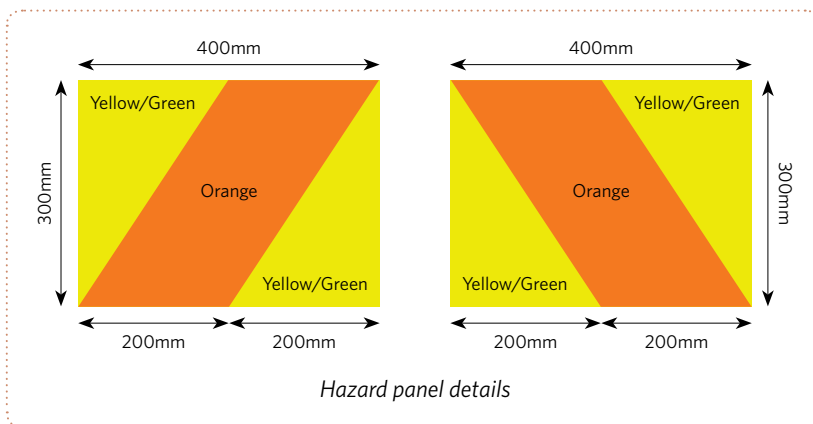
DETAILS OF SIGNAGE

Flags:

- must be fluorescent yellow flags at least 400 mm long × 300 mm wide
- should not be used at night – better to use hazard panels
- must only be used if the vehicle is overdimension – take the flag off if the vehicle or load is no longer overdimension
- should be fitted in a way that highlights the widest section of the vehicle.

Hazard warning panels:

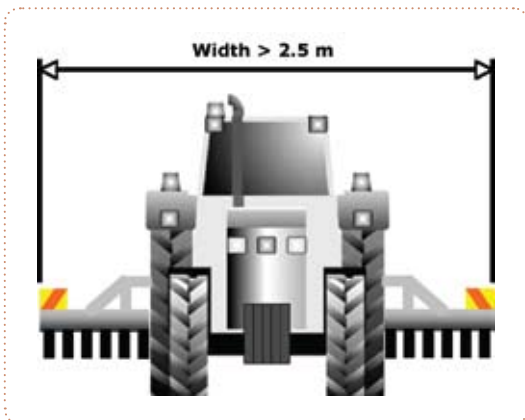
- must be reflective yellow-green with a reflective orange diagonal stripe (see diagram below)



- are preferred over flags as the panels are more visible during both day and night
- only the New Zealand-style hazard panels are allowed because the law requires these. Red and white hazard panels must be replaced
- only use hazard panels when required to – do not leave them displayed on the vehicle when the vehicle is only standard size.

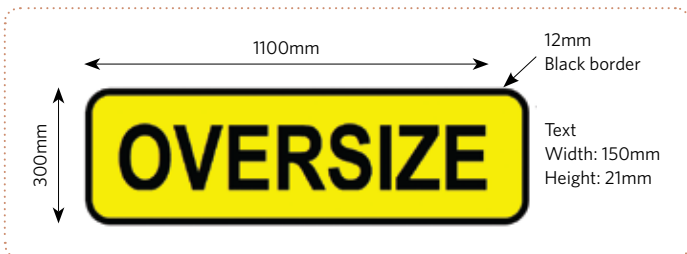
Best practice: hazard panels

The following example shows the correct hazard panel location and orientation. Panels show the excess dimensions to other road users and are visible from the front and rear.



Oversize sign:

- must be black lettering on yellow-green background (see diagram below)
- may be in two parts: OVER and SIZE
- must be visible to both the front and the rear
- Only use oversize signs when required to. Do not leave them displayed on the vehicle when the vehicle does not require them.



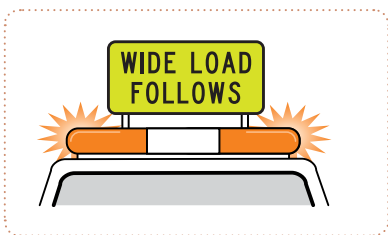
Best practice: Oversize signs

The oversize sign must be displayed on the oversize vehicle itself. Other road users must drive cautiously if they see it.



CLASS 2 PILOT

If your vehicle is very large, it may require a pilot vehicle with flashing yellow roof lights and a roof-mounted sign to warn other road users. The pilot vehicle will either say 'LONG LOAD FOLLOWS' or 'WIDE LOAD FOLLOWS'.



Vehicles in category 1 or category 2 require a class 2 pilot.

BECOMING A CLASS 2 PILOT

To complete a class 2 load pilot training course you need:

- a current full class 1 NZ driver licence
- to prove you have good knowledge of the safe piloting practice outlined in the *Load pilot driver code*.

There is a class 2 pilot test in the back of the *Load pilot driver code* (available at www.landtransport.govt.nz/commercial/docs/load-pilot-code.pdf). The test is open-book and multi-choice. Sit the test in your own time at your own pace. Send the test assessment back to the OPIA for marking. If you have passed, the OPIA will send you your class 2 pilot certificate which is evidence that you have completed a load pilot course approved by the NZTA.

For more information, contact the OPIA (Transport Registry Centre, Private Bag 11777, Manawatu Mail Centre, Palmerston North or phone 0800 683 774).

OVERDIMENSION OPERATING REQUIREMENTS

Some key operating requirements:

- If your oversize vehicle is going to use more than half of the available road width, you will need a pilot vehicle.
- An oversize vehicle must, where it is safe to do so, allow other vehicles to pass as soon as possible.
- During the day, all oversize vehicles must travel with their headlights on low beam; they must display a flashing amber light if they're more than 3.7 metres wide and if they're being escorted by a load pilot vehicle.
- At night, all oversize vehicles must use a flashing amber beacon and must be clearly visible (in clear weather) from at least 200 metres.
- Oversize vehicles must use designated routes if they are provided by the road controlling authority (the local council or the NZTA).

TRAVEL TIME RESTRICTIONS

Overdimension vehicles must meet certain travel time restrictions so that they do not cause unreasonable delay to other road users. Category 1 vehicles must not travel:

- between 7 am and 9 am, or 4 pm and 6 pm, on Monday to Friday inclusive, in any city area
- between 10 am and 1 pm, or 4 pm and 7 pm, on Saturday or Sunday
- at other times when there are unusually heavy traffic volumes.

Category 2 vehicles must not travel at these times and also must not travel on national or provincial public holidays or at times when travel is likely to cause significant delay to other road users. However it is possible to obtain permission to operate during these travel restrictions if the vehicle's swept path performance has been verified by a certifier appointed by the NZTA.

Contact:

- The NZTA contact centre at 0800 699 000 for the contact details of those certifiers, or
- Federated Farmers of New Zealand (Inc) who issue overdimension exemption certificates.

4.4 Vehicle weight limits and overweight permits

There are strict controls on vehicle weights and axle loads. These limits are to protect our roading infrastructure.

If your vehicle or combination exceeds these limits (because of its design – not just the load it carries), it is regarded as overweight and cannot travel by road without an overweight permit.

Not every vehicle will qualify for an overweight permit. Extremely heavy vehicles cannot be used on our roads. Check this out before buying an extremely heavy vehicle which might need to be transported.

APPLICABLE LEGISLATION

Land Transport Rule: Vehicle Dimensions and Mass, 2002

WEIGHT LIMITS ALLOWED ON ROAD

Your tractor or agricultural machine has structural mass limits that should not be exceeded. Those limits will be specified by the vehicle manufacturer and should be followed. Exceeding those limits may damage the vehicle or prevent the safe operation of the vehicle, eg it may not stop safely.

For many large tractors and agricultural machines, their structural limits exceed the allowable axle loads permitted on the road. These road limits are there to prevent road and bridge damage. For general road operation, a vehicle's axle load must not exceed those specified in the following tables.

| MAXIMUM MASS ON INDIVIDUAL AXLES | |
|--------------------------------------|-----------|
| Type of axle | Mass (kg) |
| Single standard tyres* | 6 000 |
| Single large-tyred | 7 200 |
| Twin-tyred (standard or large-tyred) | 8 200 |

| MAXIMUM SUM OF AXLE MASS ON TWO AXLES IN A TANDEM AXLE SET | |
|---|-----------|
| Type of axle | Mass (kg) |
| Two single standard-tyred axles | 11 000 |
| Two single large-tyred axles | 13 000 |
| Two twin-tyred axles: | |
| (a) spaced less than 1.3 m from the first axle to the last axle | 14 500 |
| (b) spaced 1.3 m or more but less than 1.8 m from the first axle to the last axle | 15 000 |
| (c) spaced 1.8 m or more from the first axle to the last axle | 15 500 |

*See section 10: Definitions

The mass on the steering axle of an agricultural vehicle must, at all times, be at least 20% of the total mass of the vehicle so that it can steer safely.

For a heavy agricultural vehicle towing a heavy trailer, except those operating under an overweight permit with a vehicle axle index (VAI) exceeding 1.1 or those restricted to an operating speed of 40 km/h or less, the gross mass of the trailer must not exceed 1.5 times the gross mass of the towing vehicle. For more information on VAI, see [Do you need an overweight permit?](#) on page 28.

If your vehicle or combination exceeds the legal weight limits given above, it is overweight and may be eligible for an overweight permit. However, if the vehicle is extremely heavy it may not qualify for an overweight permit. Extremely heavy vehicles cannot be driven on our roads. Check this out before buying an extremely heavy vehicle, which might need to be transported using specialised equipment, eg a heavy transporter semi-trailer.

WEIGHT DISTRIBUTION ON AGRICULTURAL VEHICLES

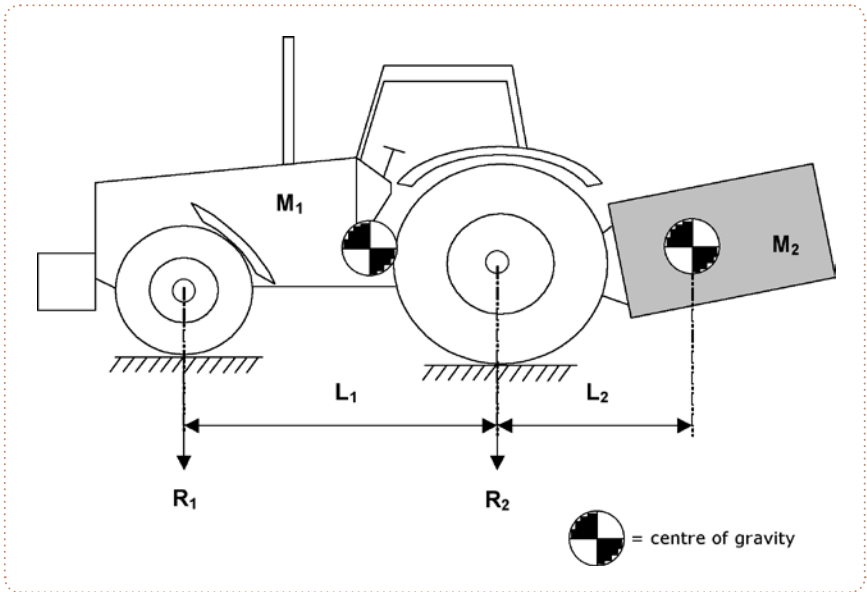
Many agricultural vehicles and agricultural vehicle combinations would be illegal on the road because of their axle weights. Road controlling authorities have agreed on overweight permits that allow you to operate legally on the road up to certain axle weights.

For example, the forage harvester shown below has issues in addition to its projecting parts (see section 4.2). The weight distribution needs to be checked to see if it needs an overweight permit in order to drive on the road.



WORKING OUT AXLE WEIGHTS

The following diagram and equations allow you to estimate the approximate mass of the tractor axles when equipment is lifted on a rear three-point linkage. This could be used if you do not have access to a weighbridge but you want to find out if you might need an overweight permit. It is for assessment only. For accurate weights, you will need to visit a local weighbridge.



L = length (mm); M = mass (kg); R = mass (kg)

These equations assume the tractor mass (M_1) is split 40/60 between the front and rear axles before the implement mass (M_2) is fitted.

These equations require you to correctly estimate the centre of gravity of M_2 . This may or may not be at the centre of M_2 .

$$R_2 = 0.6M_1 + \frac{M_2(L_1 + L_2)}{L_1} \qquad R_1 = M_1 + M_2 - R_2$$

Note: After doing the calculations check that: $M_1 + M_2 = R_1 + R_2$ and $R_1 > 0.2 (M_1 + M_2)$.

Example: John Deere 6820 with a rear mounted mower:

Input data:

$M_1 = 5580$ kg
 $L_1 = 2650$ mm
 $M_2 = 1200$ kg
 $L_2 = 1500$ mm

Output data:

$R_2 = (0.6 \times 5580) + (1200 \times (2650 + 1500))/2650$
 $R_2 = 5230$ kg
 $R_1 = 5580 + 1200 - 5230$
 $R_1 = 1550$ kg

Checks:

$M_1 + M_2 = 6780$ kg = $R_1 + R_2$; and

R_1 (1550 kg) is $> 0.2 (M_1 + M_2)$ (1356 kg)
 (ie at least 20% of mass on the steering axle)

DO YOU NEED AN OVERWEIGHT PERMIT?

The following diagram and equations allow you to calculate if your vehicle needs an overweight permit. They are based on the vehicle axle index (VAI) which is defined as the maximum ratio of actual axle weight to the reference axle weight for that particular axle.

Road controlling authorities have agreed on maximum values for the VAI for different types of vehicles. This is explained in appendix D section D1 of the NZTA's *Overweight permit manual* (OPM), available at http://www.transit.govt.nz/content_files/technical/ManualSection41_FileName.pdf.

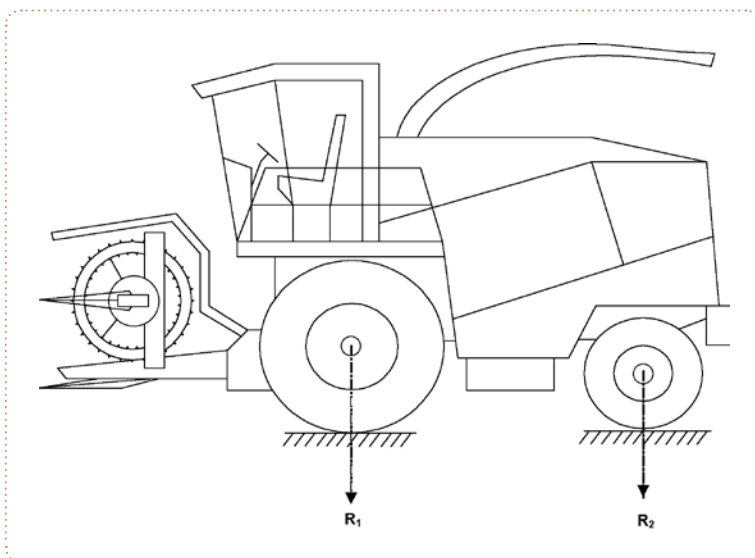
The VAI represents the maximum ratio of actual axle weight to the reference axle weight for that particular axle.

In regard to overweight permits, agricultural vehicles are regarded as mobile plant and have a maximum VAI of 1.20. Mobile plant are defined as vehicles that operate mainly off-road and do not carry a separate payload while on the road. The NZTA has made an exception to this definition to allow a tractor carrying equipment on a three-point linkage to be treated as mobile plant.

The reference axle weight is computed from the axle type and the tyre size fitted. The following example demonstrates a check for a typical agricultural vehicle.

STEP 1: DOES THIS VEHICLE REQUIRE AN OVERWEIGHT PERMIT?

The diagram shows a forage harvester similar to the one in the photograph on page 26. From the definition in the OPM, this vehicle is deemed to qualify as 'mobile plant'. The maximum VAI to be eligible for an overweight permit is 1.20.



Input data (eg from weighbridge)

Actual mass on axle 1 $R_1 = 9100 \text{ kg}$

Actual mass on axle 2 $R_2 = 3900 \text{ kg}$

Tyres fitted are 800/65 R32 (front) and 540/65 R24 (rear). Both axles are single large tyred.

From the section Weight limits allowed on road, the maximum mass permitted on a single large tyred axle (irrespective of tyre size) is 7200 kg.

Check:

$R_1 > 7200 \text{ kg}$. Therefore this vehicle *does* exceed the legal mass limit on the front axle and can only travel by road if it has an overweight permit.

STEP 2: IS THIS VEHICLE ELIGIBLE FOR AN OVERWEIGHT PERMIT?

Actual axle weights are given above. Reference axle weights are found in the OPM in Table R2(b). To calculate the axle index for each axle, use axle index = axle weight / reference axle weight.

| AXLE | FRONT | REAR |
|--|---------------------|---------------------|
| Actual axle weights (tonne) | 9.1 | 3.9 |
| Reference weights (tonne) (Table R2(b)) | 800/65 R32 = 13.5 | 540/65 R24 = 10.6 |
| Vehicle axle index (VAI) | $9.1 / 13.5 = 0.67$ | $3.9 / 10.6 = 0.37$ |

Note: The heaviest axle only is considered. Therefore, the VAI for this vehicle is 0.67 which is less than the 1.20 limit for mobile plant.

This vehicle is eligible for an overweight permit from the road controlling authority.

WHERE TO APPLY FOR AN OVERWEIGHT PERMIT

Permit applications (TNZ 804) are available from the NZTA or from the following link:

http://www.transit.govt.nz/content_files/technical/ManualSection156_FileName.doc

The NZTA's *Overweight permit manual* is available from www.transit.govt.nz under Technical Information. Fax or post your completed application to the NZTA.

Some road controlling authorities prefer to issue their own permits for travel on local roads. If the NZTA can't issue an overweight permit for a road, they will advise you and you can apply to the road controlling authority.

TYPES OF OVERWEIGHT PERMITS

The type of permit you can apply for depends on the length of time for which you wish to operate the vehicle on the road. The following table provides the details of your choices.

| TYPE OF PERMIT | THIS PERMIT IS ISSUED WHEN: | PERMIT PERIOD |
|-----------------------------|--|--|
| Single-trip permit | <ul style="list-style-type: none"> ▪ the payload and/or route is unique for a particular vehicle, or ▪ the dates of travel for which the permit is required are spaced well apart. | The permit period will generally not exceed seven days. |
| Multiple-trip permit | <ul style="list-style-type: none"> ▪ there are a number of specified dates for which the permit is required, or ▪ travel is planned for a continuous period. | The permit period will not exceed one month. If bridge supervision is required, the exact number of trips must be specified. |
| Continuous permit | <ul style="list-style-type: none"> ▪ the vehicle is to use a network of roads that is 100 km or shorter in length, or ▪ the vehicle is to travel on roads within a 50 km radius from the vehicle's normal operating base, or ▪ ISO containers are to be carried to and from sea ports. <p>Special conditions apply to these continuous permits. Refer to the NZTA's <i>Overweight permit manual (OPM)</i>, section 3.</p> | The permit period will not exceed two years. The vehicle's travel with this permit will be limited to the roads specified on the permit. |
| Area permit | <p>Travel is on a specified and documented network of roads.</p> <p>Special conditions apply to area permits. Refer to the NZTA's OPM section 3. This manual can be found at www.transit.govt.nz in the 'Technical Information' section.</p> | The permit period will not exceed five years. |

4.5 Braking

The ability to stop is critical to the safe operation of your vehicle, and even more so if you are driving a vehicle combination ie towing a trailer which is possibly unbraked. There are various requirements for brake performance which your vehicle needs to meet. When driving on a road, be sure to lock the left and right brake pedals together if the vehicle has independent left and right wheel brakes.

APPLICABLE LEGISLATION

Land Transport Rule: Light Vehicle Brakes, 2002

Land Transport Rule: Heavy Vehicle Brakes, 2006

SERVICE BRAKE

- The service brake of a vehicle must be able to be applied by the driver from the driver's normal driving position in a controlled and progressive manner.
- Except as specified below, an agricultural vehicle, together with any trailer(s) towed, must be able to stop within a distance of 7 m from a speed of 30 km/h.
- An agricultural vehicle that was first registered in New Zealand before 1 February 1977 and was manufactured with a service brake acting on two wheels only, must be capable of stopping within a distance of 9 m from a speed of 30 km/h. This includes any trailers towed.

PARKING BRAKE

- The parking brake of an agricultural vehicle, whether or not it is being operated as a combination vehicle, must be able to be applied by the driver from the normal driving position using one control only.
- The parking brake of an agricultural vehicle must be capable of:
 - stopping the vehicle within a distance of 18 m from a speed of 30 km/h, or
 - holding the vehicle stationary on a slope of 1 in 5 whether facing uphill or downhill.

STOPPING DISTANCES

Stopping distance is measured from the point at which movement of the brake control begins to the point at which the vehicle is brought to a complete stop.

4.6 Lighting and signalling

Lighting and signalling equipment is required so that you can see and be seen, and so that you can communicate with other road users, eg when turning or stopping.

Check that your lights work!

APPLICABLE LEGISLATION

Land Transport Rule: Vehicle Lighting, 2004

LIGHTS ON OLDER TRACTORS AND AGRICULTURAL MACHINES (PRE-1977) AND THOSE THAT DO NOT OPERATE AT MORE THAN 30 KM/H

Tractors and agricultural machines that were registered in New Zealand before 1977 are now in the category of vintage, classic or veteran vehicles and are allowed to keep the lighting requirements that they had at the time, which are much less complete than those for modern-day vehicles. Vehicles that do not operate at more than 30 km/h are allowed to be fitted with less lighting equipment.

At the very least, these vehicles must have two dipped headlamps and one rear red position lamp if operated in the hours of darkness. They must also have signalling lamps, for stopping and turning, if hand signals cannot be seen from behind.

The lighting rule allows better lamps than these to be fitted or retrofitted, just as they are allowed for more modern vehicles. The road-user rule says that approved signalling equipment should be used as a first preference, with hand signals an alternative. Best practice is to retrofit better lamps.

Retrofitted lamps must meet at least the same safety requirements as those that were original equipment.

The following table shows the required lights under certain conditions for tractors and agricultural machines that were first registered in New Zealand before 1977 and vehicles that do not operate at more than 30 km/h.

| REQUIRED LIGHTING ON OLDER VEHICLES | |
|-------------------------------------|--|
| Headlamps | One pair of dipped beam headlamps if operated in hours of darkness. The light emitted must be visible from 100 m away. |
| Rear position lamps | At least one red rear position lamp if operated in hours of darkness. The light emitted must be visible from 100 m away. |
| Direction indicator lamps | Pre-1977 vehicles must have two or four rear lamps if satisfactory arm signals* cannot be seen by a following driver. Vehicles that do not exceed 30 km/h may be fitted with these. |
| Stop lamps | Pre-1977 vehicles must have at least one stop lamp if satisfactory arm signals* cannot be seen by a following driver. They may have up to four. Vehicles that do not exceed 30 km/h may be fitted with up to four stop lamps. |
| Registration plate lamps | At least one lamp to illuminate the registration plate. |

**Reasons for not being able to see arm signals used to be that the vehicle's construction, equipment or loading got in the way. Now, it is because arm signals are no longer commonly used. In addition, they won't be seen at night or in poor visibility.*

LIGHTS ON MODERN VEHICLES (POST-1977) AND THOSE THAT OPERATE AT MORE THAN 30 KM/H

Tractors and agricultural machines that were registered in New Zealand after the Traffic Regulations 1976 and those that operate at more than 30 km/h, have to have more lighting equipment than previously; for instance, they must have stop lamps irrespective of whether hand signals can be seen.

Rear direction indicators must be fitted on tractors and agricultural machines that are first registered in New Zealand from 1 January 2006.

Best practice is to retrofit permitted safety items such as front direction indicators even if the law does not yet require these. Retrofitted lamps must meet the same safety requirements as those that were original equipment.

The following table sets out the lighting equipment that must be fitted as well as the optional equipment that may be fitted for modern vehicles (post-1977) and those that operate at more than 30 km/h.

| REQUIRED LIGHTING ON NEWER VEHICLES | | | |
|---------------------------------------|--|--|---|
| | Must have | May have | Comment |
| Headlamps | One pair of dipped beam headlamps that illuminate the road in front for 50 m. | One or two pairs of main beam headlamps. | The usual 1.2 m restriction on height of headlamp position on a vehicle does not apply. |
| Forward-facing position lamps | Must have two if vehicle is more than 1.5 m wide, visible from 200 m. | An additional pair at the top of the bodywork. | Must be fitted no higher than 2.1m. |
| Rearward-facing position lamps | One to four lamps, if one it must be to right of the centre-line. | | |
| Direction indicator lamps | Two rear lamps where satisfactory arm signals* cannot be seen by a following driver. If registered after 1 January 2006, it must have two or four direction indicators at rear. | | |
| Stop lamps | One or two pairs of stop lamps at the rear, visible from 100 m. | | |
| Rear reflectors | At least two red rear reflectors. | | |
| Registration plate lamps | At least one lamp sufficient to illuminate the registration plate. | | |

*Reasons for not being able to see arm signals used to be that the vehicle's construction, equipment or loading got in the way. Now, it is because arm signals are no longer commonly used. In addition, they won't be seen at night or in poor visibility.

| REQUIRED LIGHTING ON NEWER VEHICLES | | | |
|-------------------------------------|---|---|---|
| | Must have | May have | Comment |
| End-outline marker lamps | A vehicle with a GVM exceeding 11,300 kg, or a heavy articulated vehicle or combination of vehicles that exceeds 9.2 m in length must be fitted with two end-outline marker lamps to the cab roof. | Up to six forward-facing and up to four rearward-facing end-outline marker lamps. | |
| Side-marker lamps | Trailers of Classes TC or TD and heavy articulated vehicles must have at least a pair of side-marker lamps. Some agricultural vehicle combinations may fit into this definition and will then require side-marker lamps. | These lamps may also be fitted on other heavy vehicles or combinations. | Nowadays with LED lights available, it is not difficult to retrofit these lamps if your vehicle does not have them. |
| Beacons | Beacons must be fitted on certain overdimension and pilot vehicles. | | See section on OD and piloting. |

OTHER OPTIONAL LAMPS ON TRACTORS AND AGRICULTURAL MACHINES

The lighting rule also allows several types of optional lamps to be fitted on a tractor or agricultural vehicle, subject to the conditions shown in the table below.

| ALLOWED OPTIONAL LAMPS | |
|---|--|
| Beacons | May be fitted in order to warn road users of a hazard due to the presence of the vehicle (ie because it is slow and/or large). |
| Flashing headlamps | May be fitted on pilot vehicles. |
| Work lamps | May be fitted eg intense lights on tractors for use on field but must not be switched on when travelling on road. |
| Front fog lamps | May be fitted with a pair. |
| Rear fog lamps | May be fitted with a pair. |
| Side-ways facing direction indicator lamps | Some long heavy vehicles may be fitted with one or two on each side. The light emitted must be amber or red to the rear. |

WHAT IF THE LAMP IS OBSCURED?

If a part of the vehicle, an attachment, a trailer or load obscures a lamp that must be fitted on a vehicle, such as a rear stop lamp, you must fit a replacement lamp in a position where it can be seen by other road users.

LIGHTS YOUR VEHICLE SHOULD HAVE SO YOU CAN SEE AND BE SEEN



HAZARD LIGHTS

Land Transport (Road User) Rule 2004 permits the use of direction indicator lamps as hazard lights while the vehicle is moving slowly. This is permitted if the vehicle is a temporary hazard to traffic, and the indicators must still be available to signal right or left turns ie stop using them as hazard lights long enough to clearly indicate your intention to turn. An amber beacon is a better way of showing other road users that your vehicle is a potential hazard.

4.7 Towing

When you are towing a vehicle, it is essential that the combination can stop safely (within the required distance from a given speed). With agricultural vehicles, this is often critical because many agricultural trailers are unbraked. Towing speeds therefore need to be carefully controlled. Towing connections must be strong and secure. The hitch pin must be large enough, not worn, and must be well secured in position. A safety chain fitted between the vehicles must be of adequate strength.

COUPLINGS

A coupling pin must be of a diameter that is appropriate for the diameter of the tractor or trailer coupling, whichever has the smaller diameter hole. The diameter of a coupling pin must not be smaller than 75% of the larger coupling hole.

Coupling pins and towing hooks must not be repaired or welded. The components must be replaced if they are damaged, deformed, fractured or worn at any one point to below 90% of the original diameter, or the manufacturer's wear tolerance, whichever is less.

Coupling pins must be securely retained by a locking mechanism.

Tow-eyes must not be repaired. The tow-eye must be replaced if it is worn at any one point beyond 10% of the original diameter or the manufacturer's wear tolerance, whichever is less, or if it is damaged, deformed or fractured.

SAFETY CHAIN

A safety chain must be fitted between the tractor and any towed trailers/implements. Implements carried on a three-point linkage are excluded from this requirement. Safety chain tensile strength (load at which it breaks) must be equal to or greater than the gross mass towed.

Chain length must be adjustable to eliminate a tight or loose chain and where practicable the chain must be attached to the chassis of the tractor, not the hitch. The tensile strength of the chain must be displayed on the chain via a plate or similar method.

BEST PRACTICE

While a single safety chain is the minimum requirement, two crossed safety chains means improved directional control of the trailer should the coupling fail. Each safety chain must have a tensile strength equal to or greater than the gross mass towed as the chains will not always share the load evenly.

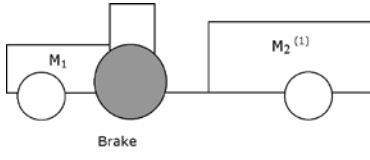
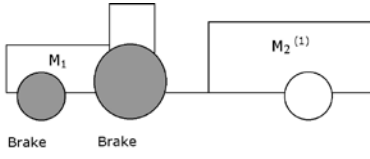
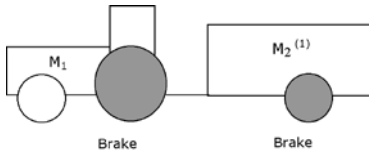
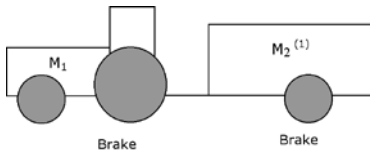
The following photos show examples of safety chains and the plates containing the necessary information about the tensile strength of the chains.



BRAKING

The speed you can travel on the road depends on the braking performance of the towing vehicle and the trailer/s. Follow the guidelines given in the table below to ensure you can stop safely.

Notation: M_1 is the tractor weight and M_2 the trailer weight.

| OPERATING SPEEDS WHEN TOWING TRAILERS | | | |
|--|-------------------|-------------------|--|
| Axles with service brake shown in grey | $M_1 \geq M_2$ | $M_1 < M_2$ | Notes |
|  | 30 km/h (2) | 15 km/h (2) | (1) M_2 may comprise one or two trailers. (2) Speeds may also be limited by tyre speed ratings. Refer tyre side wall. (3) These speeds must not be exceed 45 km/h if one or more axles have no suspension. |
|  | 40 km/h (2) | 30 km/h (2) | |
|  | 40 km/h (2) | 30 km/h (2) | |
|  | 90 km/h (2)(3) | 90 km/h (2)(3) | |

You must take extra care when towing a trailer or another vehicle. This is because, with the extra weight behind the towing vehicle, your combination vehicle may be less stable while cornering and may take longer to stop.

5 Does the vehicle need a WoF or a CoF?

Warrant of fitness (WoF) and certificate of fitness (CoF) inspections are periodic checks that the vehicle meets safety requirements. Tractors and agricultural machines must be inspected regularly if they are operated on the road at more than 30 km/h.

Agricultural trailers do not need to be inspected but they must still meet safety requirements if used on road.

APPLICABLE LEGISLATION

Land Transport Rule: Vehicle Standards Compliance 2002 (the Compliance Rule)

5.1 General

Tractors and agricultural machines do not need to be inspected for a WoF or CoF if they are operated on the road at less than 30 km/h.

Agricultural trailers do not require in-service inspection but goods trailers do. The definitions of these trailers are given in section 10.



Agricultural trailer



Goods trailer

A summary of the WoF and CoF requirements for agricultural vehicles follows:

| DOES THE VEHICLE REQUIRE IN-SERVICE INSPECTION (WoF OR CoF)? | | | | |
|--|---|-------------------------------|--|---------------------------------|
| Towing speed capability | Tractor or machine operating at a speed of: | Tractor or machine inspection | Goods trailer inspection | Agricultural trailer inspection |
| 30 km/h or less | 30 km/h or less | Not required | Not required | Not required |
| 50 km/h or less | 30 km/h or less | Not required | Not required | Not required |
| | 31-50 km/h | EB registration: WoF | Not required | Not required |
| | | G registration: WoF | Light ¹ : WoF Heavy ² : CoF | Not required |
| 51 km/h or more ³ | Any speed | Light ¹ : WoF | Light ¹ : WoF | Not required |
| | | Heavy ² : CoF | Heavy ² : CoF | Not required |

1 Light vehicle has gross vehicle mass (GVM) ≤ 3500kg,

2 Heavy vehicle has GVM > 3500kg.

3 A tractor that can exceed 50 km/h is no longer defined as a tractor, so it will need to be entry certified and will then require a WoF or CoF just like any other vehicle.

5.2 WoF and CoF requirements for tractors and agricultural machines

The NZTA appoints vehicle inspectors and inspection organisations and requires that they work according to the *Vehicle inspection requirements manual (VIRM) for in-service certification*. The VIRM can be viewed on the Land Transport NZ website. There is a section for tractors <http://www.landtransport.govt.nz/certifiers/virm-in-service/unclassified-tractors-v2-4.pdf>

If you maintain your vehicle in good condition and working order, then there is a good chance that your vehicle will pass its WoF.

The possible reasons an inspector may have that prevent the issuing of a WoF or CoF are summarised in the following table from the VIRM.

WoF AND CoF REQUIREMENTS FOR TRACTORS AND AGRICULTURAL MACHINES

| Component/system | Reason for rejection (summarised from VIRM) |
|--|---|
| External projections | <p>A protruding object or fitting that has a functional purpose:</p> <ul style="list-style-type: none"> ▪ is fitted in a way that does not reduce the risk of injury to a person, or ▪ adversely affects the driver's vision or control, or ▪ is not securely attached to the vehicle. |
| Dimensions and over dimensions | <p>A rigid vehicle exceeds the standard-size dimension requirements and is not fitted with the appropriate hazard warning equipment.</p> <p>A required revolving amber beacon cannot be activated and deactivated.</p> |
| Lighting and signalling equipment | <p>The vehicle is not fitted with the lighting equipment that must be fitted on a vehicle of its age.</p> <p>Equipment that must be fitted on the vehicle does not work.</p> <p>A lamp is insecure, obscured or contains visible moisture or dirt.</p> |
| Brakes, tyres and steering | <p>Service brake is not maintained in good condition.</p> <p>Park brake is not maintained in good condition.</p> <p>Vehicle does not meet stopping distance requirements.</p> <p>Steering, suspension, tyres and wheels are not maintained in good condition.</p> |
| Towing requirements | <p>Coupling pins are not of a suitable size.</p> <p>Wear limits of couplings and coupling pins are exceeded.</p> <p>(For vehicles on CoF) towing connections have not been certified to NZS5446.</p> |

6 Driver licensing

6.1 The official New Zealand road code

The driver of a tractor or agricultural vehicle on road in New Zealand must have at least a class 1 driver licence (the licence for driving an ordinary light vehicle), so they will have studied the road code in order to obtain the licence. It is the basic guide to safe, legal and considerate road user behaviour in New Zealand.

The road code is based on legal requirements in various acts, regulations and rules (mostly in the *Land Transport (Road User) Rule 2004*). The road code (and the Rule itself) can be purchased in bookshops and is available online at <http://www.landtransport.govt.nz/roadcode/index.html>

6.2 What class of licence do I need?

The class of driver licence you need is determined by the mass of the vehicle (or combination of vehicles) being driven. Operators need to be aware that a lot of tractors and heavy trailers require at least a class 2, 3 or sometimes class 5 licence in order to operate the vehicle on road.

In January 2009, the law changed to allow certain tractors and combination vehicles to be driven on a class 1 licence provided that they are driven at a speed not exceeding 30 km/h. The vehicles concerned are much heavier than those that were previously allowed on a class 1 licence and drivers must take extra care.

6.2.1 WHAT CAN I DRIVE ON A CLASS 1 LICENCE?

| VEHICLES THAT CAN BE DRIVEN ON A CLASS 1 LICENCE UNDER SPECIFIED CONDITIONS | | |
|---|---|---|
| | Mass of vehicle/s | Conditions |
|  | GLW or GCW of 4500 kg or less (this includes tractors or combinations of vehicles). | No conditions (and can be driven on a class 1 learner or restricted licence). |
|  | Any tractor with a GLW of more than 4500 kg but less than 18,001 kg. | Speed must not exceed 30 km/h. Must be a full class 1 licence. |
|  | Any combination vehicle consisting of a tractor towing a trailer, with a GCW less than 25,001 kg. | Combination vehicle must be used in agricultural or land management operations. Speed must not exceed 30 km/h. |

Notes:

GLW = Gross laden weight or maximum operating weight.

GCW = Gross combined weight or maximum combined weight of tractor with trailer and load.

See section 10: Definitions.

6.2.2 EMPLOYER AND EMPLOYEE RESPONSIBILITIES REGARDING CLASS 1 LICENCES

You can now drive heavier tractors on a class 1 licence if the speed does not exceed 30 km/h. The law change was made recognising that:




- training in the safe use of vehicles designed primarily for off-road use is the responsibility of each employer
- there is a low driver risk associated with these vehicles in so far as they are operated at low speeds, for short distances and during certain seasons
- the weight of the average tractor is now much heavier than it was in the past and it has much improved design and handling features.

The following are best practice guidelines for employers and employees regarding driving any of the tractors in the previous table on a class 1 licence:

- Even though the driver will not be required to meet the work time and logbooks requirements in section 8, there is an important part of section 8 that still applies, namely the employer responsibility under the Health and Safety Employment Act, as set out in section 8.6. Please read and note this information.
- The concession allowing these larger tractors to be driven on a class 1 full licence applies only if they are driven at a speed not exceeding 30 km/h.
- It is strongly recommended that the employer take responsibility for going through every item in the checklist at the beginning of this guide with the person who will be driving the vehicle - taking special note of the requirement to thoroughly understand any special operating features or instructions that the manufacturer may stipulate. A completed checklist, signed by both parties, could be an acceptable demonstration of reasonable steps being taken to meet health and safety requirements.

6.2.3 WHAT CAN I DRIVE ON CLASSES 2, 3, 4 AND 5 LICENCES?

The following vehicles can be driven on the appropriate licence classes without a 30 km/h speed restriction.

| DRIVER LICENCE CLASSES (DRIVEN AT A SPEED EXCEEDING 30 KM/H) | |
|---|---|
| Class of licence | Mass of vehicle/s |
| <p>Class 2</p>  | <ul style="list-style-type: none"> Any rigid vehicle (including any tractor) with a GLW of more than 4500 kg but less than 18,001 kg. Any combination vehicle (other than a combination vehicle that comes within paragraph (d)² of the definition of class 1 licence) with a GCW of not more than 12,000 kg. Any combination vehicle (other than a combination vehicle that comes within paragraph (d)² of the definition of class 1 licence) consisting of a rigid vehicle with a GLW of not more than 18,000 kg towing a light trailer (GLW of 3500 kg or less). Any rigid vehicle with a GLW of more than 18,000 kg with not more than two axles. Any tractor with a GLW of more than 4500 kg but less than 18,001 kg, if driven at a speed exceeding 30 km/h. |
| <p>Class 3</p>  | <ul style="list-style-type: none"> Any combination vehicle (other than a combination vehicle that comes within paragraph (d)² of the definition of class 1 licence or paragraph (c)¹ of the definition of classes 2 and 2L licences) with a GCW of more than 12,000 kg but less than 25,001 kg. |
| <p>Class 4</p>  | <ul style="list-style-type: none"> Any rigid vehicle (including any tractor) with a GLW of more than 18,000 kg. Any combination vehicle consisting of a rigid vehicle with a GLW of more than 18,000 kg towing a light trailer (GLW of 3500 kg or less). |
| <p>Class 5</p> | <ul style="list-style-type: none"> Any combination vehicle with a GCW of more than 25,000 kg |

Notes:

Classes 2 and 4 – the weight of any light trailer towed is not included.

GLW = Gross laden weight or maximum operating weight.

GCW = Gross combined weight or maximum combined weight of tractor with trailer and load.

See section 10: Definitions.

1 Any tractor with a gross laden weight of more than 4500 kg but less than 18,001 kg, if driven at a speed not exceeding 30 kph.

2 A combination vehicle, consisting of a tractor towing a trailer, with a gross combined weight of not more than 25,000 kg, if it is being used in agricultural or land management operations and is driven at a speed not exceeding 30 kph.

6.3 Driver Licence training

If you are over 25 years of age, you can progress quicker through the classes. Driver licence course providers can streamline drivers through the classes. Information on providers can be found on the Land Transport NZ website in the Driver Licensing section <http://www.landtransport.govt.nz/licensing/index.html>.

6.4 Do I need an endorsement?

If you're a tractor driver, you simply need to hold the right class of licence for the weight of the tractor. You don't need any other endorsement on your licence.

WHAT IS A 'SPECIAL-TYPE VEHICLE'?

Tractors, ATVs, agricultural trailers etc are not special type vehicles.

Special type vehicle means any motor vehicle that:

- is a fork-lift (F endorsement), or
- runs on rollers (R endorsement), or
- runs on:
 - self laying tracks (T endorsement), or
 - wheels (W), but is not a passenger vehicle, a trade vehicle, a tractor, a fire engine or a vehicle recovery service vehicle.

This means that machines such as combine harvesters, seed spreaders, grape pickers or any other agricultural machine that can be driven on a road and has wheels including vehicles with pivot and all-wheel-steering, require the driver to hold a W endorsement. A machine designed primarily to lift a load rather than carry it, is normally classed as a forklift.

WHAT CAN I DRIVE WITH A WHEELS ENDORSEMENT?

You can drive the following with a W endorsement:

- A class 1 licence in conjunction with a W endorsement will permit you to operate special-type wheeled vehicles:
 - with a GLW not more than 4500 kg
 - with a GLW more than 4500 kg but less than 18,001 kg if operated at a speed not exceeding 30 km/h.
- A class 2 licence in conjunction with a W endorsement will permit you to operate special-type wheeled vehicles:
 - with a GLW less than 18,001 kg if operated at a speed exceeding 30 km/h
 - with a GLW more than 18,000 kg if operated at a speed not exceeding 30 km/h.
- A class 4 licence in conjunction with a W endorsement will permit you to operate special-type wheeled vehicles with a GLW exceeding 18,000 kg at a speed exceeding 30 km/h.

FOR MORE INFORMATION

- Land Transport New Zealand factsheet 70 – *Heavy vehicle driver licences*
www.landtransport.govt.nz/factsheets/70.html
- Land Transport New Zealand Factsheet 11 – *Driver licence classes*
www.landtransport.govt.nz/factsheets/11.html
- Call the NZTA's contact centre phone 0800 822 422.
- Use Drivercheck to monitor the licence status of employees' driver licences
<https://drivercheck.landtransport.govt.nz/DriverCheck/Information.aspx>

7 Transport service licence – agricultural vehicles

7.1 Who needs a transport service licence?

Whether you're an individual or a company, you must hold a transport service licence (TSL) if you carry goods on any road, whether or not for hire or reward, by means of an agricultural vehicle or combination of vehicles (eg tractor and trailer) whose gross laden weight (GLW) is 6000 kg or more.

If you need a TSL for the carriage of goods, you need to display the TSL number on the two front doors of the vehicle.

7.2 How to get a TSL?

You need to fill out and submit an application form available from the commercial transport section of the Land Transport NZ website <http://www.landtransport.govt.nz/commercial/docs/tl01.pdf>. You can also get one by contacting the NZTA contact centre.

In special circumstances, you may not have to complete the certificate of knowledge, law and practice, for example if you are a farmer who only moves goods between properties. Contact the NZTA to see if these circumstances apply to you.

Send your completed application form to the NZTA. Make sure you have provided everything necessary for the application.

7.3 What do I have to provide?

You need to provide:

- the application fee
- a certificate of knowledge of law and practice relevant to the transport licence you are applying for – if required
- the personal details required in the application form, including a statement asserting that the information supplied in the application form is correct and that you are not disqualified from holding or obtaining a transport service licence.

8 Work time requirements and fatigue management

You shouldn't be driving any vehicle on the road when you are fatigued. Watch out for any of the symptoms of fatigue so that you can avoid a crash.

There are regulatory controls that aim at preventing fatigued drivers, such as the Work Time and Logbooks Rule. Work time is a legal term meaning the maximum time the driver of a commercial or heavy motor vehicle may work, including driving, before taking a rest.

APPLICABLE LEGISLATION

Land Transport Act 1998

Land Transport Rule: Work Time and Logbooks 2007

8.1 Who has to comply with work time law?

Work time obligations apply to anyone driving a motor vehicle on a road that requires a class 2, 3, 4, or 5 driver licence. This law can also apply to the driver of a motor vehicle that requires a class 1 driver licence, such as a motor vehicle used to carry goods for hire or reward, or any vehicle used in a transport service (such as a taxi).

There are exceptions, such as a goods vehicle requiring a class 1 or class 2 driver licence that is not being used to carry goods for hire or reward, and that is used within a 50 km radius of the vehicle's normal base of operations.

The NZTA has developed a work time and logbooks guide for drivers and operators. These are available at no cost from the contact centre or they can be ordered from www.landtransport.govt.nz/publications.



8.2 What are the work time obligations?

Work-time is a legal term meaning the maximum time the driver of a commercial or heavy motor vehicle may work, including driving, before taking rest.

In summary, the work time requirements are:

- most drivers subject to work time requirements are required to take at least a 30 minute break after 5½ hours work time – no matter what type of work or driving is undertaken in that period
- in any cumulative work day, a driver may not exceed 13 hours of work time and must have at least 10 hours of continuous rest time
- no driver may, in any cumulative work period, exceed 70 hours of work time.

8.3 Logbook exemptions

The Work Time and Logbooks Rule has exemptions from logbook use specifically for farm vehicles and agricultural harvesters. However, you should still comply with the work time hours even if you don't have to keep a logbook.

FARM VEHICLES

The driver of a vehicle that is registered to the farm owner or manager, or a farm employee, does not have to keep a logbook, provided the vehicle is used only within a 50 kilometre radius of that farm and is used:

- in an agricultural operation directly related to the management of the farm, or
- on a road to carry farm products, implements, stock, or farm requisites of any kind.

AGRICULTURAL HARVESTERS

A logbook is not required so long as the harvester is driven for less than 50 kilometres on a road in any 24-hour period.

8.4 When logbook exemptions do not apply

The position changes if normally exempt drivers do a job within a cumulative work period that requires them to keep a logbook. In that case, the logbook must be kept for the period covering the time it takes to do that job, and also for the entire cumulative work period – refer to section 4.1(1) of the Work Time and Logbooks Rule. Note that a cumulative work period includes any driver work performed between two 24-hour rest breaks.

8.5 Chain of responsibility

Compliance with regulated work time hours will help in the management of driver fatigue, both for your safety, as the driver, and from the point of view of employer responsibility.

Traditionally drivers and operators have been the focus of compliance enforcement authorities, but breaches are often caused or influenced by the actions of others. Chain of responsibility recognises that all the people who influence drivers' behaviour and compliance must be held accountable. This includes directors of companies.

Under chain of responsibility, responsibility is shared – it is not transferred.

Under chain of responsibility there is a fine of up to \$25,000 if you are convicted of causing or influencing a driver to:

- exceed speed limits
- work outside work time limits
- exceed maximum gross weight limits
- skip or cut short rest times or fail to complete accurate logbook entries.

8.6 Fatigue management

Driving while fatigued can have devastating consequences including fatal crashes. Driving when fatigued puts you at high risk of falling asleep at the wheel. Fatigue is often the cause in many single vehicle crashes involving agricultural vehicles.

The Health and Safety in Employment Act 1992 requires employers to manage hazards in the workplace. Under the Act, employers are required to identify, eliminate, isolate or minimize hazards. Fatigue is one of the hazards that employers are required to manage. Vehicles are included in the definition of a workplace.

If you are fatigued, your driving will deteriorate. Your judgment is severely impaired. Your decision-making hindered. Your reaction times increase. All of these can have fatal consequences.

Loss of alertness means you:

- cannot respond quickly and safely to an emergency
- may not spot dangers
- may be less efficient at controlling your vehicle, e.g. changing gears, braking in time and safely
- may have difficulty keeping left and staying within your lane.

One of the major symptoms of fatigue is a reduced ability to judge your own level of tiredness. However, there are many warning signs which can alert you to fatigue so that you can take action. When driving, get off the road immediately if any of these happen:

- you find yourself weaving in your lane or drifting into another lane
- your eyes start to play tricks on you
- your vision becomes blurry
- you lose mental focus and can't concentrate
- your eyelids become heavy
- your head nods or falls towards your chest
- you become drowsy or overly relaxed
- falling asleep is an extreme form of fatigue.


These warning signs must not be ignored. Once fatigue has set in the only answer is plenty of good quality sleep.

9 Our roads and how you can improve things

Agricultural vehicles can increase risk on New Zealand roads, where the vehicle is overweight or oversize, has dangerous projecting parts, an unbraked trailer, or has to operate more slowly than other traffic, at night, or in bad weather.

Analysis of traffic crashes on New Zealand roads over the past ten years (1997 to 2006 inclusive) showed a total of 190 crashes involving tractors. Eighteen of these were fatal crashes involving one or more deaths, and 53 were serious-injury crashes; and the number of crashes per year is relatively constant (not trending up or down).

The following table highlights areas of identified risk and what you can do to reduce that risk.

| RISK | WHAT YOU CAN DO TO REDUCE RISK |
|--|---|
| Not being seen | <p>Make sure the vehicle has all the reflectors, lights and signage you need, especially if it is overdimension. Lights and signage need to be functional and clean.</p> |
| Slow moving vehicle | <p>Drive considerably and make sure your vehicle is conspicuous. Use a flashing amber beacon to indicate that the presence of the slow moving vehicle is a hazard. Recommended practice is to use a slow-moving vehicle sign if travelling below 40 km/h.</p>  |
| Collisions while turning | <p>Make sure you have correct signalling equipment, that it is visible to other road users and that it works and is used properly.</p> <p>Check to make sure that other road users have seen you before making the turn.</p> <p>Turn carefully and safely, consider the speed and size of your vehicle and the speed of the traffic around you.</p> |
| Dangerous projections | <p>If your vehicle has dangerous projections make sure you remove, cover or position those projections so they will not exacerbate injuries in the event of a crash.</p> |
| Ejected from vehicle during a crash | <p>If seatbelts (including those used as part of a roll over protection structure) are fitted, make sure they are worn even when on the road.</p> |
| Inexperienced driver | <p>Make sure drivers have a licence and that it is the correct class of licence for the vehicle being operated.</p> <p>Make sure that your drivers have adequate training in the use of the vehicles that they are driving. Make sure the driver is familiar with the handling of the vehicle and any special features that it may have.</p> |

10 Definitions

Adjoining means contiguous, or contiguous except for a separation by a river, stream, drain, canal, or other watercourse, or by a road or railway.

Agricultural operation means any operation concerned directly with the management of a farm; and includes the transport on a road of the produce of a farm, farm implements, stock, or other requisites of any kind whatsoever for a farm, if they are transported:

- from a part of a farm to another part of the same farm or from a farm to another adjoining farm that is owned or managed by the same person, or
- from a farm to another farm owned or managed by the same person if the motor vehicle carrying the goods is not taken during any 1 trip along more than 21 km of public highway in going from the owner's farm or other place of garage and in returning to that farm or place.

Reference: Land Transport Management (Apportionment and Refund of Excise Duty) Regulations 2004.

Agricultural trailer means a trailer constructed to be operated in connection directly with the operation or management of a farm; but does not include a logging trailer.

All terrain vehicle (ATV) means a special purpose vehicle (with or without motorcycle controls and equipment) that:

- is principally designed for off-road use, and
- has 3 or more wheels, and
- has an engine capacity exceeding 50 ml, and
- has a gross weight of less than 1000 kg.

Farm means:

- a dairy farm, cattle farm, pig farm, or sheep farm, or
- a market garden, orchard, plant nursery, forest, or any other area of land on which trees or plants of any description are cultivated, or
- an apiary, or
- a poultry farm or egg producer's farm.

Garage means any place, whether a building or other structure or not, in which a motor vehicle is usually kept when not in use.

Goods trailer means a trailer constructed to transport goods on a road.

Gross combined weight (GCW) is the sum of the gross laden weights of the vehicles that make up a combination vehicle.

Gross laden weight (GLW) is the greatest of the following:

- any weight specified (following the latest modification, if applicable) as a vehicle's gross laden weight by the vehicle's manufacturer
- any weight specified as the gross laden weight of a particular vehicle (or a vehicle of its kind) by the NZTA
- the weight of a vehicle together with any load it is carrying, including any equipment and accessories.

Gross vehicle mass (GVM) is the greater of:

- the mass specified as the gross vehicle mass of a particular vehicle by the vehicle's manufacturer
- the mass specified as the gross vehicle mass of a particular vehicle (or a vehicle of its kind) by the NZTA.

Gross weight means the weight of a rigid or combination vehicle, together with any load it is carrying (including equipment and accessories).

Hours of darkness means:

- any period of time between half an hour after sunset on one day and half an hour before sunrise on the next day, or
- any other time when there isn't sufficient daylight for a person or vehicle to be clearly visible at a distance of 100 metres.

Mass means the quantity of material contained in or on that vehicle which, when subjected to acceleration due to gravity, will exert downwards on a level surface a force that can be measured as the weight of the vehicle.

Mobile plant means vehicles that operate mainly off road and do not carry a separate payload while on the road.

On-road weight means the total weight of the vehicle and load at any particular time.

Parking brake means a brake that is designed for keeping the vehicle stationary, and that is capable of remaining applied for an indefinite period without further attention.

Road includes a street; and also includes any place to which the public have access, whether as of right or not; and also includes all bridges, culverts, ferries, and fords forming part of any road, street, or place to which the public have access.

Service brake means a brake for intermittent use that is designed for the purpose of slowing down and stopping the vehicle.

Single large-tyred axle means a single-tyred axle that is not a single standard-tyred axle.

Single standard-tyred axle means a single-tyred axle fitted with tyres smaller than:

- a manufacturer's designated tyre section width of 330 mm and a rim diameter of 24 inches at the bead seat, or
- a manufacturer's designated tyre section width of 355 mm and a rim diameter of 19.5 inches at the bead seat.

Tare weight means the weight of the vehicle without any load.

Tractor means a motor vehicle (other than a traction engine) constructed principally for towing an agricultural trailer or powering agricultural implements.

Trailer means a vehicle without motive power that is capable of being drawn or propelled by a motor vehicle from which it is readily detachable; but does not include:

- a side car attached to a motor cycle, or
- a vehicle normally propelled by mechanical power while it is being temporarily towed without the use of its own power.

Vehicle axle index means the maximum ratio of actual axle weight to the reference axle weight for that particular axle.

Vehicle licensing is paying a fee to use a motor vehicle on public roads. When the fee is paid you receive a label indicating the licence's expiry date after which it must be renewed. This licence label must be displayed on the vehicle. Vehicle licensing is commonly (but incorrectly) known as 'registration' (see below).

Vehicle registration is when a vehicle is added to the Motor Vehicle Register and given registration plates.

Disclaimer

This publication is intended to provide general information to the public about safe driving practices. Every effort has been made to ensure the quality and accuracy of this information. However, readers are advised that the information provided does not replace or alter the laws of New Zealand and other official guidelines or requirements or replace any legal requirement. You should also be aware that any such legal requirement may be replaced or amended subsequent to this publication. Readers should, therefore, take specific advice from qualified professionals before undertaking any action based on information contained in this publication.

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