

# **Land Transport Rule Heavy Vehicles**

**Preface to Consolidated Rule  
with amendments incorporated  
as at  
1 October 2011**

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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 and standards relating to heavy vehicle safety 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: Heavy Vehicles 2004** (the Rule), which came into force on 1 April 2005, underpins the overall level of safety of heavy vehicles operating in New Zealand. Other related Rules set out requirements covering specific areas that are critical to heavy vehicle safety, including vehicle dimensions and mass, tyres and wheels, safety requirements relating to passenger service vehicles, and brakes.

The definition of ‘heavy vehicle’ includes motor vehicles of Class MD3, MD4, ME, NB, NC, TC or TD; or a motor vehicle which has a gross vehicle mass that exceeds 3500 kg and is not of a class specified in *Table A: Vehicle classes* in the Rule.

## Amendment 1

Following public consultation, the Rule was amended with effect from 15 September 2005 to amend the definitions of ‘tri-axle set’ and ‘quad axle set’ as a consequence of amendments to these definitions made in *Land Transport Rule: Vehicle Dimensions and Mass Amendment 2005*.

The requirement that tyres be of the same size and that they load-share was removed from the definitions, as well as the requirement that tandem axle sets load-share. The purpose of these amendments was to clarify the applicable mass limits for axle sets on heavy vehicles (ie, vehicles with a gross vehicle mass of more than 3500 kilograms).

## Amendment 2

The Rule was further amended from 29 June 2007 to bring into effect amendment proposals consulted on in draft *Land Transport Rule: Omnibus Amendment 2006*. This amendment made changes to Rule requirements relating to vehicle body and equipment attachment, equipment locking devices, fifth-wheel assemblies, skid plates and kingpins, headboards, sideboards and tailboards, and transitional provisions and savings. It also removed the term ‘safety’ from the definition of Director.

### **Amendment 3**

Following consultation on proposed amendments included in the draft *Land Transport Rule: Omnibus Amendment 2007*, the Rule was amended with effect from 28 April 2008 to include requirements relating to: qualifications for welders, vehicle standards for heavy vehicle towing connections, the use of ball-and-socket couplings, the use of packers, vehicles with curtain-sided bodies and definitions of 'chassis rating', 'dedicated combination' and 'vehicle identification number'.

### **Amendment 4**

Following consultation on proposed amendments included in draft *Land Transport Rule: Omnibus Amendment 2010*, the Rule was amended with effect from 1 April 2011. The objective of the amendment Rule was to amend the Rule to:

- correct an unintended consequence of a previous amendment which would have required a semi-trailer in a dedicated combination coupled with a ball and socket to have a skid plate, a requirement with which the ball and socket could not comply;
- remove the requirement for a kingpin to be tested or replaced every 100,000 kilometres. This requirement is considered to be unnecessary as the improper modification or poor manufacture of kingpins is covered by other rules. This change will reduce compliance costs, without reducing safety.

### **Amendment 5**

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

- insert a new revision of the Bolster Attachment Code; and
- delete a Rule provision that had become redundant as a result of the 1 April 2011 Rule amendment that removed the requirement to test kingpins.