

15 September 2008

Change to the way your heavy vehicle's brakes are tested at Certificate of Fitness

From 1 December 2008 your vehicle's brakes will be tested differently when it has a Certificate of Fitness (CoF) inspection. This is happening across the country in a staged rollout to mid 2009.

CoF is changing

The CoF brake test is changing to ensure that heavy vehicles can meet the required brake performance criteria and will give added assurance they can brake safely with balanced braking in all conditions of loading. The brake test will now be completed with the vehicle's axles being loaded to a minimum of 60% of the manufacturer's axle rating or the statutory axle limit (whichever is the lesser). Some vehicles, such as some motor caravans, may already meet this weight requirement so these operators will not need to do anything differently.

New Test Method

You may need to prepare your vehicle for this new test method. The test can be conducted in two ways:

- Actual load
- Simulated load

Actual load

Actual load is when your vehicle is presented at the testing station with an actual load. The load on each axle must be at least 60% of the manufacturer's axle rating or the statutory axle limit. It is the vehicle operator's responsibility to present the vehicle with the required load on each axle group. Using an actual load for the test may result in the need for a split CoF test and the vehicle may have to either offload before the remainder of the CoF inspection can be completed, or add extra weight onto one or more of the axle groups. This means you may have to visit the testing station more than once to complete the entire CoF test.

Simulated load

The minimum of 60% of the manufacturer's axle rating or the statutory axle limit is applied using hydraulic pressure to simulate a load. The testing station will attach the equipment to your vehicle using hooks, clamps or strops as appropriate. Most testing stations around the country have been upgraded so they can easily provide this test method. You may need to fit engineered tie-down fittings or de-clutter part of the chassis or axles to enable the testing station's equipment to apply load to the vehicle.

The simulated load brake test is the surest way to guarantee completion of your CoF test in one visit. The testing station's equipment will add just the right amount of load and you don't have to try to get the required actual load on each axle group. The test is simple to complete if the vehicle is adequately prepared with tie-down fittings or a de-cluttered chassis or axle.

How to prepare your vehicle for simulated load

De-clutter your chassis

A simple cable tie can often be used to lift the electrical cables, air lines and other cables that run along the chassis rail. This means the chassis is de-cluttered so the testing station clamp can be fitted. For more information on how to de-clutter your chassis refer to the September 2008 Factsheet as attached or on www.landtransport.govt.nz/commercial/hvbr

De-clutter your axle

Where axle tie-down is the appropriate method of load simulation you must ensure that air or hydraulic lines and electrical cables running along the top of the axle are removed or protected.

Tie-down fittings

Tie-down fittings can either be manufactured tie-down points or existing ferry tie-downs if suitably located. If manufactured tie-down points are needed to be added to the vehicle more information is available on how these need to be designed in the September 2008 Factsheet as attached or on www.landtransport.govt.nz/commercial/hvbr

When you need to be ready

Your vehicle will need to be ready for your next Certificate of Fitness from 1st December 2008 or when the rollout occurs in your region. To be ready you need to talk to your testing station to find out when the rollout occurs in your region, what test method is the most suitable for your vehicle and whether you will need to de-clutter your chassis or axle or fit tie-down points.

For more information go to www.landtransport.govt.nz/commercial/hvbr or talk to your local testing station.

Yours sincerely



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On 1 August 2008, Land Transport New Zealand and Transit New Zealand became the NZ Transport Agency. The NZ Transport Agency (NZTA) brings together the functions of Land Transport NZ and Transit to provide an integrated approach to transport planning, funding and delivery.