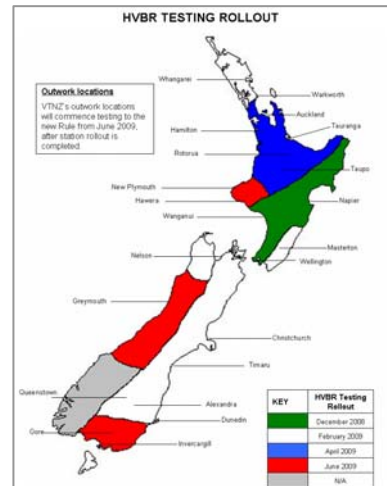
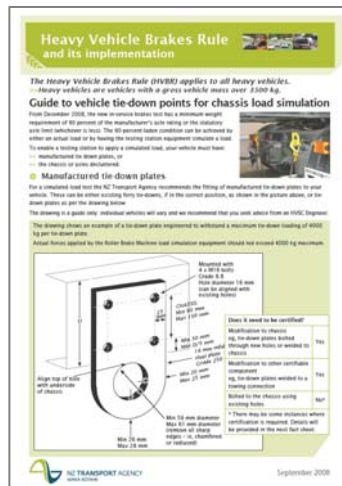


Heavy-Vehicle Brake Rule – Implementation Starts Soon!

The NZ Transport Agency (NZTA, formerly Land Transport New Zealand and Transit New Zealand) has issued two important documents this month:

1. A letter to all heavy vehicle operators which provides valuable information about the upcoming change to the brake testing method, what it means to them and confirms that the staggered rollout **starts on 1st December 2008**.
2. Factsheet (Sep 08) detailing what needs to be done before the Rule is implemented in your region. The map below shows the testing implementation dates by region, starting in Wellington, Manawatu, Horowhenua, and Hawke's Bay on 1st December. Please note: the rollout dates are for the testing **stations** only; VTNZ's outwork locations implement the new testing from June 2009.



Copies of these documents are available on the VTNZ website www.vtnz.co.nz/HVBR or from your nearest VTNZ heavy vehicle testing station.

Change in the brake test

Your vehicle's brakes will be tested differently when it undergoes its Certificate of Fitness (CoF) inspection. The brake test will be carried out with each of the vehicle's axle groups being loaded to a minimum of 60% of the manufacturer's axle rating or the statutory axle limit (whichever is the lesser). This can be achieved via load simulation or with an actual load. Currently most vehicles are tested in their unladen state.

Why simulated load is "better" than actual load

Nearly all of VTNZ's heavy vehicle testing stations will offer load simulation. Load simulation is the best option for operators as it means the full CoF inspection will be completed in one visit. (If you choose to bring in your vehicle with an **actual load** and the weight is either too light on an axle group, or too heavy to safely jack the vehicle, it may necessitate visiting the station more than once to complete the entire CoF test.)

When your vehicle needs to be ready

The first area to be tested under the new Rule starts on **1st December 2008** so your vehicle's next CoF is likely to be under the new Rule. To ensure you're ready, find out from your VTNZ testing station when the rollout occurs in your region, which test method is the most suitable for your vehicle and whether you need to fit tie-down points or de-clutter your vehicle's chassis or axle.

How to prepare your vehicle – see NZTA's latest Factsheet for full details:

1. Tie-down fittings – VTNZ's recommended methodology

Tie-down fittings can either be manufactured tie-down points or existing ferry tie-downs if suitably located.

2. 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.

3. 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.

Simulated load available at nearly all VTNZ stations

With 52 heavy vehicle testing stations from Kaitaia to Invercargill and well over 100 "outwork" locations, VTNZ is the largest of the three TSDAs (the agents for NZTA who carry out safety inspections on commercial vehicles).

Almost all of VTNZ's heavy vehicle testing stations will have the ability to simulate a load.

However, **most outwork locations plus a few VTNZ testing stations will not** have the ability to simulate a load so our customers at those sites need to:

1. Visit for their vehicle's CoF inspection with the required minimum actual load on each axle group, or
2. Choose another VTNZ testing station, one that offers load simulation.

Some vehicles (eg, smaller trucks, motorhomes) may not require any extra weight to meet the minimum load requirement. Talk to the guys at your station to find out whether you need to do anything to prepare your vehicles for the new brake test.

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