

## Press Release

Wednesday 5th September 2007

### VTNZ'S BOARD APPROVES HEAVY VEHICLE BRAKE RULE INVESTMENT

As drivers on New Zealand roads, road safety is something we're all involved with. VTNZ is the largest vehicle inspection company in New Zealand so cares about road safety and the safety of the vehicles operating on New Zealand roads more than most. With its focus on Road Safety Initiatives, the New Zealand Government passed the Heavy-vehicle Brake Rule (HVBR, Rule 32015) late last year. Since its passing, VTNZ has been working closely with Land Transport New Zealand to ensure that VTNZ is able to test brakes to the requirements of the new Rule as soon as practicable.

Phase one of VTNZ's HVBR multi-phased project was completed with last week's approval from the VTNZ Board to invest the significant expenditure required for VTNZ to test heavy vehicle brakes to the new Rule.

Though there are two parts to the Rule, the key part which affects operators of heavy vehicles (ie, all vehicles over 3500kg) is the requirement for **Enhanced Brake Testing**. Currently Transport Service Delivery Agents (TSDAs, of which VTNZ is the biggest) test the brakes of heavy vehicles in an **unladen state** every six months at Certificate of Fitness time. This will continue to be how brakes are tested until VTNZ has upgraded its station network with new brake testing equipment.

Following the introduction of the Rule, all heavy vehicles will be tested in a **laden state** to verify, either directly or indirectly, that all heavy vehicles and heavy vehicle combinations can brake safely, with balanced brake performance, at any road legal condition.

The Rule requires the brakes of all heavy vehicles to be tested at a minimum of 60% of each axle's Gross Vehicles Mass (GVM) or statutory limit whichever is the lesser. This means that vehicles must be presented with all axles meeting the minimum axle weight either by coming in laden with an actual load or having a simulated load applied.

Land Transport NZ has stated that it is the responsibility of the operators to:

- Meet any load requirements arising from the implementation of this rule.
- Provide engineered tie down points or de-cluttered chassis where load simulation by tie down is required.
- Provide a proof of weight certificate on request where the vehicle is presented laden and the chassis inspection is completed prior to the brake test.

Just as VTNZ isn't expected to be able to test laden or simulated laden heavy vehicles immediately, Land Transport NZ is also aware that operators cannot be expected to update their fleet overnight. This means the three items listed above will not be required by the heavy vehicle transport operators until late 2008 at the earliest.

With 65 testing stations from Kaitaia to Invercargill and well over 100 "outwork" sites, VTNZ is by far the largest of the four TSDAs – ie, the agents for Land Transport NZ who carry out safety inspections on commercial vehicles. VTNZ estimates that it will be ready to carry out

the enhanced brake testing in its nationwide network by mid 2009 and, at this stage, it is assumed that the other TSDAs will follow VTNZ's lead.

Rather than a big bang approach, VTNZ will liaise with Land Transport NZ to progressively rollout its station upgrades by geographical area from late 2008 to mid 2009 and will naturally be keeping industry fully informed. To ensure focus on this important change in legislation, VTNZ has set up a specific HVBR Project Team, led by Alan Raynor and based in Wellington.

Though some structural changes are required at nearly all of VTNZ's heavy vehicle stations, VTNZ is confident that their expertise will ensure any disruption to their customers will be minimal (if noticeable). Following its implementation between late 2008 and mid 2009, the new brake testing process will take longer to carry out, though VTNZ aims to ensure that the six monthly CoF test takes as little time as practical for its busy and time-conscious commercial customers.

Obviously communication is key to the success of the implementation of this Rule. VTNZ will be working closely with Land Transport NZ in ensuring full and candid communications to industry groups and they will be adding an HVBR section to their website ([www.vtnz.co.nz/HVBR](http://www.vtnz.co.nz/HVBR)). VTNZ recommends that fleet operators add the page to their favourites to ensure they do not miss any updates.

Alan Raynor  
HVBR Project Leader  
Tel: 027 479 4989

Renée Campbell-Scott  
Marketing and Communications Manager  
Tel: 027 688 9087