

Heavy Vehicle Brakes Rule and its implementation



The Heavy Vehicle Brakes Rule (HVBR) applies to all heavy vehicles.

>> Heavy vehicles are vehicles with a gross vehicle mass over 3500 kg.

Guide to vehicle tie-down points for chassis load simulation

From December 2008, the new in-service brakes test has a minimum weight requirement of 60 percent of the manufacturer's axle rating or the statutory axle limit (whichever is less). The 60-percent-laden condition can be achieved by either an actual load or by having the testing station equipment simulate a load.

To enable a testing station to apply a simulated load, your vehicle must have:

- >> manufactured tie down plates, or
- >> the chassis or axles decluttered.



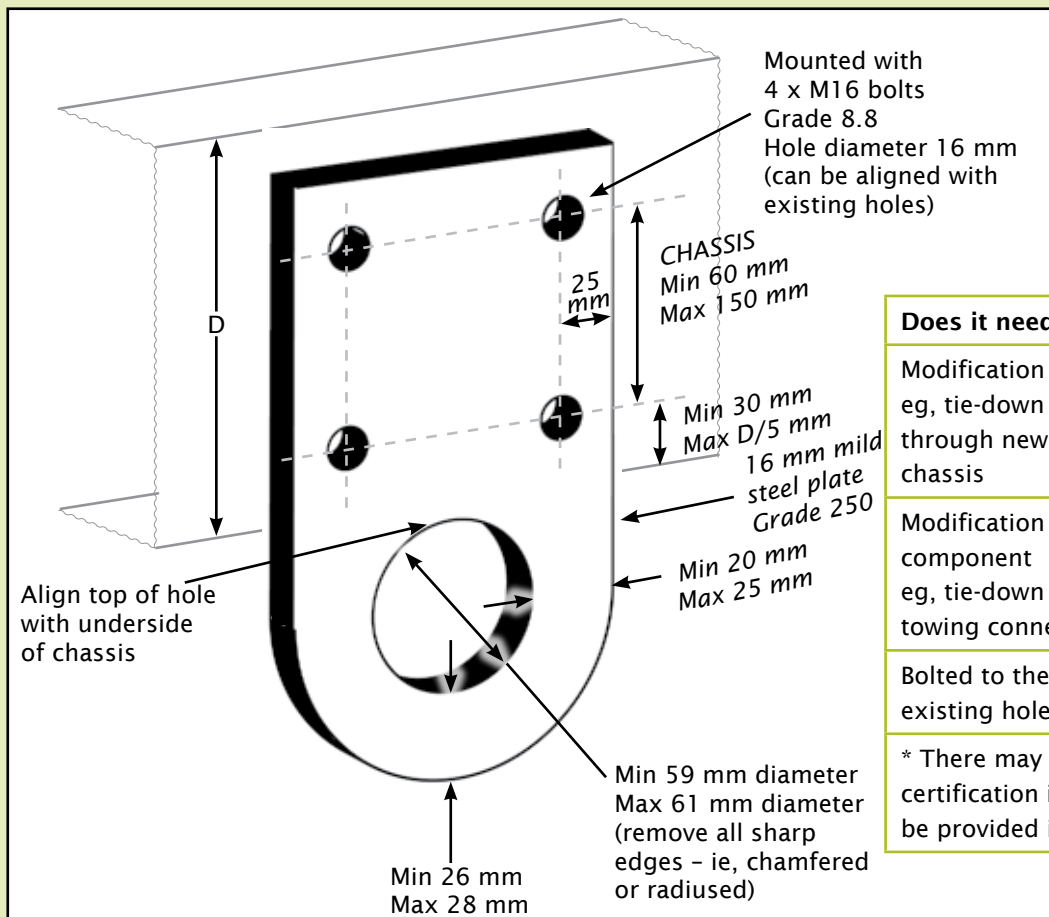
➤ Manufactured tie-down plates

For a simulated load test the NZ Transport Agency recommends the fitting of manufactured tie-down plates to your vehicle. These can be either existing ferry tie-downs, if in the correct position, as shown in the picture above, or tie-down plates as per the drawing below.

The drawing is a guide only: individual vehicles will vary and we recommend that you seek advice from an HVSC Engineer.

The drawing shows an example of a tie-down plate engineered to withstand a maximum tie-down loading of 4000 kg per tie-down plate.

Actual forces applied by the Roller Brake Machine load simulation equipment should not exceed 4000 kg maximum.



Does it need to be certified?	
Modification to chassis eg, tie-down plates bolted through new holes or welded to chassis	Yes
Modification to other certifiable component eg, tie-down plates welded to a towing connection	Yes
Bolted to the chassis using existing holes	No*
* There may be some instances where certification is required. Details will be provided in the next fact sheet.	

> Decluttered chassis

What does a de-cluttered chassis mean?

A de-cluttered chassis is where electrical cables, air lines and other services which commonly run along the inside of the chassis rail at the root of the web have been relocated to enable correct fitment of the load simulation chassis clamps.

A simple cable tie can often lift these services far enough out of the way to allow easy application of the clamps. In most cases any fittings, air lines and wires will have enough slack in them to be lifted up and away from the lower part of the chassis and secured.



How much space is needed?

An area 70mm high by 80mm wide, and the full depth of the chassis rail, must be clear to accommodate the Roller Brake Machine's (RBM) load simulation equipment.

The photo shows a chassis clamp in place. The body of the clamp is clear of the chassis with the nose of the clamp deep in the root of the web. Only that portion of the chassis needs to be clear for the clamp to operate successfully.

It should be noted that some manufacturers and operators have been concerned about this method potentially causing damage to vehicle's chassis. If there is any concern about the load being applied in this manner then the vehicle owner should discuss the issue with the manufacturer.

Look out for upcoming fact sheets, which will detail:

- >> Staged implementation of testing
- >> Changes to brakes testing
- >> Offsite locations

Missed something? The March fact sheet covered:

- >> Implementation of new brake testing method
- >> How consistency of testing is being addressed

The February fact sheet covered:

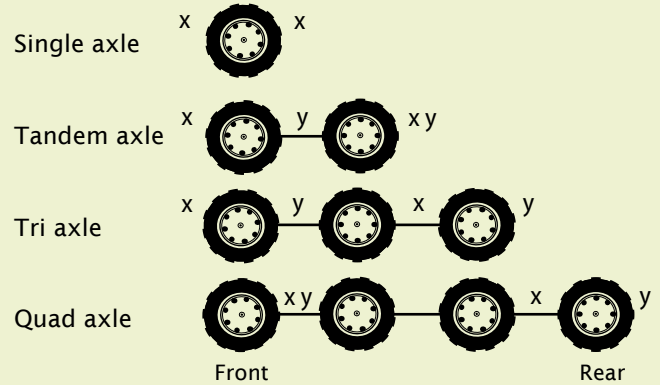
- >> Standards compliance
- >> In-Service brake testing changes
- >> Brake testing method and load simulation
- >> Actual load testing and restrictions
- >> Testing station site upgrade and NZ Police activity

Previous fact sheets are available on www.landtransport.govt.nz/commercial/hvbr

> Vehicle tie-down

Tie-down locations relative to vehicle axles

Position of tie-down points must be as close as possible to the axle but give at least 100 mm clearance between the tie-down chain or strap and axle.



x = recommended position
y = alternative position

To ensure the suggested locations for brake testing are suitable for your chassis, please talk to your vehicle manufacturer or supplier.

> How to contact HVSC Engineers

A list of Heavy Vehicle Specialist Certifier Engineers can be found at:

www.landtransport.govt.nz/certifiers

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.

To find out more...

For further information on the Heavy Vehicle Brakes Rule, visit www.landtransport.govt.nz/commercial/hvbr
email: HVBR@nzta.govt.nz

Or visit your testing station web sites
www.vtnz.co.nz - www.onroad.co.nz
www.vinz.co.nz - www.aa.co.nz

Or contact your representative
Bus and Coach Association (BCA)
Phone: 04 499 7334 - email: info@busandcoach.co.nz

Road Transport Forum (RTF)
Phone: 04 472 3877 - email: forum@rtfnz.co.nz