



WELLINGTON, NEW ZEALAND

PURSUANT to Section 155(a) and (b) of the Land Transport Act 1998

I, Harry James Duynhoven, Minister for Transport Safety,

HEREBY make the following ordinary rule:

Land Transport Rule: Heavy Vehicles Amendment

SIGNED AT Wellington

This day of 2007

Harry James Duynhoven
Minister for Transport Safety

Land Transport Rule
Heavy Vehicles Amendment 2007

Rule 31002/2

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Land Transport Rule
Heavy Vehicles Amendment 2007

Rule 31002/2

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Objective of the Rule

Land Transport Rule: Heavy Vehicles Amendment 2007 amends *Land Transport Rule: Heavy Vehicles 2004*, which sets out requirements and standards for heavy vehicle safety.

The objectives of this amendment to *Land Transport Rule: Heavy Vehicles 2004* are:

- to clarify a provision in relation to vehicle body and equipment attachment;
- to allow for a relaxation of requirements relating to headboards, sideboards and tailboards and equipment locking devices;
- to update vehicle standards relating to fifth wheel assemblies, and skid plates and kingpins;
- to allow words to be displayed on vehicles fitted with fifth wheel assemblies and kingpins to have smaller letters;
- to amend a term and a definition.

Extent of consultation

For the purposes of consultation, a number of relatively minor amendments proposed to *Land Transport Rule: Heavy Vehicles 2004* and 10 other Land Transport Rules were combined into a single draft Rule, *Land Transport Rule: Omnibus Amendment 2006* (the Omnibus Amendment Rule). The main purpose of the changes proposed by the Omnibus Amendment Rule was to clarify provisions and correct some errors in Rules.

On 28 June 2006, Land Transport New Zealand sent a letter containing the Rule amendment proposals to about 2200 groups and individuals who had registered an interest in the Rules to be amended, and sought submissions on the proposed changes. The draft Omnibus Amendment Rule was made available through the Land Transport NZ Help Desk and was available together with Questions and Answers on the Land Transport NZ website. The availability of the draft was publicised in metropolitan and

regional daily newspapers, *Te Karere National News* and the *New Zealand Gazette*. Land Transport NZ received 50 submissions on the draft Omnibus Amendment Rule, of which five commented on the proposed requirements relating to heavy vehicles.

Following consultation, the provisions in the draft Omnibus Amendment Rule were split into 11 separate amendment Rules, including this Rule. The submissions that were received were taken into account in drafting this amendment Rule before it was submitted to the Minister for Transport Safety for signing.

Material incorporated by reference

Documents that are ‘incorporated by reference’ in this Rule are available, on request, for inspection (free of charge) at the National Office of Land Transport NZ. Contact details for Land Transport NZ are listed at the front of this Rule.

Section 1 Application

1.1 Title

1.1(1) This Rule is *Land Transport Rule: Heavy Vehicles Amendment 2007*.

1.1(2) This Rule amends *Land Transport Rule: Heavy Vehicles 2004*.

1.2 Date when Rule comes into force

This Rule comes into force on the 29 June 2007.

Section 2 Amendments relating to heavy vehicles

2.1 Vehicle body and equipment attachment

Clause 3.2 is amended by revoking *subclause (1)* and substituting the following subclause:

“(1) Unless *3.2(3)* applies, when a body or item of equipment is fitted to the chassis of a vehicle on or after 1 October 2005, the means by which it is attached must be designed and constructed so that the stresses on the attachment, when calculated in accordance with *3.2(2)*, do not exceed 60% of the yield stress of the material from which the attachment is made.”

2.2 Equipment locking devices

Clause 3.9 is amended by revoking *subclauses (2), (3) and (4)* and substituting the following subclauses:

“(2) A vehicle fitted with a sliding axle set or a sliding chassis must either have a locking device that is able to be seen in a locked position, or be equipped with a visual or

audible alarm to warn the driver if the equipment is not locked in one of the locking positions.

“(3) A vehicle of Class NB or Class NC that is fitted with a swivelling (or knuckle boom) crane for loading the vehicle or a trailer towed by the vehicle must:

“(a) be fitted with a locking device to each outrigger that is able to be seen in a locked position when an outrigger is retracted; or

“(b) be equipped with a visual or audible alarm to warn the driver if an outrigger is not in the fully retracted position.

“(4) An alarm in 3.9(2) or 3.9(3)(b) must be visible or audible from the driver’s seating position, and the alarm must operate when the vehicle’s engine is running, except when the parking brake is fully applied or when the gear selector of a vehicle with an automatic transmission is in the ‘park’ position.”

2.3 Fifth wheel assemblies

2.3(1) *Subclause 4.7(3)* is amended by inserting “Subject to 4.7(3A),” before “A 90 mm diameter fifth wheel”.

2.3(2) *Clause 4.7* is amended by inserting the following subclause after *subclause (3)*:

“4.7(3A) A 90 mm diameter fifth wheel that is fitted to a vehicle on or after [six months after the date on which the amendment Rule comes into force] must comply with all of the following:

“(a) *Australian/New Zealand Standard 4968.1-2003: Heavy-road vehicles – Mechanical coupling between articulated vehicle combinations – Design criteria and selection requirements for fifth wheel, kingpin and associated equipment*; and

“(b) Australian/New Zealand Standard 4968.2-2003: Heavy-road vehicles – Mechanical coupling between articulated vehicle combinations – Testing and installation of fifth wheel and associated equipment, and

“(c) Australian Standard 2174-2006: Articulated Vehicles – Mechanical coupling between prime movers and semitrailers – Interchangeability requirements.”

- 2.3(3) *Subclause 4.7(4) is amended by omitting “in letters and figures not less than 100 mm high” and substituting “, where ‘90’ must be not less than 60 mm high”.*

2.4 Skid plates and kingpins

- 2.4(1) *Subclause 4.8(3) is amended by inserting “Subject to 4.8(3A),” before “A 90 mm diameter kingpin”.*

- 2.4(2) *Clause 4.8 is amended by inserting the following subclause after subclause (3):*

“4.8(3A) A 90 mm diameter kingpin fitted to a vehicle on or after [six months after the date on which the amendment Rule comes into force] must comply with all of the following:

“(a) Australian/New Zealand Standard 4968.1-2003: Heavy-road vehicles – Mechanical coupling between articulated vehicle combinations – Design criteria and selection requirements for fifth wheel, kingpin and associated equipment, and

“(b) Australian/New Zealand Standard 4968.3-2003: Heavy-road vehicles – Mechanical coupling between articulated vehicle combinations – Kingpins and associated equipment, and

“(c) Australian Standard 2174-2006: Articulated Vehicles – Mechanical coupling between prime movers and semitrailers – Interchangeability requirements.”

- 2.4(3) *Clause 4.8* is amended by inserting “Subject to 4.8(4A),” before “A skid plate”.
- 2.4(4) *Clause 4.8* is amended by inserting the following subclause after *subclause (4)*:
- “4.8(4A) A skid plate fitted to a vehicle on or after [six months after the date on which the amendment Rule comes into force], in connection with a 90 mm diameter kingpin, must comply with all of the following:
- “(a) *Australian/New Zealand Standard 4968.1-2003: Heavy-road vehicles – Mechanical coupling between articulated vehicle combinations – Design criteria and selection requirements for fifth wheel, kingpin and associated equipment*; and
- “(b) *Australian/New Zealand Standard 4968.3-2003: Heavy-road vehicles – Mechanical coupling between articulated vehicle combinations - Kingpins and associated equipment.*”
- 2.4(5) *Subclause 4.8(5)* is amended by omitting “in letters and figures” and substituting “, where ‘90’ must be”.

2.5 **Headboards, sideboards and tailboards**

Clause 5.6 is amended by inserting the following subclause after *subclause (1)*:

“5.6(1A) Despite 5.6(1), for a headboard, tailboard or sideboard higher than 0.7 m above the main load-carrying platform, the horizontal forces in 5.6(1)(a) and (b) may be uniformly distributed over the vertical areas bound by a horizontal line no higher than 0.7 m above the main load-carrying platform and, if applicable, any mezzanine floor.”

2.6 Transitional provisions and savings

Subclause 9.1(4) is amended by omitting “bolsters” and substituting “load cells supporting log bolster attachments”.

Section 3 Amendments to definitions

3.1 Amendment to existing definition

Part 2 is amended by omitting “Safety” from the definition of **Director**.