

On 1st April 2002, the New Zealand Transport Agency (NZTA) introduced a new law (Brake Rule 32014) relating to Brake requirements for all Light Vehicles (including Light Trailers) with a Gross Laden Weight of up to 3500kg. All Light Vehicles includes all new and existing trailers. Copies of the NZTA rules can be purchased from selected Bennett's, Paper Plus, Whitcoulls and other book retailers that sell government legislation. This affects the Light Trailer industry in the following ways:

BASIC REQUIREMENTS

0kg-2000kg

Trailers with a Gross Laden Weight of 2000kg or less do not require service brakes, but if they are fitted, they must act on each wheel of at least one axle and not transfer the load to an unbraked axle during braking, and in conjunction with the towing vehicle's service brakes must be capable of stopping the combination of towing vehicle and trailer within a distance of 7 metres from a speed of 30km/hr. No parking brake is required.

2001kg-2500kg

Trailers with a Gross Laden Weight of more than 2000kg, but less than 2500kg MUST be fitted with service brakes which may be either override (indirect) type or driver-controlled type (direct). The brakes must act on each wheel of at least one axle and not transfer the load to an unbraked axle during braking and in conjunction with the towing vehicle's brakes must be capable of stopping the combination of towing vehicle and trailer within a distance of 7 metres from a speed of 30km/hr. The coupling system must show the manufacturer's load rating commensurate with the laden weight of the trailer and be fitted with TWO (2) CROSSED SAFETY CHAINS complying with ADR62 Determination of 1995, Mechanical Connections between vehicles (CM stock this safety chain) or be fitted with an emergency breakaway brake. No parking brake is required.

2501kg-3500kg

Trailers with a Gross Laden Weight of more than 2500kg up to 3500kg MUST be fitted with DIRECT service brakes (driver-controlled), and a BREAKAWAY BRAKE SYSTEM, and a separate MECHANICAL parking brake acting on both wheels of at least one axle. The MECHANICAL parking brake must be capable of stopping the trailer within a distance of 18 metres from a speed of 30km/hr or alternatively capable of holding the trailer at rest on a slope of 1 in 5. In conjunction with the towing vehicle's service brakes, it must be capable of stopping the combination of towing vehicle and trailer within a distance of 7 metres from a speed of 30km/hr. Safety chains are not required as the emergency breakaway system applies.

Indirect Systems

Indirect service brakes are those that operate without input directly from the driver of the tow vehicle. They are usually either inertia-activated systems or electric drum and the most commonly used system under 2500kg. Brake types used for indirect systems are: mechanical or hydraulic disc, hydraulic drum or electric drum. Electric drum can use a trailer-mounted controller up to 2500kg, by using the CM MagBrake Multi-volt Controller the trailer can be towed by any 12V or 24V vehicle.

Direct Systems

Direct service brakes are those that operate as a direct result of braking input from the driver of the tow vehicle. They are load-adjustable and incorporate an emergency override function which operates the trailer brakes independently of the tow vehicle. Brake types used for direct systems are hydraulic disc and electric drum.

Breakaway Brake

Breakaway Brake means a service brake or parking brake fitted to a trailer that ensures, under all conditions of use, that if the trailer is unintentionally disconnected from its towing vehicle, the brake will automatically and immediately apply and will remain applied for at least 15 minutes.