

Correct as at 27th April 2026. It may be superseded at any time.

Extract taken from: In-service certification (WoF and CoF) > Heavy trailers > Brakes > Heavy trailer brake code

5-2 Heavy trailer brake code

Reasons for rejection

Mandatory requirements

1. A vehicle that has been certified to the Heavy Vehicle Brake Code does not have a label stating that the vehicle complies with either NZHVBC first or second edition.
2. An NZHVBC label:
 - a) is missing, or
 - b) is not valid, or
 - c) does not match the vehicle, or
 - d) has obvious signs of tampering, or
 - e) is not affixed as close as practicable to the vehicle manufacturer's identification plate.

Mandatory equipment

Service brake

3. Refer to [Heavy trailers, section 5-1](#).

Parking brake

4. A heavy trailer, other than a semi-trailer first registered in New Zealand **before 1 November 1990**, does not have a parking brake.
5. A parking brake on a heavy trailer first registered in New Zealand **on or after 1 November 1990** does not act on at least half of the wheels.

Emergency brake

6. A heavy trailer, other than a semi-trailer first registered in New Zealand **before 1 November 1990**, does not have an emergency brake.
7. A required emergency brake on a heavy trailer first registered in New Zealand **on or after 1 November 1990** does not act on at least half of the wheels.

Hoses or other flexible tubing

8. Refer to [Heavy trailers, section 5-1](#).

Compressed air brake systems

9. Refer to [Heavy trailers, section 5-1](#).

10. Air connections between all towing vehicles and trailers are not of the two line system using a one piece coupling, eg:

- a) a duomatic coupling, or
- b) a triomatic coupling.

11. The coupling housing (eg duomatic or triomatic) is not situated close to the centre line (preferably to the right hand side of the centre, ie. driver's side).

12. The control (service) and supply (emergency) air lines are not installed so that when facing the cover of the female section of the coupling housing:

- a) the control (service) line is not on the left side of the housing, and coloured blue or black within 150mm of the coupling or junction, and
- b) the supply (emergency) line is not on the right side of the housing, and coloured red or yellow within 150mm of the coupling or junction.

13. A service brake or parking brake reservoir, including any wet tank in an air brake system:

- a) is not fitted with a condensate drain valve at the lowest point, or
- b) is fitted with an automatic condensate valve that does not have provision for manual operation.

- Operation of drain valves must not require the use of tools.

Permitted equipment

14. Refer to [Heavy trailers, section 5-1](#).

Prohibited equipment

15. Refer to [Heavy trailers, section 5-1](#).

Condition

17. Refer to [Heavy trailers, section 5-1](#).

18. A brake lining or brake pad:

- a) has been replaced without all the linings or pads on the axle being replaced at the same time, or
- b) does not comply with the NZHVBC (Note 1)

Performance

Service brake

19. Refer to [Heavy trailers, section 5-1](#).

Parking brake

20. Refer to [Heavy trailers, section 5-1](#).

21. The auxiliary park brake release device (yard valve) does not return automatically to its normal operating state when trailer air supply is restored.

Compressed air brake systems

22. Refer to [Heavy trailers, section 5-1](#).

23. A drain valve is not able to be operated manually.

Note Operation of drain valves must not require the use of tools.

24. The individual brake forces of the service and spring parking brake are able to be compounded.

Modification and certification (Note 1)

25. Refer to [Heavy trailers, section 5-1](#).

Note 1

If there is reason to believe that a component does not meet the requirements of the NZHVBC then the vehicle inspector must require the brake maintenance records to be produced.

Summary of legislation

Applicable legislation

- [Land Transport Rule: Heavy-vehicle Brakes 2006](#), including:
- [Heavy Vehicle Brake Code, first edition \(1991\)](#)
- [Heavy Vehicle Brake Code, second edition \(June 1997\)](#).

Mandatory requirements

1. A vehicle that has been certified to the Heavy Vehicle Brake Code (first edition) prior to 31/8/1997 must have a label affixed to the vehicle, adjacent to the vehicle manufacturer's identification plate stating that the vehicle complies with "NZHVBC, dated 1991".
2. A vehicle that has been certified to the Heavy Vehicle Brake Code (second edition) on **or after 31 August 1997** and **before 1 July 2008** must have a label of permanent material affixed to the vehicle, as close as practicable to the vehicle manufacturer's identification plate. The label must include the words "NZHVBC Edition No. 2".

Mandatory equipment

Service brake

3. Refer to [Heavy trailers, section 5-1](#).

Parking brake

4. A heavy trailer, other than a semi-trailer first registered in New Zealand **before 1 November 1990**, must have a parking brake.
5. A heavy trailer that was first registered in New Zealand **on or after 1 November 1990** must have a parking brake that acts on at least half of the wheels. (Note: spring brakes are the preferred type of park brake.)

6. A parking brake must be able to be applied by the driver from the normal driving position.
7. A parking brake must be able to be released by means of an auxiliary parking brake release control (the so called 'yard valve') after the trailer has been uncoupled.

Emergency brake

8. The heavy trailer, other than a semi-trailer first registered in New Zealand **before 1 November 1990**, must have an emergency brake.
9. A heavy trailer that was first registered in New Zealand **on or after 1 November 1990** must have an emergency brake that acts on at least half of the wheels.
10. The emergency brake may be combined with the parking brake or the service brake.
11. The emergency brake must operate automatically to stop and hold the trailer stationary if it becomes disconnected from the towing vehicle during operation.

Hoses or other flexible tubing

12. Refer to [Heavy trailers, section 5-1](#).

Compressed air brake systems

13. Refer to [Heavy trailers, section 5-1](#).
14. Air connections between all towing vehicles and trailers must be of the two line system using a one piece coupling, eg a duomatic coupling, or when an auxiliary air supply (separate from the braking system) is required for a trailer, a Triomatic coupling .
15. The coupling housing (eg duomatic or triomatic) must be situated close to the centre line, preferably to the right hand side (ie driver's side) of centre.
16. The control (service) and supply (emergency) air lines must be installed so that when facing the cover of the female section of the coupling housing:
 - a) the control (service) line must be on the left side of the housing, and coloured blue or black within 150 mm of the coupling or junction, and
 - b) the supply (emergency) line must be on the right side of the housing, and coloured red or yellow within 150 mm of the coupling or junction.
17. Each reservoir in an air brake system must be fitted with a condensate drain valve at the lowest point.
18. Where an automatic condensate valve is fitted, it must have a provision for manual operation.

Permitted equipment

19. Refer to [Heavy trailers, section 5-1](#).

Prohibited equipment

20. Refer to [Heavy trailers, section 5-1](#).

Condition

21. Refer to [Heavy trailers, section 5-1](#).

22. Brake linings or brake pads must be replaced as axle sets.

Performance

23. Refer to [Heavy trailers, section 5-1](#).

Service brake

24. Refer to [Heavy trailers, section 5-1](#).

Parking brake

25. Refer to [Heavy trailers, section 5-1](#).

26. The auxiliary park brake release device must be able to be restored automatically to its normal operating state when normal air supply is restored.

Compressed air brake systems

27. Refer to [Heavy trailers, section 5-1](#).

28. The brake system must not compound their individual brake forces.

Modification and certification

29. Refer to [Heavy trailers, section 5-1](#).