

Correct as at 25th June 2026. It may be superseded at any time.

**Extract taken from:** In-service certification (WoF and CoF) > Heavy vehicles > Brakes > Interim heavy vehicle braking specification

## 8-3 Interim heavy vehicle braking specification

See also [Heavy vehicle brake testing: CoF and entry certification brake test protocol and procedure](#)

### Reasons for rejection

#### Mandatory requirement

##### Service brake

1. Refer to heavy vehicles, [section 8-1](#).
2. The service brake does not act on each axle.

##### Parking brake

3. Refer to heavy vehicles, [section 8-1](#).
4. The parking brake does not act on at least half of the vehicle's axles.

##### Emergency brake

5. The vehicle does not have an emergency brake.
6. The emergency brake:
  - a) does not act on at least half of the vehicle's axles, or
  - b) is not operable from one control within easy reach of the driver in his normal seating position.

##### Hoses and other flexible tubing

7. Refer to heavy vehicles, [section 8-1](#).

##### Compressed air brake systems

8. Refer to heavy vehicles, [section 8-1](#).
9. Air connections between the towing and towed vehicles are not of the two-line type (excluding auxiliaries).
10. Air connections between the towing and towed vehicles that are physically capable of being incorrectly connected are not colour-coded, ie:
  - a) the control (service) line is not coloured yellow, green or blue, or
  - b) the supply (emergency) line is not coloured red.

11. The couplings used for the air connections between the towing and towed vehicles:

- a) are not mounted on the longitudinal centre-line of the vehicle, or as close to it on the right-hand side, or
- b) do not have the control (service) line to the left of the vehicle, ie the curb side, or
- c) do not have the supply (emergency) line to the right of the vehicle, ie the driver's side.

#### **Permitted equipment**

12. Refer to heavy vehicles, [section 8-1](#).

#### **Prohibited equipment**

13. Refer to heavy vehicles, [section 8-1](#).

#### **Condition**

14. Refer to heavy vehicles, [section 8-1](#).

#### **Performance**

#### **Service brake**

15. Refer to heavy vehicles, [section 8-1](#).

#### **Parking brake**

16. Refer to heavy vehicles, [section 8-1](#).

#### **Compressed air brake systems**

17. Refer to heavy vehicles, [section 8-1](#).

#### **Modification and certification (Note 1)**

18. Refer to heavy vehicles, [section 8-1](#).

#### **Note 1**

If there is reason to believe that the vehicle has been modified since it was certified to the Interim Heavy Vehicle Braking Specification then the vehicle inspector must refer to the details shown on the vehicle's data sheet (form 4067A) issued at the time of certification.

## **Summary of legislation**

### **Applicable legislation**

- [Land Transport Rule: Heavy-vehicle Brakes 2006](#)
- [Heavy Motor Vehicle Regulations 1974, Reg. 16A](#)
- [Interim Heavy Vehicle Braking Specification \(6 December 1988\)](#).

## **Mandatory equipment**

### **Service brake**

1. Refer to heavy vehicles, [section 8-1](#).
2. The service brake must operate on each axle.

### **Parking brake**

3. Refer to heavy vehicles, [section 8-1](#).
4. The park brake must act on at least half of the axles on each vehicle.

### **Emergency brake**

5. The vehicle must have an emergency brake system, which is substantially independent of the service braking system.
6. The emergency brake must:
  - a) act on at least half of the axles on each vehicle, and
  - b) be operable from one control within easy reach of the driver in his normal seating position.

### **Hoses and other flexible tubing**

7. Refer to heavy vehicles, [section 8-1](#).

### **Compressed air brake systems**

8. Refer to heavy vehicles, [section 8-1](#).
9. Air connections between the towing and towed vehicles must be of the two-line type (excluding auxiliaries).
10. Air connections between the towing and towed vehicles that are physically capable of being incorrectly connected shall be colour-coded as follows:
  - a) the control (service) line must be coloured yellow, green or blue, and
  - b) the supply (emergency) line must be coloured red.
11. The couplings used for the air connections between the towing and towed vehicles must:
  - a) be mounted on the longitudinal centre-line of the vehicle, or as close to it on the right-hand side, and
  - b) have the control (service) line to the left of the vehicle, ie the curb side, and
  - c) have the supply (emergency) line to the right of the vehicle, ie the driver's side.

### **Permitted equipment**

12. Refer to heavy vehicles, [section 8-1](#).

### **Prohibited equipment**

13. Refer to heavy vehicles, [section 8-1](#).

**Condition**

14. Refer to heavy vehicles, [section 8-1](#).

**Performance****Service brake**

15. Refer to heavy vehicles, [section 8-1](#).

**Parking brake**

16. Refer to heavy vehicles, [section 8-1](#).

**Emergency brake**

17. Refer to heavy vehicles, [section 8-1](#).

**Compressed air brake systems**

18. Refer to heavy vehicles, [section 8-1](#).

**Modification and certification**

19. Refer to heavy vehicles, [section 8-1](#).