

Correct as at 24th June 2026. It may be superseded at any time.

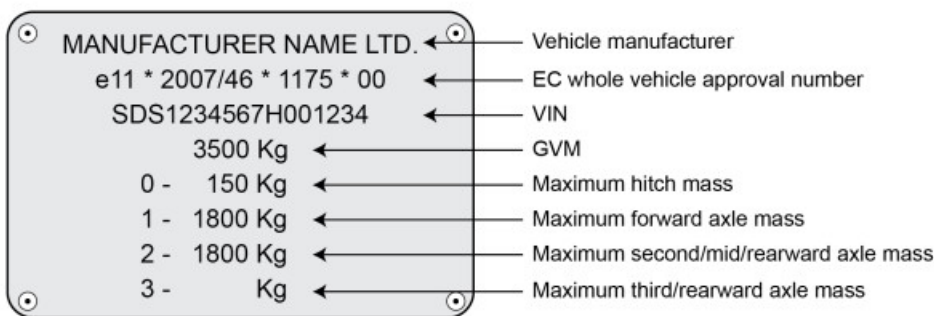
Extract taken from: In-service certification (WoF and CoF) > Technical bulletins (general) > Identifying compliant hitches and brake systems

## 15 Identifying compliant hitches and brake systems

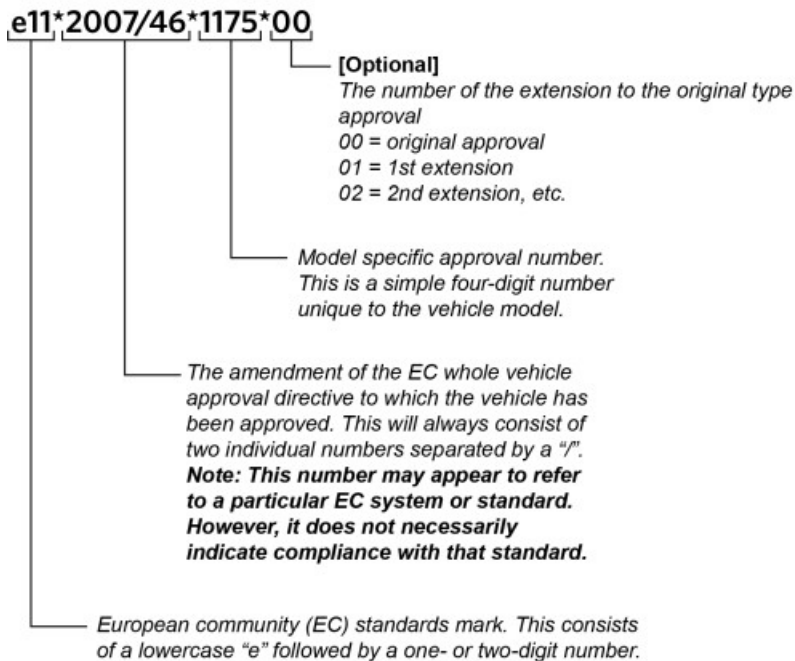
### Imported trailers with whole vehicle type approval

A trailer that has European whole vehicle type approval will have brakes compliant with UN/ECE Regulation 13. These trailers are identified by a plate very similar to the following:

#### Identifying the EC whole vehicle approval plate



#### The EC whole vehicle approval number

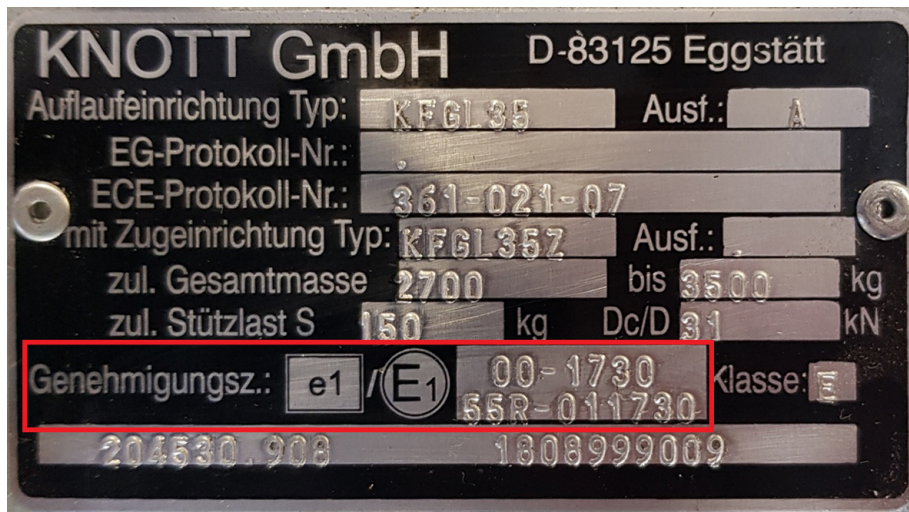


#### Trailers fitted with a UN/ECE Regulation 13 braking system

These trailers are usually built in New Zealand and fitted with an imported braking system. An approved braking system can be identified by the features and markings detailed below. If these features and markings are not present the owner

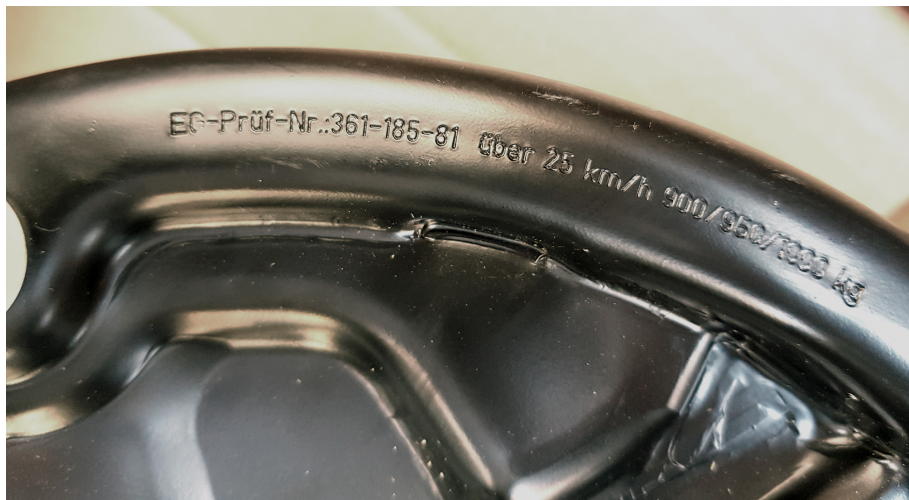
must be able to present documentation that reasonably proves the braking system is compliant with UN/ECE Reg.13 and Reg.55.

### Compliant hitch



- A compliant hitch will be fitted with a plate like the one above that indicates it is compliant to Reg. 55 as per the red highlighted section in the image.

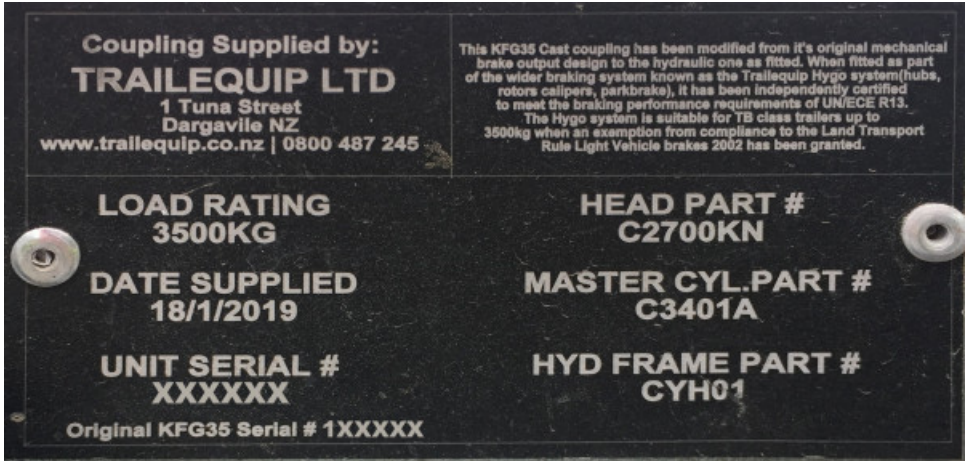
### Compliant brake system



- compliant brake system will require a brake acting on each wheel of every axle (ie two individual brakes on a single axle, four on a twin axle, and six on a tri axle). The back of each brake drum will have a test number marking like that shown above.

### Trailers without a UN/ECE approved brake system

Trailers presented without a European approved braking system, as per the two sections above, must be presented with an exemption letter issued by the Transport Agency. An example of this may be seen below. These trailers are usually built in New Zealand and are usually fitted with a brake system manufactured in New Zealand. Some of these trailers will be fitted with a plate like the one shown below. All these trailers must have a VIN/chassis that matches that shown on the exemption letter.



Sample exemption letter

Reference: XXXXXXXXXXXXX

**EXEMPTION FROM SPECIFIED REQUIREMENTS OF  
LAND TRANSPORT RULE: Light Vehicle Brakes 2002,  
Rule 32014**

Pursuant to Section 166(1) of the Land Transport Act 1998, and pursuant to the powers delegated to me, I, [NZTA staff member name], Assessments Representative, Customer Assessments, hereby exempt the motor vehicle specified in Schedule 1 hereto from the sections of the rule Light Vehicle Brakes 2002 listed in Schedule 2, subject to the conditions in Schedule 3.

**SCHEDULE 1: Vehicle Details**

<b>YEAR</b>	<b>MAKE</b>	<b>CHASSIS</b>
2018	Norris	7AT0XXXXXXXXXXXX

**SCHEDULE 2: Exempted Requirement**

**Section 2.4(5):** A vehicle of Class TB with a laden weight of 2500kg or more must be fitted with:  
(a) a direct trailer service brake

**SCHEDULE 3: Conditions of this exemption:**

1. The loaded mass of the vehicle in Schedule 1 must not exceed 3500kg; and
2. The vehicle in Schedule 1 must be towed only by a vehicle which has a manufacturer's braked towing capacity equal to or greater than the laden weight of the trailer; and
3. An EC Certificate of Conformity for complete vehicles must be obtained for each vehicle; and
4. The vehicles breakaway brakes must be properly connected to the towing vehicle at all times while the vehicle is being towed; and
5. The braking systems of this vehicle in Schedule 1 must be properly maintained, and there must not be any modifications to it without such modifications being certified by an approved New Zealand Low Volume Vehicle Certifier; and
6. A copy of this exemption must be carried in the vehicle and be produced to vehicle inspectors and enforcement officers if requested; and
7. This exemption can be revoked at any time by the NZ Transport Agency.

Signed at Wellington this 13<sup>th</sup> day of March 2019

[Name]  
Assessments Representative  
Customer Assessments  
NZ Transport Agency