

Correct as at 26th April 2026. It may be superseded at any time.

Extract taken from: Entry certification > Inspection and certification > Brakes > Service brake and park brake

8-1 Service brake and park brake

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

Reasons for rejection

Mandatory equipment

1. A vehicle does not comply with a requirement relating to mandatory equipment set out in the [VIRM: In-service certification, section 8-1](#)
 - Where required, an entry certifier must obtain a declaration from a recognised technician, stating that the anti-lock braking system is within safe tolerance of the manufacturer's specifications. See [Technical bulletin 29](#) for further information on SRS/ABS/ESC declarations.
2. A **new** motor vehicle of class MA, MB, MC or NA that is first certified for entry into service in New Zealand on or after 1 July 2015 does not have electronic stability control fitted (Note 1).
 - For evidence of acceptable proof that the vehicle is fitted with an ESC system see [Technical bulletin 37](#)
3. A **used** motor vehicle of class MC that is inspected at the border for entry into service in New Zealand on or after 1 March 2016 does not have electronic stability control fitted (Note 1).
 - For evidence of acceptable proof that the vehicle is fitted with an ESC system see [Technical bulletin 37](#)
4. A **used** motor vehicle of class MA with engine capacity greater than 2 litres that is inspected at the border from 1 March 2018 does not have electronic stability control fitted (Note 1).
 - For evidence of acceptable proof that the vehicle is fitted with an ESC system see [Technical bulletin 37](#)
5. A **used** motor vehicle of class MA, MB and NA light passenger and goods vehicles that is inspected at the border from 1 March 2020 does not have have electronic stability control fitted (Note 1).
 - For evidence of acceptable proof that the vehicle is fitted with an ESC system see [Technical bulletin 37](#)
6. A vehicle of class LC, LD or LE does not comply with the requirements of Table 8-1-2.

Compliance with approved standards

7. A brake that is required to comply with an approved brake standard did not comply, or cannot be demonstrated to have complied, with at least one of the standards listed in Table 8-1-1 at the time the vehicle was manufactured.
8. A brake has brake friction material that is:
 - a) not identifiable by markings of the vehicle manufacturer or a recognised brake friction material manufacturer listed in [Figure 8-2-1](#), or

b) not supplied by a recognised supplier and accompanied by a statement of compliance from that supplier.

Condition, performance and modification

9. Brake fluid in the master cylinder reservoir shows signs of dirt or contamination.

10. Brake friction material is:

- a) worn below the limits shown in [Table 8-2-1](#), or
- b) separating from the brake pad backing plate or brake shoe, or
- c) cracked or otherwise damaged, or
- d) contaminated by brake fluid, oil or grease.

11. A brake drum:

- a) has an ovality or a diameter that is outside the service limits set by the vehicle or brake manufacturer, or
- b) is fractured, scored or otherwise damaged.

12. A brake disc:

- a) has runout or a thickness that is outside the service limits set by the vehicle or brake manufacturer, or
- b) has a thickness of less than 90% of the original thickness if the service limits for runout or thickness are not known, or
- c) is fractured, scored or otherwise damaged.

13. A vehicle or brake does not comply with a requirement relating to condition, performance or modification set out in the [VIRM: In-service certification, section 8-1](#)

Note 1

Similar to frontal impact and emissions requirements this provision will not apply to:

- an immigrant's vehicle, or
- a special interest vehicle, or
- a motorsport vehicle that is operated in accordance with the conditions of a valid low volume vehicle authority card issued for the vehicle in accordance with the Low Volume Vehicle Code, or
- a low volume vehicle that was not originally fitted with an electronic stability control system and is certified in accordance with the Low Volume Vehicle Code, or
- a motor vehicle of class MA, MB, MC or NA manufactured, or first registered outside of New Zealand, twenty years or more before the date of its first certification for entry into service in New Zealand.

Table 8-1-1. Approved brake standards*

UN-ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan
13	71/320	105	31	TS for passenger motor vehicle braking systems, or
13-H	74/132	122	33	TS for two-wheeled vehicle brake systems
78	75/524	135	35	Article 12
	79/489			TS for two-wheeled vehicle brake systems
	85/647			Article 61
	88/194			
	91/422			
	98/12			
	2002/78			
	93/14			
	2006/27			

* A brake that is required to comply with an approved brake standard must comply with at least one of the standards listed in the table.

Table 8-1-2. ABS brake requirements for class LC, LD and LE vehicles

	A new class LC, LD and LE vehicle of a model or sub-model that was first manufactured on or after 1 April 2020	All class LC, LD and LE vehicles (see exceptions below)
<p>A class LC, LD or LE vehicle that is powered by either:</p> <ul style="list-style-type: none"> • a combustion engine of capacity greater than 50 cubic centimetres up to and including 125 cubic centimetres; or • an electrically powered motor having net power output of greater than 4kW up to and including 11kW. 	<p>Antilock braking systems or Combined braking systems required if first certified for entry into service in New Zealand on or after 1 April 2020</p>	<p>Antilock braking systems or Combined braking systems required if first certified for entry into service in New Zealand on or after 1 November 2021</p>
<p>A class LC, LD or LE vehicle that is powered by either:</p> <ul style="list-style-type: none"> • a combustion engine of capacity greater than 125 cubic centimetres; or • an electrically powered motor having net power output of greater than 11kW and a power to weight ratio of greater than 0.1kW/kg 	<p>Antilock braking systems required if first certified for entry into service in New Zealand on or after 1 April 2020</p>	<p>Antilock braking systems required if first certified for entry into service in New Zealand on or after 1 November 2021</p>

Exceptions to Table 8-1-2

Advanced brake system requirements do not apply to:

- an enduro motorcycle; or
- a trial motorcycle; or
- a motorcycle that was first registered in any country before 1 January 1990; or
- an immigrant's vehicle; or
- a motorcycle for which a special interest motorcycle permit has been granted; or
- a farm motorcycle, or
- a low volume vehicle that was:
 - assembled or scratch-built in quantities of 500 or less in any one year (ie, not a uniquely modified low volume vehicle), and
 - not originally fitted with an antilock brake system or a combined brake system, and
 - is certified in accordance with the Low Volume Vehicle Code.

Summary of legislation

Applicable legislation

- [Land Transport Rule: Light-vehicle Brakes 2002](#)

Mandatory equipment

1. Vehicles must comply with the requirements relating to mandatory equipment set out in the [VIRM: In-service certification, section 8-1](#)
2. A **new** motor vehicle of class MA, MB, MC or NA that is first certified for entry into service in New Zealand on or after 1 July 2015 must have electronic stability control fitted (Note 1)
 - For evidence of acceptable proof that the vehicle is fitted with an ESC system see [Technical bulletin 37](#)
3. A **used** motor vehicle of class MC that is inspected at the border for entry into service in New Zealand on or after 1 March 2016 must have electronic stability control fitted (Note 1)
 - For evidence of acceptable proof that the vehicle is fitted with an ESC system see [Technical bulletin 37](#)
4. A **used** motor vehicle of class MA with engine capacity greater than 2 litres that is inspected at the border from 1 March 2018 must have electronic stability control fitted (Note 1)
 - For evidence of acceptable proof that the vehicle is fitted with an ESC system see [Technical bulletin 37](#)
5. A **used** motor vehicle of class MA, MB and NA light passenger and goods vehicles that is inspected at the border from 1 March 2020 must have electronic stability control fitted (Note 1)
 - For evidence of acceptable proof that the vehicle is fitted with an ESC system see [Technical bulletin 37](#)
6. A vehicle of class LC, LD or LE must comply with the requirements of Table 8-1-2

Compliance with approved standards

7. The brakes on the following vehicles must comply with one or more of the approved brake standards in Table 8-1-1:
 - a) vehicles of group L, and class MD1 and MD2 manufactured on or after 1 October 2002
 - b) vehicles of class MA manufactured on or after 1 January 1992
 - c) vehicles of class MB, MC and NA manufactured on or after 1 January 1996.

Condition, performance and modification

8. Brakes must be easily adjustable to compensate for wear and must be maintained in good condition and efficient working order.
9. Brake friction surfaces must be within safe tolerance of their state when manufactured and must not be scored, damaged or weakened to the extent that the safety performance of the brake is adversely affected.
10. The ovality and diameter of brake drums must be within the service limits set by the vehicle or brake manufacturer.
11. The runout and thickness of brake discs must be within the service limits set by the vehicle or brake manufacturer. If the thickness limit is not known for a particular disc, the thickness must not be less than 90% of the original thickness.

12. Vehicles and brakes must also comply with the requirements relating to condition, performance and modification set out in the [VIRM: In-service certification, section 8-1](#)

Page amended **9 August 2021** (see [amendment details](#))

Page updated 6 January 2025 (see [details](#))