

1970/190



THE GOODS SERVICE VEHICLE (CONSTRUCTIONAL)
REGULATIONS 1936, AMENDMENT NO. 2

ARTHUR PORRITT, Governor-General

ORDER IN COUNCIL

At the Government House at Wellington this 28th day of September
1970

Present:

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL

PURSUANT to the Transport Act 1962, His Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, hereby makes the following regulations.

REGULATIONS

1. Title and commencement—(1) These regulations may be cited as the Goods Service Vehicle (Constructional) Regulations 1936, Amendment No. 2, and shall be read together with and deemed part of the Goods Service Vehicle (Constructional) Regulations 1936* (hereinafter referred to as the principal regulations).

(2) These regulations shall come into force 6 months after the date of the notification of these regulations in the *Gazette*:

Provided that until the date 12 months after the date of the notification of these regulations in the *Gazette* the principal regulations shall continue to apply with respect to motor vehicles first registered before the date of the commencement of these regulations as if regulation 2 hereof had not been enacted.

2. Brakes—Regulation 2 of the principal regulations is hereby amended by adding the following subclause:

“(4) *Brake Systems Utilising Compressed Air*—Every heavy motor vehicle or combination of heavy motor vehicles utilising compressed air as a source of energy for application of the vehicle’s brakes or as a means of boosting the energy supplied by the driver to apply the brakes or utilising compressed air for both purposes shall be equipped with air compressors or other sources of compressed air, and with air receivers or other means of storing compressed air, and with gauges and audible warning devices which meet the following requirements:

*S.R. 1936/80 (Reprinted with Amendment No. 1: S.R. 1961/94)

“(a) *System Capacity*—

“(i) *Reservoir Capacity*—With the air pressure in the braking system at its maximum specified operational setting and with the engine stopped, the reserve of stored energy of the braking system shall be such as to provide a minimum of 5 full service-brake applications with full release of the brakes after each before the low-pressure warning operates, and 2 subsequently. Where a combination is equipped with an emergency or a breakaway valve on the trailer and a tractor protection valve on the towing vehicle, the requirement for 5 full service-brake applications referred to in this subparagraph shall be reduced to 3 before the emergency valve operates. A full service-brake application is considered to be made when all the brake actuators on the vehicle or combination are operated to apply their associated brakes in an effective manner:

“(ii) *Compressor Capacity*—At maximum governed speed, or where the engine is not governed at a speed determined by the vehicle inspector, the compressor shall be capable of raising the pressure in the braking system to the point at which the compressor unloads, in the following times:

“(1) In not more than 3 minutes, starting from the pressure at which the low-pressure warning ceases to operate or, in vehicles so equipped, the emergency braking operates; and

“(2) In not more than $1\frac{1}{2}$ minutes, starting from the pressure to which the brake system falls from the maximum specified operating pressure as a result of fully applying and releasing the service brakes 5 or 3 times, as the case may be, in accordance with subparagraph (i) of this paragraph:

“(b) *System Instrumentation*—

“(i) *Gauges*—The receiver or receivers from which the service-brake system draws its supply of energy in the form of compressed air shall be fitted with a calibrated gauge or approved device readily visible to the driver in his normal driving position to indicate to him the pressure in the said receivers. In brake systems which are split (i.e., each section relying for its stored air upon separate receivers the loss of air from which would incapacitate that part of the system), each such receiver shall be fitted with a calibrated gauge or approved device readily visible to the driver in his normal driving position to indicate to him the pressure in that receiver:

“Providing that this subparagraph shall not apply to receivers fitted to trailers:

“(ii) *Audible Warning Device*—The vehicle (not being a trailer) shall be fitted with a warning device readily audible to the driver which will give continuous warning at pressures in the brake reservoirs, to which gauges are required to be fitted to comply with subparagraph (i) of this paragraph, below the minimum safe-operating pressure recommended by the manufacturer, or, where no such recommendation exists, at all pressures below 50 percent of the compressor-governor cut-out pressure:

“(c) *System Protection*—

- “(i) The first call upon the supply and store of energy provided for the braking system shall be that of the braking system, and the brake receivers shall have first call upon the supply from the compressor:
- “(ii) No auxiliary air-operated device shall be connected to the air-braking system of a vehicle except with the approval of the vehicle manufacturer, or, if this is unobtainable, the approval of the Secretary:
- “(iii) That approval shall be conditional upon the satisfaction of such safety requirements as the manufacturer or the Secretary may stipulate, and upon the satisfaction of the following requirements:
- “(1) Supplies to auxiliary devices which depend for their operation upon the same supply or source of compressed air as the brakes shall be drawn from receivers separate from receivers supplying the brakes:
- “(2) The brake system shall be so protected that the operation of the auxiliaries cannot lower the pressure in any line or receiver supplying the brakes below two-thirds of its maximum operational setting.”

P. J. BROOKS,
Clerk of the Executive Council.

EXPLANATORY NOTE

This note is not part of the regulations, but is intended to indicate their general effect.

These regulations prescribe for vehicles subject to certificates of fitness the requirements for brake systems using compressed air. In the case of vehicles first registered before the commencement of the regulations (i.e. 6 months after gazetting), these provisions will not apply until after 12 months from the date of the gazetting of the regulations.

Issued under the authority of the Regulations Act 1936.
Date of notification in *Gazette*: 1 October 1970.
These regulations are administered in the Ministry of Transport.