

---

# VIRM: Entry certification amendment

## 1 November 2017

October 2017

### ***List of changes and preview pages***

#### **In this amendment**

- A number of changes (including a rewrite of Technical bulletin 41) relating to the Transport Agency acceptance of certain overseas modifications rather than the vehicle having to go through LVV certification
- Clarification that the tow bar load isn't included in the GVM rating
- ESC added to statements of compliance
- An EC whole vehicle approval plate can be evidence of frontal impact compliance for a class MA vehicle.
- Changes regarding what is acceptable for proving stability compliance
- Clarification that Technical bulletin 2 regarding fire and water damage applies to vehicles undergoing re-entry too - ie does apply to vehicles written off in New Zealand.

# Contents

<b>List of changes .....</b>	<b>3</b>
<b>Preview pages .....</b>	<b>5</b>
Pre-registration and VIN .....	5
2-2 Vehicle attributes definitions .....	5
Inspection and certification .....	5
1-1 Registering a vehicle for the first time in New Zealand .....	5
3-2 Determining frontal impact compliance.....	7
3-5 Stability (heavy PSV) .....	8
6-3 PSV entry and exit steps, ramps and hoists (light PSVs).....	9
16-1 Certificate of loading (light PSV).....	9
Technical bulletins .....	10
11 Inspection of motorhomes.....	10
28 Exhaust emissions standards compliance.....	11
37 Electronic stability control identification .....	11
41 Entry certification procedures for certain modified vehicles .....	11
Reference materials .....	12
19 Sample statement of compliance .....	12
28 Sample United Nations Economic Commission – UN/ECE – compliance plates .....	12

# LIST OF CHANGES

Note that links below go to the current VIRM pages.

To view the changes see the [Preview pages](#) following the table below.

SECTION	CHANGE DESCRIPTION
<b>Pre-registration and VIN</b>	
<a href="#">2-2 Vehicle attributes definitions</a>	<ul style="list-style-type: none"> <li>New text added stating that for vehicles that have undergone a multi-stage manufacturing process, the GVM to record is the GVM assigned by the final stage manufacturer.</li> </ul>
<b>Inspection and certification</b>	
<a href="#">1-1 Registering a vehicle for the first time in New Zealand</a>	<ul style="list-style-type: none"> <li>Table 1-1-3. Proof of standards compliance: <ul style="list-style-type: none"> <li>Australian markets: An ADR second stage manufacture plate or label can be evidence of standards compliance</li> <li>Text deleted as no longer relevant: 'if the vehicle is class MA, less than 20 years old and manufactured before 1 January 1996, evidence of compliance with an approved frontal impact standard'.</li> <li>USA markets: note added about checking with the Transport Agency for approval if the vehicle's GVM is less than 3500kg but the vehicle type means it might be a heavy (eg Ford F250, RAM 3500)</li> <li>European markets (or manufactured for European markets): An EC whole vehicle approval plate indicating a second or more stage of manufacture can be evidence of standards compliance.</li> </ul> </li> </ul>
<a href="#">3-2 Determining frontal impact compliance</a>	<ul style="list-style-type: none"> <li>An EC whole vehicle approval plate can be evidence of frontal impact compliance for a class MA vehicle.</li> </ul>
<a href="#">3-5 Stability (heavy PSV)</a>	<ul style="list-style-type: none"> <li>Changes regarding what are acceptable for proving stability compliance.</li> </ul>
<a href="#">6-3 PSV entry and exit steps, ramps and hoists (light PSVs)</a>	<ul style="list-style-type: none"> <li>Clarifies in note at top of page which VIRM requirements apply to PSVs that comply with UN/ECE standards.</li> </ul>
<a href="#">16-1 Certificate of loading (light PSV)</a>	<ul style="list-style-type: none"> <li>Text from Note 2 incorporated into general text of Table 16-1-2.</li> <li>Change of email notification address</li> <li>Clarification that the tow bar load isn't included in the GVM rating.</li> </ul>
<b>Technical bulletins</b>	
<a href="#">2 Water or fire damaged vehicles</a>	<ul style="list-style-type: none"> <li>Clarification that this applies to vehicles undergoing re-entry too - ie does apply to vehicles written off in New Zealand.</li> </ul>
<a href="#">11 Inspection of motorhomes</a>	<ul style="list-style-type: none"> <li>Any new motorhome that has a multi-stage approval plate meeting the criteria of Technical bulletin 41 can be accepted as complying with the relevant standards for that class of vehicle, except for exhaust emissions.</li> </ul>
<a href="#">28 Exhaust emission standards compliance</a>	<ul style="list-style-type: none"> <li>An emission certificate produced by TÜV SÜD or DEKRA can that confirm that the vehicle is compliant with Euro 4 emissions standards. (Note: this area of text moved from the <i>Japan</i> to the <i>any country</i> section).</li> <li>Alternative way of verifying ADR79/02 added.</li> </ul>
<a href="#">37 Electronic stability control identification</a>	<ul style="list-style-type: none"> <li>If ESC is listed on a statement of compliance, this is also acceptable proof of ESC fitment</li> </ul>
<a href="#">41 Entry certification procedures for</a>	<ul style="list-style-type: none"> <li>This bulletin has been completely rewritten to include Australian second</li> </ul>

<a href="#">certain modified vehicles</a>	stage manufacture and United States FMVSS on certain vehicles.
<b>Reference materials</b>	
<a href="#">19 Sample statement of compliance</a>	<ul style="list-style-type: none"> <li>Updated to include electronic stability control.</li> </ul>
<a href="#">28 Sample UN/ECE Compliance Plate</a>	<ul style="list-style-type: none"> <li>Removed requirement for VIN to be present on car and motorcycle plates.</li> <li>Added note that the entry certifier must be satisfied that the plate/label is genuine.</li> </ul>
<a href="#">29 Sample European Community (EC) whole vehicle approval plate</a>	<ul style="list-style-type: none"> <li>Additional base directive/regulation shown in the EC whole vehicle approval number which is acceptable to prove compliance with all standards, including braking standards.</li> </ul>

# PREVIEW PAGES

## Pre-registration and VIN

### 2-2 Vehicle attributes definitions

#### 16 Gross vehicle mass (GVM)

Also called gross laden weight (GLW), this field contains the gross vehicle mass (GVM) in kilograms, as rated by the vehicle manufacturer, modifier, the Transport Agency or a Transport Agency-appointed agency.

For used light vehicles, a figure from the previous registration or de-registration documents, or from the vehicle manufacturer's data, may be used. For vehicles that have undergone a multi-stage manufacturing process, the GVM to be recorded is the GVM assigned by the final stage manufacturer. For used light vehicles where previous registration documents indicate the GVM may exceed 3,500kg, an official New Zealand chassis rating must be obtained (refer to Reference material 37 for chassis rating request forms). The correctly established GVM must be displayed in the GVM field before the Certificate of Loading is printed.

## Inspection and certification

### 1-1 Registering a vehicle for the first time in New Zealand

Table 1-1-3. Proof of standards compliance

Vehicle is...	Acceptable evidence of standards compliance
manufactured for the Australian market, or manufactured to Australian standards for other markets	<ul style="list-style-type: none"> <li>an Australian Design Rules (ADR) plate or label (other than red, green, blue or yellow) affixed to the vehicle. Example: See Reference material 32, or</li> <li>an Australian Design Rules (ADR) second stage of manufacture (SSM) plate or label that meets the requirements of Technical bulletin 41: Entry certification procedures for certain modified vehicles affixed to the vehicle.</li> </ul> <p><b>Note:</b> An ADR plate/label (other than red, green, blue or yellow) that has a place to record an approval number must have an approval number to be acceptable.</p>

<p>a used vehicle manufactured for the USA market</p>	<ul style="list-style-type: none"> <li>• a Federal Motor Vehicle Safety Standard (FMVSS) plate or label affixed to the vehicle. Example: See <a href="#">Reference material 30</a>.</li> </ul> <p><b>and</b></p> <ul style="list-style-type: none"> <li>• original documents confirming the vehicle was first registered in the US</li> <li><b>or</b></li> <li>• in the case of a light vehicle, original documents confirming the vehicle was first registered in Canada is also acceptable.</li> </ul> <p><b>Notes</b></p> <ul style="list-style-type: none"> <li>• This does not apply to low volume motorcycles. These motorcycles can be identified by the third character of the VIN, which will be a '9'.</li> <li>• In the USA, utes, SUVs, and vans are often marketed with model numbers such as 150, 250, 350 or 1500, 2500, 3500 (eg Ford F150, Ram 3500). Generally only 150 or 1500 models are light vehicles. Therefore, any 250, 2500, 350, or 3500 models that have an FMVSS plate or label showing a GVM of under 3500kgs should be referred to <a href="mailto:vehicles@nzta.govt.nz">vehicles@nzta.govt.nz</a> for approval to process as light vehicles.</li> </ul>
---	--

<p>manufactured for European markets, or manufactured to European standards for other markets</p>	<ul style="list-style-type: none"> <li>• a European Community (EC) Whole Vehicle Approval plate (see <a href="#">Reference material 29</a>) affixed to the vehicle showing an acceptable whole vehicle approval number, or a UK registration certificate (see <a href="#">Reference material 59</a>) that includes an acceptable whole vehicle approval number, or a UK Certificate of permanent export (see <a href="#">Reference material 64</a>) that includes an acceptable whole vehicle approval number, or an original Certificate of Conformity (see <a href="#">Reference material 49</a>) showing an acceptable whole vehicle approval number.</li> </ul> <p><b>and</b></p> <ul style="list-style-type: none"> <li>• evidence of compliance with an approved frontal impact standard as required. Note that if the plate or UK registration certificate shows an approval number incorporating the '2001/116' or higher directive (refer to <a href="#">Reference material 29</a>), it can be used to confirm compliance with an approved frontal impact standard.</li> <li>• also refer to <a href="#">Reference material 29, Note 2</a> for evidence of compliance with emissions to Euro 4.</li> </ul> <p><b>or</b></p> <ul style="list-style-type: none"> <li>• a European Community (EC) Whole Vehicle Approval plate (see <a href="#">Reference material 29</a>) indicating a second (or more) stage of manufacture affixed to the vehicle showing an acceptable whole vehicle approval number. (see <a href="#">Technical bulletin 41:Entry certification procedures for certain modified vehicles</a>).</li> </ul> <p><b>or</b></p> <ul style="list-style-type: none"> <li>• a United Nations Economic Commission for Europe (UN/ECE) compliance plate to prove compliance with all UN/ECE regulations listed on the plate. Example: See <a href="#">Reference material 28</a>.</li> </ul> <p><b>or</b></p> <ul style="list-style-type: none"> <li>• a DEKRA Statement of Compliance, showing all of the correct standards for the class of vehicle. Example: See <a href="#">Reference material 73a</a>.</li> </ul> <p><b>or</b></p> <ul style="list-style-type: none"> <li>• a TUV Certificate of compliance showing all of the correct standards for the class of vehicle. Example: See <a href="#">Reference material 73c</a>.</li> </ul> <p><b>Note:</b> External projections standard not required if vehicle unmodified and a rear view mirror standard is listed.</p>
---	---

### 3-2 Determining frontal impact compliance

#### Alternative methods for determining frontal impact compliance

If a vehicle is not shown on any of the recognised manufacturer's lists, one of the following methods may be used to determine compliance with an approved frontal impact standard.

##### 1 Vehicles imported from any country

If a class MA, MB or MC vehicle imported from any country (including Japan) is not shown on one of the recognised manufacturer's lists, one of the following methods may be used to determine compliance with an approved frontal impact standard:

Description	Methods for determining FIS compliance
-------------	--

A class MA vehicle	<ul style="list-style-type: none"> <li>An EC Whole Vehicle Approval plate and first registered in the United Kingdom in 10/2003 or later</li> </ul>
--------------------	---



### 3-5 Stability (heavy PSV)

#### Reasons for rejection

#### Tables and images

#### Summary of legislation

##### Note 1

See **Technical Bulletin 32** for vehicle makes and models that can be accepted as meeting this requirement. All other documentation must be referred to the NZTA for approval.

To be considered for approval by the NZTA, documentation must be model / sub-model specific and be able to support the validity of the statement in accordance with any of the following, as appropriate:

- a summary of evidence or a certificate from independent tests carried out in accordance with the requirements of the approved vehicle standards
- a type approval issued by a relevant authorised certification organisation in accordance with the approved vehicle standards
- documents in relation to arrangements for ensuring conformity of production in accordance with the requirements of the approved vehicle standards
- documents confirming that a deviation of the vehicle or specific aspect of the vehicle from the original source design, resulting from changes to components or manufacturing methods, does not have an adverse effect on compliance with the approved vehicle standards
- any other requirements specified by the Transport Agency.

If documentation isn't available or is insufficient, an HVEC must be engaged by the manufacturer to demonstrate compliance.

#### Reasons for rejection

#### Tables and images

#### Summary of legislation

#### Applicable legislation

- Land Transport Rule: Passenger Service Vehicles 1999**
- Land Transport Rule: Vehicle Standards Compliance 2002.**

2) A statement of compliance may be issued for a vehicle or for a specific aspect of a vehicle only if the manufacturer or manufacturer's representative, or a relevant component manufacturer or component manufacturer's representative, is able to support the validity of the statement in accordance with any of the following, as appropriate:

- a summary of evidence or a certificate from tests carried out in accordance with the requirements of the approved vehicle standards,
- a type approval issued by a relevant authorised certification organisation in accordance with the approved vehicle standards,
- documents in relation to arrangements for ensuring conformity of production in accordance with the requirements of the approved vehicle standards,
- documents confirming that a deviation of the vehicle or specific aspect of the vehicle from the original source design, resulting from changes to components or manufacturing methods, does not have an adverse effect on compliance with the approved vehicle standards,
- any other requirements specified by the Agency.

3) A vehicle manufacturer or manufacturer's representative, or a relevant component manufacturer or component manufacturer's representative, must comply, within a reasonable time, with any request from the Agency to provide the information or document listed in 2)(a) to (e).



## 6-3 PSV entry and exit steps, ramps and hoists (light PSVs)

**Note** An unmodified vehicle is not required to comply with **Summary of legislation 1-5, or Reasons for rejection 1-4**, provided that it complies with either:

- **UN/ECE 36 and UN/ECE 66; UN/ECE 107 and UN/ECE 66; UN/ECE 52 or Directive 2001/85/EC.**

## 16-1 Certificate of loading (light PSV)

Reasons for rejection	Tables and images	Summary of legislation		
<p><b>Table 16-1-1. General loading and weights to be determined</b></p> <table border="1"> <tr> <td>All vehicles</td> <td> <ul style="list-style-type: none"> <li>• Gross vehicle mass (GVM) (This must be as provided by the manufacturer or set by the Transport Agency.)</li> <li>• Unladen vehicle mass (tare weight)</li> <li>• Wheelbase</li> <li>• Number of axles</li> <li>• Axle spacings (for multi-axle groups)</li> <li>• Relevant endorsements or statements provided in applicable legislation (eg towing standards)</li> <li>• Overdimension information (if applicable)</li> <li>• Further details and conditions that have been specified for the vehicle's operation</li> </ul> </td> </tr> </table>			All vehicles	<ul style="list-style-type: none"> <li>• Gross vehicle mass (GVM) (This must be as provided by the manufacturer or set by the Transport Agency.)</li> <li>• Unladen vehicle mass (tare weight)</li> <li>• Wheelbase</li> <li>• Number of axles</li> <li>• Axle spacings (for multi-axle groups)</li> <li>• Relevant endorsements or statements provided in applicable legislation (eg towing standards)</li> <li>• Overdimension information (if applicable)</li> <li>• Further details and conditions that have been specified for the vehicle's operation</li> </ul>
All vehicles	<ul style="list-style-type: none"> <li>• Gross vehicle mass (GVM) (This must be as provided by the manufacturer or set by the Transport Agency.)</li> <li>• Unladen vehicle mass (tare weight)</li> <li>• Wheelbase</li> <li>• Number of axles</li> <li>• Axle spacings (for multi-axle groups)</li> <li>• Relevant endorsements or statements provided in applicable legislation (eg towing standards)</li> <li>• Overdimension information (if applicable)</li> <li>• Further details and conditions that have been specified for the vehicle's operation</li> </ul>			

**Table 16-1-2. Occupant loading to be determined**

General requirements for determining occupant loading	
All vehicles	<p>The <b>deemed mass</b> of each occupant is:</p> <ul style="list-style-type: none"> <li>• 80kg for adult occupants</li> <li>• 65kg for secondary-school pupils</li> <li>• 55kg for intermediate-school pupils</li> <li>• 42kg for primary-school pupils.</li> </ul> <p>For a PSV with 9 or fewer seats, the passenger capacity on the CoL may be calculated using the number of installed seating positions.</p> <p>The vehicle must be designed and constructed to ensure that at any normal loading condition of the vehicle (including the permitted load on the towbar, if fitted) no component over-loading will occur.</p> <p><b>Note:</b> the towbar's load isn't included on the CoL. In every situation the operator must always ensure the vehicle's GVM isn't exceeded. When a PSV is towing a trailer, its operator may need to reduce the number of passengers carried in the PSV.</p>
MD1 and MD2 vehicles	<ol style="list-style-type: none"> <li>1. The <b>maximum deemed occupant loading</b> is calculated from the maximum number of passengers allowed in the CoL plus the driver and any crew and their deemed mass.</li> <li>2. The <b>GVM</b> must not be exceeded when the vehicle is loaded with the maximum deemed occupant loading. A PSV may have its chassis rating reviewed on application to the transport Agency (<a href="mailto:InformationChassisRatings@nzta.govt.nz">InformationChassisRatings@nzta.govt.nz</a>). The result may be a greater GVM which may allow additional seats to remain/be fitted and the passenger capacity increased. The CoL can then be updated accordingly.</li> <li>3. the <b>axle ratings</b> (where specified on the CoL) must not be exceeded when the vehicle is loaded with the maximum deemed occupant loading.</li> </ol>
PSVs with a dedicated wheelchair position ( <b>Note 4</b> )	<ol style="list-style-type: none"> <li>1. The GVM must not be exceeded when the vehicle is loaded with the maximum deemed occupant loading and the wheelchairs for which it is designed.</li> </ol>

## Technical bulletins

### 2 Water or fire damaged vehicles

#### Application

- This document applies to any vehicle undergoing entry-level (including re-entry) certification that may have suffered water or fire damage.

### 11 Inspection of motorhomes

#### Application

This bulletin applies to the structural inspection of motorhomes undergoing entry certification in New Zealand. It covers the specialist certification requirements for motorhomes undergoing entry certification.

For motorhomes with overseas compliance covering the motorhome conversion, refer to **Technical bulletin 41: Entry certification procedures for certain modified light vehicles**. Exhaust emission standard compliance can be verified by one of the methods specified in **Technical Bulletin 28**.

## 28 Exhaust emissions standards compliance

### Acceptable proof of exhaust emissions rule compliance for used vehicles from any country

- An emission certificate produced by TÜV SÜD or DEKRA that confirms that the vehicle is compliant with Euro 4 emissions standards. Each individual vehicle will be issued with an approved Exhaust Emissions Compliant Certificate. TÜV SÜD certificates can be issued by SOC NZ (until February 2017 Autohub issued the certificates) and DEKRA certificates can be issued by VTNZ. For a TÜV SÜD sample certificate see [Reference Material 73c](#); for a DEKRA sample Certificate, see [Reference Material 73b](#).

SOC NZ Limited can supply TÜV SÜD full statements of compliance and emission certificates by visiting the [SOC NZ Limited website](#) or emailing: [karen@socnz.co.nz](mailto:karen@socnz.co.nz) or [joe@socnz.co.nz](mailto:joe@socnz.co.nz).

VTNZ certificates (DEKRA) can be ordered by contacting Paul Deans or David Thomson at [technical@vtnz.co.nz](mailto:technical@vtnz.co.nz).

\* the certifier must keep the original of this certificate on the vehicle file.

An emailed copy of a TÜV SÜD or DEKRA certificate can be accepted providing they are emailed directly to a KSDP email address.

Note: This section was previously under *Acceptable proof of exhaust emissions rule compliance for used vehicles from Japan*

### Acceptable proof of exhaust emissions rule compliance for new or used light vehicles with ADR plates showing approval for Australia

- An alternative way to verify ADR 79/02 compliance is by checking the [RVCS website](#). If both ADR 79/02 and ADR 79/01 are shown, the exact amendment date when ADR 79/02 compliance was gained should be noted and then it should be verified that the vehicle in question was manufactured after that date. This should be verified by the technical manager and a printout should be kept with the vehicle file.
  - For example, a vehicle with ADR approval #36815 was originally complied to ADR 79/01 on 18-May-2007. It was then complied to ADR 79/02 on 20-April-2009. Only a vehicle with an ADR approval plate showing a date of manufacture after April-2009 is compliant with ADR 79/02.

## 37 Electronic stability control identification

### Identification of Electronic Stability Control (ESC)

The following evidence is acceptable proof that the vehicle is fitted with an ESC system:

- The presence and correct operation of appropriate ESC tell-tale indicators on the vehicle's dashboard
- A Statement of Compliance showing ESC fitment
- A tell-tale indicator like the symbol below refers to an ESC system:



- A tell-tale indicator on the vehicle's dashboard comprising one of the following acronyms:

## 41 Entry certification procedures for certain modified vehicles

- See entire bulletin at the end of this document.

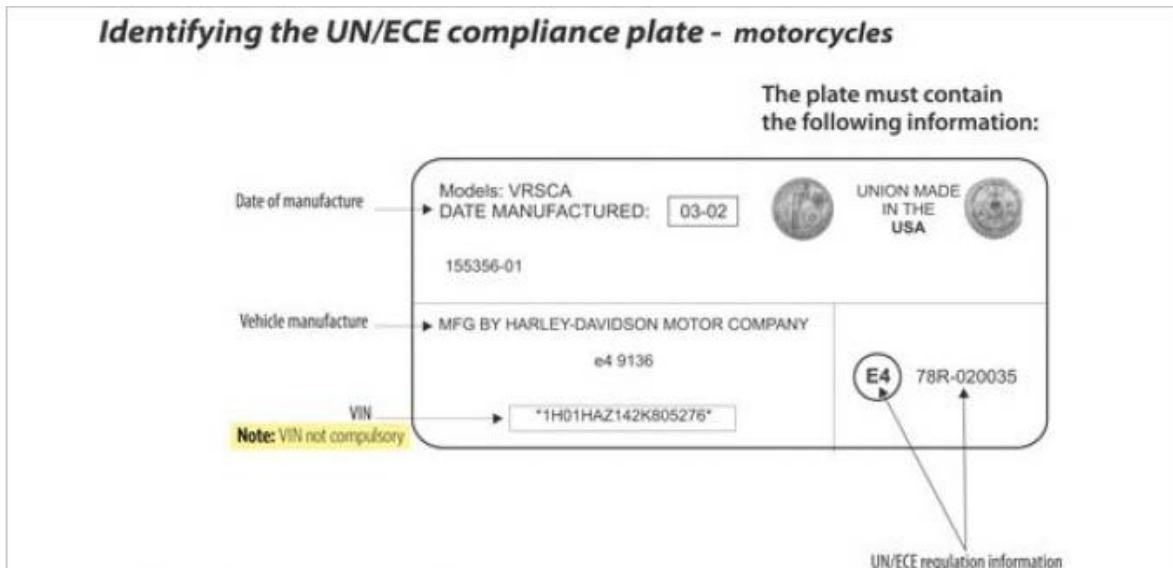
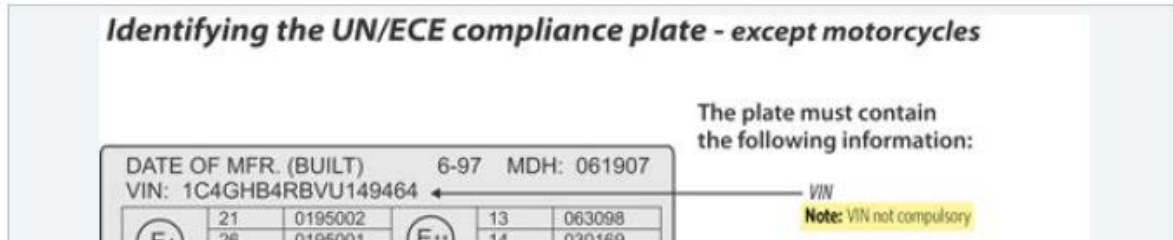
## Reference materials

### 19 Sample statement of compliance

Electronic stability control	
Note: Record whether or not electronic stability control is fitted, and if so, any standards met.	

### 28 Sample United Nations Economic Commission - UN/ECE - compliance plates

The entry certifier must be certain that the plate/label is genuine.



### 29 Sample European Community (EC) whole vehicle approval plate

#### Motorcycles and mopeds

#### Identifying the EC whole vehicle approval plate - motorcycles and mopeds

##### Note 1

Listed below are examples of the acceptable 'base directive/regulation numbers' shown in the EC whole vehicle approval number which are acceptable to prove compliance with all standards, including braking standards:

92/61	2002/24	2009/67	168/2013
-------	---------	---------	----------

---

# Technical 41: Entry certification procedures for certain modified vehicles

Certain modifications to vehicles that have been certified overseas to a process accepted by the Transport agency do not need specialist inspection and certification.

**Important:** Exhaust emissions compliance isn't guaranteed and must be verified by one of the methods specified in [Technical Bulletin 28](#).

Applicable legislation: [Land Transport Rule Vehicle Standards Compliance 2002](#) 6.5(3).

## Overseas modification certification that can be accepted without referral to a specialist certifier

The following European, Australian and United States certifications can be accepted if no subsequent modifications have been made. Check for subsequent modifications and check the details on the Certificate of Conformity, ADR SSM label/plate or FMVSS label/plate against the vehicle. If there are any differences, eg the number of seats or subsequent modifications, then the overseas certification cannot be accepted - refer to a specialist certifier.

For heavy vehicles, the final stage manufacturer is to be considered the de facto manufacturer. While some modifications are allowed, any items generally requiring heavy vehicle specialist certification (eg logging bolster attachments, towing connections, stockcrate anchorage points, load anchorage points, conversion of a vehicle to right-hand drive, conversion of a vehicle to dual steering, etc.) are not excepted from the requirement to be certified by a specialist certifier.

Ratings such as GVM given by the final stage manufacturer under the accepted certification are to be used.

### European vehicles

Any vehicle, including a motorhome, that has been modified and type certified to the European Community Whole Vehicle Type Approval (ECWVTA) system. The vehicle must have an ECWVTA Certificate of Conformity (CoC) and a corresponding label/plate on the vehicle.

**Note:** the approval number on the plate/label MUST include 2007/46. If it does not, refer the vehicle for specialist certification.



## Australian vehicles

Any vehicle, including a motorhome, that has been modified and type certified to the Australian Motor Vehicle Certification Board Second Stage of Manufacture (also called ADR second stage of manufacture, ADR SSM). The vehicle must have a corresponding plate/label affixed.

The plate/label must be silver in colour. If the word 'nonstandard' or the phrase 'low volume' appears on the plate/label the certification cannot be accepted, refer to a specialist certifier.

**SECOND STAGE OF MANUFACTURE**

APPROVAL No. 12345 CATEGORY NA

ABC DELTA 300GXL

VIN 6ABCDEF0123456789

06/17

GVM 3500 kg SEATS 5

THIS VEHICLE WAS MANUFACTURED BY  
ABC PTY LTD  
TO COMPLY WITH THE MOTOR VEHICLE  
STANDARDS ACT 1989





## United States vehicles

**Note:** some United States vehicles covered by this bulletin (eg motorhomes and stretched limousines less than 20 years old) may require RHD conversion, and this will require low volume vehicle or heavy vehicle specialist certification. Purpose-built hearses are able to remain in LHD form.

### Motorhomes

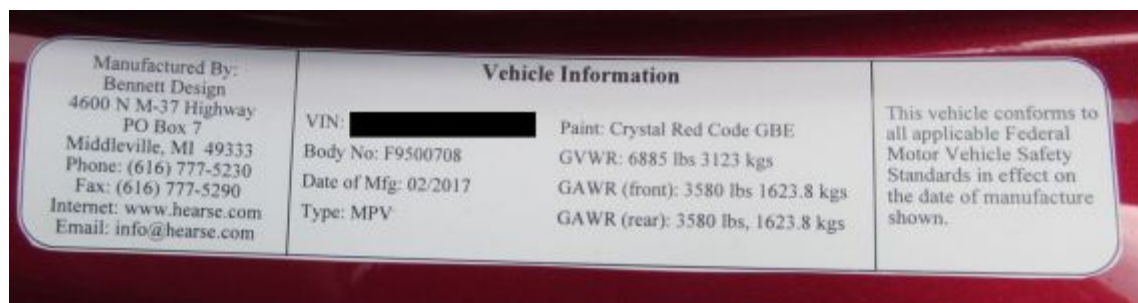
Any used imported motor home (previously registered in the USA) that has an FMVSS approval plate (fitted by the motor home manufacturer). If there is any doubt, refer to [vehicles@nzta.govt.nz](mailto:vehicles@nzta.govt.nz) to get confirmation of acceptance of the certification, providing photos of the VIN, all FMVSS plates/labels (first and second stage) and photos of the vehicle layout and features (beds, seats, tables, cooking and washing facilities).

Any new motor home that has an FMVSS approval plate (fitted by the motor home manufacturer), provided there are original documents confirming the motor home was manufactured for the US market and would be permitted for use on public roads in the US.

**Note:** Conversion vans (aka day vans) are not motorhomes as they are not a dwelling place. If there is any doubt, refer to [vehicles@nzta.govt.nz](mailto:vehicles@nzta.govt.nz) to get confirmation of the classification, providing photos of the VIN, all FMVSS plates/labels (first and second stage) and photos of the vehicle layout and features (beds, seats, tables, cooking and washing facilities).

### Hearses or limousines

A vehicle modified or partially manufactured by a coachbuilder recognised and authorised by the original equipment manufacturer (OEM) under either the Cadillac Master Coachbuilder or Ford Qualified Vehicle Modifier programmes. The vehicle must have a corresponding plate/label affixed. Refer to [Appendix 2](#) for details of qualifying vehicles.



## IVCERT vehicle certification screen

The modification certification must be entered into the IVCERT screen as below.

FIELD NAME	ENTER	DESCRIPTION
Type	ECTA	European Community Whole Vehicle Type Approval (ECWVTA)
	ADR2	Australian Motor Vehicle Certification Board Second Stage of Manufacture, also called ADR second stage of manufacture
	USMH	A vehicle converted into a motorhome that has an FMVSS second stage of manufacture plate/label
	USCB	A light vehicle modified or partially manufactured by a coachbuilder recognised and authorised by the original equipment manufacturer (OEM) under either the Cadillac

		Master Coachbuilder or Ford Qualified Vehicle Modifier programmes
Number	For ECTA	The approval numbers unique 4 digit code and 2 digit suffix. eg if the number on the plate/ label is "e11*2007/46*0851*01" enter 085101
	For ADR2	The 5 digit approval number on the plate/label
	For USMH and USCB	The date of manufacture of the completed vehicle from the FMVSS label. In MMYYYY format
Issue ID	The entry certifiers ID	
Issue Date	Date of entry certification	
Comments	Description of the modifications observed and the modifications recorded on the CoC and labels/plates.	
	Include the coachbuilders or second stage manufacturers name if applicable.	
	Where appropriate use the abbreviations listed below.	

### IVCERT screen example

The screenshot shows the IVCERT (Vehicle Certification) interface. At the top, there's a navigation bar with 'Quick links', 'Application menu', and 'Sign out'. Below that is a 'Quick Navigate' search bar. The main header displays 'IVCERT Vehicle Certification' with a version number '3.70v8' and a user identifier 'LTRG'. A status message indicates 'Inquire' and 'Previous CHANGE successful'.

Key fields include:
 

- Plate: AAA111
- VIN/Chassis No: [Empty]
- Inspector ID: [Empty]
- Make: YEAR MAKE MODEL COLOUR
- Reg Prsn: NAME OF REGISTERED PERSON
- 1st NZ Reg: 25/05/2001
- Scroll: [Dropdown]
- (A)ll or (L)atest: [Radio buttons]

The main table lists modifications with columns: Mnt, Type, Number, Issue ID, Issue Date, Expiry Date, Expiry Odo, and Comments. The first entry is for ECTA type with number 085101, issue ID TAR, issue date 20/10/2016, and comment 'EUROPEAN COMMUNITY TYPE APPROV IRS 2 X S-BELT W-CHAIR ANCHORS'. Other entries are partially visible but mostly empty.

At the bottom, there are fields for '20/10/2016', 'VINCO', 'ANDREWH1', and 'ZZM052', along with a 'Next' button.

### Abbreviations

ADJ	Adjustable
BDYKT	Body kit
CHASS	Chassis
CLMN	Column



CONV	Conversion
CUST	Custom
CYL	Cylinder
DR	Door
ENG	Engine
EXTN	Extension
F	Front
F-GLASS	Fibreglass
GVM	GVM Increase
H-D/DUTY	Heavy duty
HNDLS	Handles
HYD	Hydraulic
L	Left
MAN	Manual
M-Home	Motorhome
OE	Original equipment
PWR	Power
POS	Position
RHD	Right hand drive conversion
R	Right
Rr	Rear
RMP	Ramp
RSTRNTS	Restraints
S-BELT	Seatbelt
STNWGN	Station wagon
SYS	System
TNK	Tank
WCH	Wheelchair
X-MEM	Crossmember

## Appendix 1: EC Certificate of conformity

- [Download a high resolution PDF](#)

SIDE 2  
VEHICLE CATEGORY M<sub>1</sub>  
(complete and completed vehicles)

MODEL B — SIDE 1  
COMPLETED VEHICLES  
EC CERTIFICATE OF CONFORMITY

*Side 1*

The undersigned [..... (Full name and position)] hereby certifies that the vehicle:

- 0.1. Make (Trade name of the manufacturer): .....
- 0.2. Type: .....
- Variant <sup>(\*)</sup>: .....
- Version <sup>(\*)</sup>: .....
- 0.2.1. Commercial name: .....
- 0.2.2. For multi-stage approved vehicles, type-approval information of the base/  
previous stages vehicle (list the information for each stage):
- Type: .....
- Variant <sup>(\*)</sup>: .....
- Version <sup>(\*)</sup>: .....
- Type-approval number, extension number: .....
- 0.4. Vehicle category: .....
- 0.5. Company name and address of manufacturer: .....
- 0.5.1. For multi-stage approved vehicles, company name and address of the  
manufacturer of the base/previous stage(s) vehicle .....
- 0.6. Location and method of attachment of the statutory plates: .....
- Location of the vehicle identification number: .....
- 0.9. Name and address of the manufacturer's representative (if any): .....
- 0.10. Vehicle identification number: .....
- (a) has been completed and altered <sup>(1)</sup> as follows: ..... and
- (b) conforms in all respects to the type described in approval (... type-  
approval number including extension number) issued on (... date of  
issue) and
- (c) can be permanently registered in Member States having right/left <sup>(\*)</sup>  
hand traffic and using metric/imperial <sup>(\*)</sup> units for the speedometer <sup>(\*)</sup>.
- (Place) (Date): ... (Signature): .....

Attachments: Certificate of conformity delivered at each previous stage.

*Side 2*

**General construction characteristics**

1. Number of axles: ..... and wheels: .....
3. Powered axles (number, position, interconnection): .....

**Main dimensions**

4. Wheelbase <sup>(\*)</sup>: ..... mm
- 4.1. Axle spacing: 1-2: ..... mm 2-3: ..... mm 3-4: ..... mm
5. Length: ..... mm
6. Width: ..... mm
7. Height: ..... mm

**Masses**

13. Mass in running order: ..... kg
- 13.2. Actual mass of the vehicle: ..... kg
16. Technically permissible maximum masses
- 16.1. Technically permissible maximum laden mass: ..... kg
- 16.2. Technically permissible mass on each axle: 1. .... kg  
2. .... kg 3. .... kg etc.
- 16.4. Technically permissible maximum mass of the combination: ..... kg
18. Technically permissible maximum towable mass in case of:
- 18.1. Drawbar trailer: ..... kg
- 18.3. Centre-axle trailer: ..... kg
- 18.4. Unbraked trailer: ..... kg
19. Technically permissible maximum static vertical mass at the coupling  
point: ..... kg

**Power plant**

20. Manufacturer of the engine: .....
21. Engine code as marked on the engine: .....
22. Working principle: .....
23. Pure electric: yes/no <sup>(1)</sup>
- 23.1 Hybrid [electric] vehicle: yes/no <sup>(1)</sup>
24. Number and arrangement of cylinders: .....
25. Engine capacity: ..... cm<sup>3</sup>

26. Fuel: Diesel/petrol/LPG/CNG-Biomethane/LNG/Ethanol/Biodiesel/Hydrogen <sup>(1)</sup>
- 26.1. Mono fuel/Bi fuel/Flex fuel/Dual-fuel <sup>(1)</sup>
- 26.2. (Dual-fuel only) Type 1A/Type 1B/Type 2A/Type 2B/Type 3B <sup>(1)</sup>
27. Maximum power
- 27.1. Maximum net power (5): ..... kW at ..... min<sup>-1</sup> (internal combustion engine) <sup>(1)</sup>
- 27.2. Maximum hourly output: ..... kW (electric motor) <sup>(1)</sup>
- 27.3. Maximum net power: ..... kW (electric motor) <sup>(1)</sup>
- 27.4. Maximum 30 minutes power: ..... kW (electric motor) <sup>(1)</sup>

**Maximum speed**

29. Maximum speed: ..... km/h

**Axles and suspension**

30. Axle(s) track: 1. .... mm 2. .... mm 3. .... mm

35. Tyre/wheel combination <sup>(b)</sup>: .....

**Brakes**

36. Trailer brake connections mechanical/electric/pneumatic/hydraulic <sup>(1)</sup>

**Bodywork**

38. Code for bodywork <sup>(1)</sup>: .....
40. Colour of vehicle <sup>(1)</sup>: .....
41. Number and configuration of doors: .....
42. Number of seating positions (including the driver) <sup>(b)</sup>: .....
- 42.1. Seat(s) designated for use only when the vehicle is stationary: .....
- 42.3. Number of wheelchair user accessible position: .....

**Environmental performances**

46. Sound level
- Stationary: ..... dB(A) at engine speed: ..... min<sup>-1</sup>
- Drive-by: ..... dB(A)
47. Exhaust emission level <sup>(1)</sup>: Euro .....
48. Exhaust emissions <sup>(m)</sup>(m<sup>1</sup>)(m<sup>2</sup>):
- Number of the base regulatory act and latest amending regulatory act applicable: .....
- 1.1. test procedure: Type I or ESC <sup>(1)</sup>
- CO: .... HC: .... NO<sub>x</sub>: .... HC + NO<sub>x</sub>: .... Particulates: .....
- Smoke opacity (ELR): ..... (m<sup>-1</sup>)

- 1.2. test procedure: Type I (Euro 5 or 6(1)) or WHSC (EURO VI) <sup>(1)</sup>
- CO: ... THC: ... NMHC: ... NO<sub>x</sub>: ... THC + NO<sub>x</sub>: ... NH<sub>3</sub>: ...  
 Particulates (mass): .....  
 Particles (number): .....
- 2.1. test procedure: ETC (if applicable)
- CO: ... NO<sub>x</sub>: ... NMHC: ... THC: ... CH<sub>4</sub>: ... Particulates: ...
- 2.2. test procedure: WHTC (EURO VI)
- CO: ... NO<sub>x</sub>: ... NMHC: ... THC: ... CH<sub>4</sub>: ... NH<sub>3</sub>: ... Particulates (mass): ..... Particles (number): .....
- 48.1. Smoke corrected absorption coefficient: ..... (m<sup>-1</sup>)
49. CO<sub>2</sub> emissions/fuel consumption/electric energy consumption <sup>(m)</sup>:

1. all power train except pure electric vehicles

	CO <sub>2</sub> emissions	Fuel consumption
Urban conditions:	..... g/km	..... l/100 km/m <sup>3</sup> /100 km <sup>(1)</sup>
Extra-urban conditions:	..... g/km	..... l/100 km/m <sup>3</sup> /100 km <sup>(1)</sup>
Combined:	..... g/km	..... l/100 km/m <sup>3</sup> /100 km <sup>(1)</sup>
Weighted, combined	..... g/km	..... l/100 km

2. pure electric vehicles and OVC hybrid electric vehicles

Electric energy consumption weighted, combined <sup>(1)</sup>: ..... Wh/km

Electric range: ..... km

3. Vehicle fitted with eco-innovation(s): yes/no <sup>(1)</sup>

- 3.1. General code of the eco-innovation(s) <sup>(2)</sup>: .....
- 3.2. Total CO<sub>2</sub> emissions savings due to the eco-innovation(s) <sup>(2)</sup> (repeat for each reference fuel tested): .....

**Miscellaneous**

51. For special purpose vehicles: designation in accordance with Annex II Section 5: .....
52. Remarks <sup>(2)</sup>: .....

## Appendix 2: Information on recognised coachbuilt vehicles

### FMVSS acceptance for GM Cadillac and Ford Lincoln conversion chassis.

Ford and GM partner with selected approved modifiers, providing them with specific part-built vehicles and incomplete FMVSS compliance, to be completed as a hearse or stretched limousine.

### Overseas modification certification that can be accepted without referral to a specialist certifier

Master Coachbuilders modify XTS Professional Vehicle Chassis that are specifically engineered, designed and built for heavy-duty application and coachbuilder conversion. The conversions must be completed by a certified Cadillac

Master Coachbuilder. To find a list of Cadillac Master Coachbuilders go to: [www.gmfleet.com/resources/cadillac-master-coach-builders](http://www.gmfleet.com/resources/cadillac-master-coach-builders).

Cadillac models covered by this program are:

- W30 Extended Sedan
- V4U Limousine
- B9Q Hearse

Ford Motor Company Qualified Vehicle Modifiers (QVM) Program assists approved manufacturers in developing a high-quality conversion process, the Ford and Lincoln conversion chassis are specifically designed by Ford to meet rigorous industry requirements. The conversions must be completed by a Ford Motor Company Qualified Vehicle Modifier (QVM). To find a list of Qualified Vehicle Modifiers go to: [www.fleet.ford.com/showroom/limo-livery-and-funeral/qualified-vehicle-modifiers](http://www.fleet.ford.com/showroom/limo-livery-and-funeral/qualified-vehicle-modifiers).

Ford Motor Company models covered by this program are:

- Lincoln MKT Towncar Hearse
- Lincoln MKT Towncar Limousine

The models listed above, when modified or partially manufactured under their respective recognised coachbuilder programs, are accepted without need for specialist certification provided that:

- a) compliance with FMVSS is confirmed by a valid FMVSS plate or label which, incorporates the vehicle chassis number, the approved company's name, is permanently attached to the vehicle (refer image above); and
- b) the modifications made to the vehicle which are approved under the FMVSS are recorded in Landata, in the manner prescribed above; and
- c) The vehicle complies with applicable requirements for LHD vehicles. A hearse manufactured by a recognised coachbuilder under this regime is able to remain in LHD form as a Category C4 Specialist Vehicle.
- d) the vehicle has not been further modified since the issue of FMVSS compliance. In the event that the vehicle has undergone conversion to RHD, this aspect of the vehicle will require specialist certification ([Note 2](#)).

#### **Note 1**

Such approval is an alternative to the low volume vehicle certification process, and any vehicle to which FMVSS applies must meet all other normal compliance requirements so as to enable the vehicle to be entry certified.

#### **Note 2**

**Further modified**, in relation to this technical bulletin, means modified beyond those modifications listed within the [LVVTA LVV Modification Threshold Schedule](#).