3 Inspection and certification

1 Required documentation and registration

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

Under part 17 of the [Land Transport Act 1998](https://www.legislation.govt.nz/act/public/1998/0013/latest/DLM715137.html), a vehicle owner/importer must provide documentation that proves that they are legally entitled to lawful possession of the vehicle, and that the vehicle was designed and built to meet New Zealand’s vehicle standards. All used vehicles must have original documentation showing the details of their previous registration. The vehicle inspector must be satisfied with all documents provided and may request confirmation or additional information.

- A notarized copy of an original document (signed by a notary public) can be accepted if the original is not available.

All vehicles presented for registration must have a VIN assigned so they can be recorded in LANDATA for tracking and enforcement purposes, even if appropriate documentation is not provided. Entry certifiers must carefully check the VINs for any signs of tampering, by visually inspecting the vehicle identifier and surrounding area from behind. If this is not possible, the entry certifier may chemically remove the paint from the vehicle identifier and surrounding area for inspection purposes with the vehicle owner’s permission. If the vehicle owner refuses, the entry certifier must contact the Palmerston North Office to consider alternative options. A vehicle must not be certified if the vehicle identifier has not been inspected for signs of tampering.

If signs of tampering are detected, the vehicle must not be certified. The entry certifier must advise the Transport Agency Vehicle Standards team immediately (by telephone – please refer to the details in [Introduction section 3](#)), and attach suitable notes to the vehicle record using the notes screen.

**Documentation queries**

Any documentation queries for imported used vehicles (including motorcycles) should be sent to:

NZ Transport Agency
Vehicle Standards
Operational Standards and Guidelines
Private Bag 6995
Wellington 6141

Email: [vehicles@nzta.govt.nz](mailto:vehicles@nzta.govt.nz)
Fax: 04 894 5011

**Parallel-imported light new vehicles and new light vehicles presented by the New Zealand distributor without an LT4085N**

A new light vehicle is required to have a pre-delivery inspection (PDI) before it can be certified for entry into service. This is carried out by an agent appointed by the manufacturer to ensure all safety systems are armed and operating correctly, and any outstanding warranty or safety recalls have been attended to.

An entry certifier processing a parallel-imported new light vehicle must retain a copy of the PDI checksheet to verify that the PDI has been carried out. The PDI check sheet must identify the name of the company that inspected the vehicle, date it was inspected and be signed by the person who carried out the inspection.

- A PDI is not required for a vehicle imported from Great Britain with a V308 registration document.
- If a vehicle has been written off after the PDI was issued, a new PDI will need to be carried out.
# 1 Proof of legal possession

(a) Vehicles previously registered

Table 1-1-1 and Table 1-1-2 describe the required documentation to prove legal entitlement to a vehicle (including motorcycles and mopeds).

## Table 1-1-1. Proof of legal entitlement (vehicles previously registered)

<table>
<thead>
<tr>
<th>Country of previous registration</th>
<th>Required documentation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Singapore</td>
<td></td>
</tr>
<tr>
<td>For light vehicles:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>✦ an original vehicle registration card that has been stamped as ‘CANCELLED’ or ‘DEREGISTERED’ by the Singapore Land Transport Authority. Example: See Reference material 26-1.</td>
</tr>
<tr>
<td></td>
<td>or</td>
</tr>
<tr>
<td></td>
<td>✦ an original Republic of Singapore de-registration certificate issued by the Singapore Land Transport Authority (the Transport Agency will accept electronic de-registration certificates from Singapore but only on the proviso that they are emailed directly to a KSDP from Singapore Land Transport). Example: See Reference material 26-2.</td>
</tr>
<tr>
<td>Japan</td>
<td></td>
</tr>
<tr>
<td>For motorcycles:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>✦ an original de-registration certificate or export certificate issued by Japan’s Ministry of Land, Infrastructure and Transport (MLIT). Example: See Reference materials 20, 21 and 22.</td>
</tr>
<tr>
<td></td>
<td>or</td>
</tr>
<tr>
<td></td>
<td>✦ for motorcycles smaller than 125cc, an original notification of dismantlement. Example: See Reference material 25.</td>
</tr>
<tr>
<td>For light vehicles:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>✦ an original de-registration certificate or export certificate issued by Japan’s Ministry of Land, Infrastructure and Transport (MLIT). Example: See Reference materials 20, 21 and 22.</td>
</tr>
<tr>
<td>For heavy vehicles:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>✦ an original de-registration certificate or export certificate issued by Japan’s Ministry of Land, Infrastructure and Transport (MLIT). Example: See Reference materials 20, 21 and 22.</td>
</tr>
<tr>
<td></td>
<td>or</td>
</tr>
<tr>
<td></td>
<td>✦ an original detailed registration history certificate issued by MLIT, which includes full history details of the previous owners in Japan. Example: See Reference material 24, and</td>
</tr>
<tr>
<td></td>
<td>✦ original documents to establish an ownership trail, and</td>
</tr>
<tr>
<td></td>
<td>✦ certified English translations of all documents not in English (eg the detailed registration history certificate, bill of sale, purchase receipts, etc).</td>
</tr>
</tbody>
</table>

To check the authenticity of the new types of de-registration or export certificates, scan or photocopy the original document. For certificates issued prior to 1 July 2012 (grey colour) the word "COPY"; appears in large type four times on the page, the document is authentic. For certificates issued after 1 July 2012 (blue colour), if the word 'COPY' appears in type six times (four in a ring around the centre and another two - one on each side), the document is authentic. The copy must be kept on the vehicle file as evidence that the authenticity check was carried out. To use an alternative method of checking authenticity, prior approval from the
<table>
<thead>
<tr>
<th>Country of previous registration</th>
<th>Required documentation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport Agency must be obtained.</td>
<td>For light vehicles:</td>
</tr>
<tr>
<td>Hong Kong</td>
<td>an original vehicle registration document that has been stamped ‘CANCELLED’ or ‘DEREGISTERED’ by the Hong Kong Transport Department. Documentation must establish an ownership trail between the vehicle and the vehicle importer. Example: See Reference material 27.</td>
</tr>
<tr>
<td>Great Britain/UK</td>
<td>An original certificate of permanent export Example: See Reference material 64. or original documents that prove both previous registration and provide an ownership trail that goes back to the previous registered owner of the vehicle in the UK. Note: A vehicle presented with V308 registration document (see Reference material 67) can be processed as a new vehicle. A vehicle presented with a VX302 registration document (see Reference material 68) should be treated as a used vehicle. If the importer is unable to link themselves back to the previous registered owner they can request an HPI or Experian check for their vehicle. This report will indicate if a vehicle has ID issues, is stolen, has finance owing or is an insurance write-off. Example: See Reference material 70. If an invoice, registration document, HPI or Experian check says that the vehicle was written off for damage the vehicle must be referred to a repair certifier.</td>
</tr>
<tr>
<td>Australia</td>
<td>Original documents that prove both previous registration and provide an ownership trail that goes back to the previous registered owner of the vehicle in Australia. Notes: If the current owner of the vehicle is not the last registered owner in Australia, the entry certifier must request a vehicle PPSR certificate (which must give a clear title, ie no third party security interest) at the website <a href="http://www.ppsr.gov.au">www.ppsr.gov.au</a> (see Reference material 75 for a sample PPSR report. The vehicle owner must still have invoices, etc that give them title to lawful possession of the vehicle. If the vehicle is border checked after 1 July 2013, the copy of the PPSR report will be available from the NZTA BIS database for all vehicles that have been flagged as damaged imports. There will not be a PPSR certificate in the BIS database for vehicles without a damage flag. To obtain a PPSR certificate (from the BIS database) for a vehicle border checked after 1 July 2013, contact the entry certifier Head Office (Technical Manager). If a vehicle has been previously registered in Australia it will be shown in the &quot;NEVDIS details&quot; section of the PPSR certificate and the state where the vehicle was registered will also be shown. The vehicle owner must still have invoices etc that give them title to lawfully possess the vehicle. Some auction invoices may be accepted for proof of legal entitlement but not for proof of previous registration (see Reference material 69). If a registration document or invoice contains the words ‘statutory’, ‘write-off’, ‘salvage’, ‘junked’ or ‘non-repairable’ the vehicle must be referred to a repair certifier If the vehicle is identified as a ‘statutory write-off’, the entry certifier can contact the Transport Agency who will request the details regarding why the vehicle was written off.</td>
</tr>
<tr>
<td>Other</td>
<td>For vehicles previously registered in countries other than Singapore, Japan, Hong Kong and Great Britain: original documents that prove previous registration and provide an ownership trail that goes back to the previous registered owner of the vehicle in the country where the vehicle was last registered, and certified English translations of all documents not in English (eg bills of sale, purchase receipts, etc) If a registration document or invoice contains the words ‘statutory’, ‘write-off’, ‘salvage’, ‘junked’ or ‘non-repairable’ the vehicle must be referred to a repair certifier.</td>
</tr>
</tbody>
</table>
Table 1-1-2. Proof of legal entitlement (vehicles not previously registered)

<table>
<thead>
<tr>
<th>Country of origin</th>
<th>Required documentation</th>
</tr>
</thead>
</table>
| USA               | • An original certificate of origin (see Reference material 31)  
or  
• an original purchase documentation (purchase agreement, invoice, receipt, etc) |
| Japan             | • An original completion inspection certificate (see Reference material 23)  
or  
• an original purchase documentation (purchase agreement, invoice, receipt, etc) |
| Other             | • An original purchase documentation (purchase agreement, invoice, receipt, etc)  
or  
• documentation linking current owner to the person (or company) who imported the vehicle. |

2 Proof of compliance with vehicle standards

A vehicle owner/importer must provide documentation that proves that the vehicle complies with New Zealand’s legal requirements. Specific requirements depend on the vehicle’s class, date of manufacture and/or date of first registration. Documents not described in Table 1-1-3, or not displaying the correct Japanese characters, must be referred to the Transport Agency's Vehicle Standards team for assessment.

Further proof of both frontal impact standards and exhaust emissions compliance is required unless specifically mentioned in the table below.

Table 1-1-3. Proof of standards compliance

For proof of brakes standard compliance for class MD3, MD4, ME, NB and NC vehicles, see Technical bulletin 31. For proof of standards compliance for motorhomes, see Technical bulletin 11.

<table>
<thead>
<tr>
<th>Vehicle is...</th>
<th>Acceptable evidence of standards compliance</th>
</tr>
</thead>
</table>
| manufactured anywhere | • a statement of compliance from the vehicle manufacturer.  
Example: See Reference material 19.  
• Refer to 2.1 Statement of compliance for notes relating to acceptance of a statement of compliance. |
| OR |  
| manufactured for the Australian market, or manufactured to Australian standards for other markets | • 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  
• 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.  
**Note:** 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>| a used vehicle manufactured | • a Federal Motor Vehicle Safety Standard (FMVSS) plate or label affixed to the vehicle. |</p>
<table>
<thead>
<tr>
<th>Vehicle is...</th>
<th>Acceptable evidence of standards compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>for the USA market and</td>
<td>- original documents confirming the vehicle was first registered in the US or - in the case of a light vehicle, original documents confirming the vehicle was first registered in Canada is also acceptable.</td>
</tr>
<tr>
<td>Notes</td>
<td>- 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’. Boss Hoss motorcycles with 1B9 VINs are an exception and not LVVs. - In the USA, utes, SUVs, and vans are often marketed with model numbers such as 10, 20, 30 or 150, 250, 350 or 1500, 2500, 3500 (eg Chevrolet K20, Ford F150, Ram 3500). Generally only 150 or 1500 models are light vehicles. Therefore, any 20, 250, 2500, 30, 350, or 3500 models that have an FMVSS plate or label showing a GVM of under 3500kgs must be referred to <a href="mailto:vehicles@nzta.govt.nz">vehicles@nzta.govt.nz</a> for approval to process as light vehicles. Include in the referral, photos of all identifiers and manufacturers data plates, and a photo of the entire vehicle.</td>
</tr>
<tr>
<td>a new vehicle manufactured for the USA market and</td>
<td>- an FMVSS plate or label affixed to the vehicle. Example: See Reference material 30. - original documents confirming the vehicle was manufactured for the US market and would be permitted for use on public roads in the US. Example: See Reference material 31.</td>
</tr>
<tr>
<td>Note:</td>
<td>- 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’. Boss Hoss motorcycles with 1B9 VINs are an exception and not LVVs.</td>
</tr>
<tr>
<td>a used light vehicle manufactured for the Canadian market and</td>
<td>- a Canadian Motor Vehicle Safety Standard (CMVSS) plate or label affixed to the vehicle, Example: See Reference material 58. - original documents confirming the vehicle was first registered in Canada or the USA.</td>
</tr>
<tr>
<td>a new light vehicle manufactured for the Canadian market and</td>
<td>- a CMVSS plate or label affixed to the vehicle. Example: See Reference material 58. - original documents confirming the vehicle was manufactured for the Canadian market and would be permitted for use on public roads in Canada. Example: A certificate of origin issued by the manufacturer.</td>
</tr>
<tr>
<td>Note:</td>
<td>- 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’.</td>
</tr>
<tr>
<td>manufactured for European markets, or manufactured to European standards for other markets and</td>
<td>- a European Community (EC) Whole Vehicle Approval plate (see Reference material 29) affixed to the vehicle showing an acceptable whole vehicle approval number, or a UK registration certificate (see Reference material 59) that includes an acceptable whole vehicle approval number, or a UK Certificate of permanent export (see Reference material 64) that includes an acceptable whole vehicle approval number, or an original Certificate of Conformity (see Reference material 49) showing an acceptable whole vehicle approval number.</td>
</tr>
<tr>
<td>Vehicle is...</td>
<td>Acceptable evidence of standards compliance</td>
</tr>
<tr>
<td>-----------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------</td>
</tr>
<tr>
<td>manufactured for the Japanese market but not previously registered in Japan</td>
<td>- an original completion inspection certificate. Example: See Reference material 23.</td>
</tr>
</tbody>
</table>
| a light vehicle manufactured in Japan for the Japanese market and previously registered in Japan | - the original Japanese de-registration certificate or export certificate. Example: See Reference materials 20, 21 and 22.  
- for mopeds, an original notification of dismantlement. Example: See Reference material 25. |
| a vehicle manufactured outside Japan and previously registered in Japan     | - See also 2.3 Type designation numbers.  
- the original Japanese de-registration certificate or export certificate, containing a type designation number (Note: Motorcycles and mopeds do not need a TDN). Example: Reference materials 20, 21 and 22.  
or, for vehicles manufactured in Europe | - See also 2.3 Type designation numbers  
- the original Japanese de-registration certificate or export certificate, containing a type designation number (Note: Motorcycles and mopeds do not need a TDN). Example: Reference materials 20, 21 and 22.  
and if the Japanese de-registration or export certificate does not show an acceptable emissions prefix code:  
- a DEKRA Certificate of Compliance containing the appropriate emission standard, see |
<table>
<thead>
<tr>
<th>Vehicle is…</th>
<th>Acceptable evidence of standards compliance</th>
</tr>
</thead>
</table>
| imported from Singapore | - the original Singapore de-registration certificate (the Transport Agency will accept electronic de-registration certificates from Singapore but only on the proviso that they are emailed directly to a KSDP from Singapore Land Transport). Example: See Reference material 26.  
and  
- the original Singapore Land Transport Authority (LTA) technical letter (the Transport Agency will accept electronic technical letters from Singapore but only on the proviso that they are emailed directly to a KSDP from Singapore Land Transport).  
and  
- a letter from the Transport Agency (or appointed agent such as an entry certifier Technical Manager) stating that the Singapore LTA technical letter is acceptable evidence of compliance. See Technical bulletin 27 for alternative proof of compliance from 2/6/2008. |
| a heavy vehicle previously registered in Japan | - the original Japanese de-registration certificate or export certificate. Example: See Reference materials 20, 21 and 22.  
or  
- an original detailed registration history certificate issued by the Japanese Ministry of Infrastructure, Land and Transport (MLIT). Example: See Reference material 24. |
| a heavy vehicle previously registered in the European Union | - complies with the brake, exhaust emission and seatbelt anchorage standards for heavy vehicles if the vehicle is registered on or after 1 January 2009. |
| a heavy vehicle from other countries | - a list supplied by the manufacturer’s representative confirming compliance of nominated systems or components by the NZTA may be accepted as evidence that the system or component complied with applicable standards at the time of manufacture. |

- Further evidence may be required to prove compliance with approved frontal impact standards. For information on determining frontal impact compliance, see Vehicle structure 3-2 Determining frontal impact compliance.
- Further evidence may be required to prove compliance with approved vehicle exhaust emissions standards. For information on determining exhaust emission standard compliance, see Technical Bulletin 28 Exhaust emissions standard compliance.

### 2.1 Statement of compliance

A statement of compliance is acceptable evidence of standards compliance provided that it is in an approved format and contains all the information and declarations shown in the example (Reference material 19). The vehicle inspector must check that the standards listed are currently recognised in New Zealand. If a statement of compliance shows a valid European Whole of Vehicle Approval number (eg 2001/116 or later) the vehicle may be accepted for all standards except exhaust emissions.

A manufacturer is not obligated to issue a statement of compliance, and may charge a reasonable fee for issuing one.

A statement of compliance must be:

- completed as fully as possible. If a system or component is not certified as complying with a standard, it should be noted appropriately on the statement of compliance. However, vehicle manufacturers may attach a schedule listing the standards to which the vehicle was certified. In such cases, the statement of compliance should be annotated with 'see attached schedule’ and must still be signed and completed  
- issued by an authorised manufacturer’s representative recognised on the New Zealand Motor Industry Association’s
A statement of compliance may mention if a vehicle is subject to any open safety-related recalls. Vehicles are not to undergo certification if they still have open safety-related recalls logged by the manufacturer. Vehicle inspectors must ensure that all outstanding safety-related recalls (recorded on the statement of compliance) are carried out prior to certification. The vehicle owner will need to provide a letter from either the manufacturer’s representative (or a franchise dealer) stating that the recall has been carried out. A copy of the letter must be held on the vehicle file.

If a statement of compliance is issued by a New Zealand manufacturer’s representative, it must be accompanied by an original letter signed by the same representative on the manufacturer’s letterhead, unless the statement of compliance is copied directly onto the manufacturer’s original letterhead.

If a statement of compliance is issued by a manufacturer’s representative from outside New Zealand for a vehicle make shown on the MIA list, the vehicle inspector must confirm that documentation requirements are met, check that the standards listed are correct and provide a copy (eg fax) to the New Zealand-based representative for the vehicle make as shown on the MIA list.

If a statement of compliance is issued by a manufacturer’s representative for a vehicle make not recognised on the MIA list, the vehicle inspector must provide a copy of the statement of compliance to the Transport Agency’s Vehicle Standards team (vehicles@nzta.govt.nz) for validation. Once validation is confirmed, the vehicle inspector must confirm that documentation requirements have been met and that the standards listed are correct.

Note 1

The New Zealand Motor Industry Association (MIA) has provided a list of manufacturers’ representatives who are authorised to issue a statement of compliance. This list is available on the Transport Agency website by contacting the Transport Agency Helpdesk (0800 699 000) or by emailing info@nzta.govt.nz.

Note 2

In cases where a manufacturer has listed ‘Jisha 899’ or ‘Jisha 896’ instead of a Japanese technical standard, it can be taken to mean that the particular component or system complies with a Japanese technical standard required by New Zealand’s vehicle standards rules.

Note 3

If a vehicle is presented for certification and there appears to be an error in the VIN on the vehicle documentation (eg de-registration certificate), the vehicle owner must get confirmation from the vehicle manufacturer or manufacturer’s representative that the VIN/chassis number on the vehicle is correct. This information must be forwarded to Vehicles SFtandards team for consideration.

Note 4

Electronic signatures are acceptable.

Note 5

An electronic copy of a statement of compliance can be accepted, provided that it was sent from the manufacturer’s homologation department and has been sent directly to the entry certifier from the homologation department.

2.2 Chassis ratings

A heavy vehicle must have a chassis rating approved by the Transport Agency before it can be registered for use on the road. A chassis rating is a set of data used to indicate the chassis’s maximum weight, as follows:

- For a vehicle first registered before 1 February 1989 that has not been modified on or after 1 April 2005, the chassis rating contains the gross vehicle mass, gross combination (if applicable) and maximum towed mass (if applicable), as approved or determined by the Transport Agency or a person appointed by the Transport Agency.
- For a vehicle first registered on or after 1 February 1989 or a vehicle that has been modified on or after 1 April 2005, the chassis rating contains the permitted maximum axle and/or axle-set masses (if available), gross vehicle mass, gross combination mass (if applicable) and maximum towed mass (if applicable), as approved or determined by the Transport Agency or a person appointed by the Transport Agency.

Reference material 37 shows the chassis rating request procedure and form templates.

2.3 Type designation numbers

A type designation number (TDN) must be shown on the documentation (ie de-registration certificates and completion inspection certificates) for vehicles manufactured outside Japan for the Japanese market. This indicates that the vehicle has been through the Japanese type approval system and complies with all applicable vehicle standards except frontal impact.

If a TDN is not shown on the Japanese documentation, other proof of compliance must be provided. Alternatively, the vehicle owner may apply for an exemption from the requirement to provide TDN information (see Technical bulletin 27). Some
common class MA vehicle models manufactured outside Japan for the Japanese domestic market are shown in Table 1-1-4.

**Note 6**

Evidence of previous registration in Japan is all that is required to prove compliance with the applicable standards for class L vehicles. Other classes of vehicles still require a TDN. The requirement to have a TDN on the Japanese registration documentation does not apply to class L vehicles.

**Note 7**

Chrysler Jeep Cherokee vehicles are commonly imported as used vehicles from Japan. In many cases, the TDN has been removed from the vehicle documentation due to minor modifications. Jeep Cherokees imported from Japan with an industry model code of ‘E-7MX’ can be processed for entry certification with or without a TDN displayed on the vehicle documentation, provided they were border checked before 1 February 2008.

**Table 1-1-4. Common class MA Japanese makes manufactured outside Japan**

<table>
<thead>
<tr>
<th>Vehicle make</th>
<th>Class MA vehicle model</th>
<th>Country of manufacture</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ford</td>
<td>Festiva</td>
<td>Korea</td>
</tr>
<tr>
<td></td>
<td>Ka</td>
<td>Spain</td>
</tr>
<tr>
<td></td>
<td>Mondeo</td>
<td>Belgium</td>
</tr>
<tr>
<td></td>
<td>Probe</td>
<td>US</td>
</tr>
<tr>
<td></td>
<td>Taurus</td>
<td></td>
</tr>
<tr>
<td>Honda</td>
<td>Accord Station Wagon CD3, CD7, CD8 and CE1</td>
<td>US</td>
</tr>
<tr>
<td></td>
<td>Civic Coupe EJ7</td>
<td></td>
</tr>
<tr>
<td>Mitsubishi</td>
<td>Carisma</td>
<td>Belgium and Netherlands</td>
</tr>
<tr>
<td></td>
<td>Magna Stationwagon</td>
<td>Australia</td>
</tr>
<tr>
<td></td>
<td>Diamante</td>
<td></td>
</tr>
<tr>
<td>Nissan</td>
<td>Bluebird ‘Aussie’</td>
<td>Australia</td>
</tr>
<tr>
<td></td>
<td>Primera E-FHP11</td>
<td>Great Britain</td>
</tr>
<tr>
<td></td>
<td>AD Station Wagon R-MVFY10</td>
<td>Mexico</td>
</tr>
<tr>
<td>Toyota</td>
<td>Avensis AZT250, AZT251, AZT255</td>
<td>UK</td>
</tr>
<tr>
<td></td>
<td>Avalon</td>
<td>US</td>
</tr>
<tr>
<td></td>
<td>Cavalier</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Scepter</td>
<td></td>
</tr>
</tbody>
</table>

- If a vehicle is affixed with a 17 character ISO VIN, it will not have been manufactured in Japan for the Japanese domestic market with one exception:

**2.4 Exemption from vehicle standards requirements**
In cases where a vehicle cannot be shown to comply with one or more of the approved vehicle standards it is required to meet in order to be registered in New Zealand, a vehicle may be exempt from a requirement by the Transport Agency under section 166 of the Land Transport Act 1998, only if it is considered appropriate and the risk to public safety will not be significantly increased by granting the exemption. In addition to this, the Transport Agency must be satisfied that at least one of the following criteria is met:

- the requirement has been substantially complied with and further compliance is unnecessary
- the action taken or provision made in respect of the matter to which the requirement relates is as effective or more effective than actual compliance with the requirement
- the prescribed requirements are clearly unreasonable or inappropriate in the particular case
- events have occurred that make the prescribed requirements unnecessary or inappropriate in the particular case.

The Transport Agency may also apply certain conditions to the granting of an exemption.

The vehicle owner may apply for an exemption from vehicle standards requirements by submitting a completed application form (see Reference materials 36) to Assessments - Customer Access. Exemptions from Transport Agency rules are granted only in exceptional circumstances; it may take some time to fully consider applications.

1-2 Re-registering a vehicle

If a vehicle has previously been registered in New Zealand, evidence of this (eg a certificate of registration or a LANDATA record) must be provided. The person presenting the vehicle for re-registration must be the same as the person shown on the evidence of previous registration, or must be able to provide a clear ownership trail linking themselves to the vehicle.

All vehicles presented for re-registration must have a VIN assigned to allow the vehicles to be recorded in LANDATA for tracking and enforcement purposes, even if appropriate documentation is not provided. Entry certifiers must carefully check the VINS for any signs of tampering, by visually inspecting the vehicle identifier and surrounding area from behind. If this is not possible, the entry certifier may chemically remove the paint from the vehicle identifier and surrounding area for inspection purposes with the vehicle owner’s permission. If the vehicle owner refuses, the entry certifier must contact the Transport Agency to consider alternative options. A vehicle must not be certified if the vehicle identifier has not been inspected for signs of tampering.

If signs of tampering are detected, the vehicle must not be certified. The entry certifier must advise the NZ Police and the Transport Agency immediately, and attach suitable notes to the vehicle record using the notes screen.

To carry out re-registration, the entry certifier must certify the vehicle in accordance with applicable requirements and complete an LT4085U, provided that proof the vehicle was previously registered in New Zealand is presented and no modifications or repairs that affect compliance with applicable requirements have been carried out.

1.1 Proof of previous New Zealand registration unavailable

In cases where the vehicle owner is not able to provide a certificate of registration or LANDATA record to verify that the vehicle was previously registered in New Zealand:

The vehicle owner must provide satisfactory evidence of previous registration in New Zealand, such as:

- photographs of the complete vehicle
- receipts for insurance, repairs, periodic in-service inspections (WoFs), etc
- manufacturers, importers or dealers records that show the vehicle was originally imported or manufactured in New Zealand
- written anecdotal vehicle history from previous owners. This must be considered with caution; a statement that someone recognises the vehicle is not sufficient.

If there is a possibility that the vehicle is a replica, a used import or a vehicle assembled from parts, particularly if it is a higher value, classic or collectable vehicle, do not continue (Note 1).

If you have any doubt, do not continue (Note 1). Refer the vehicle owner to the Transport Agency, Customer Access (Assessments team) for a decision.

Note 1

A VIN must still be affixed to the vehicle if appropriate. A vehicle record must be created or updated in LANDATA, including notes explaining why the inspection and certification has not continued.

1.2 Entitlement to register
The following documents may be used as proof of a clear ownership trail for a vehicle undergoing the re-registration process:

- a signed receipt from the last registered owner
- an original buyer tax invoice from some auction organisations as detailed in Reference material 69
- a signed statutory declaration. Note that there is no set format, but a statutory declaration must include the following statements:
  1. Solemnly and sincerely declare/affirm that, and
  2. I make this solemn declaration conscientiously declaring the same to be true and by virtue of the Oaths and Declarations Act 1957.

In all cases the person presenting the vehicle for re-registration must be the person listed on the supplied documentation and the following information must also be listed:

- the vehicles make, model, VIN/chassis number
- date of purchase
- Name and address of seller (in the case of a Turners Auctions invoice, the Turners Auctions letterhead is acceptable).

2 Re-registration of pre-1991 vehicles

If a light vehicle was manufactured before 1991 and first registered in New Zealand before 1 January 1991, the vehicle does not need to undergo the same inspection and certification process as a vehicle being registered for the first time in New Zealand. Provided the vehicle meets applicable requirements for structural condition as detailed in 3-4 Vehicle structure Threshold for requiring repair certification, and has not been de-registered as a result of a write-off for insurance purposes, the vehicle may be inspected according to current in-service procedures.

Note 2
If the vehicle was written off for body or structural damage, the vehicle must be inspected using the same structural inspection process as for a post-1991 vehicle.

Note 3
If there is proof from the insurance company that the vehicle was written off for reasons other than body or structural damage, no referral to a repair certifier is required unless the structural condition of the vehicle exceeds the threshold for requiring repair certification.

3 Re-registration of post-1991 vehicles

If a vehicle was manufactured after 1 January 1991 and previously registered in New Zealand, or manufactured before 1 January 1991 but not registered in New Zealand until after this date, the vehicle must undergo a full structural inspection with trim removal and an invasive brake inspection as part of the inspection and certification process.

Note 4
If there is proof from the insurance company that the vehicle was written off for reasons other than body or structural damage, no referral to a repair certifier is required unless the structural condition of the vehicle exceeds the threshold for requiring repair certification.

4 Re-registration of class LA, LB vehicles (mopeds)

4.1 Re-registration of pre-1 July 2011 mopeds
If there is evidence that a moped has been previously registered in New Zealand before 1 July 2011 then the vehicle does not need to undergo the same inspection and certification process as a vehicle being registered for the first time in New Zealand. All that is required is proof of previous registration and proof of ownership. There is no requirement to inspect the vehicle.

4.2 Re-registration of post-1 July 2011 mopeds
If a moped that was first registered in New Zealand on or after 1 July 2011 is presented for re-registration, it must undergo the inspection and certification process to ensure that it is safe to be operated.

Note 5
Refer to Technical bulletin 35 for certification requirements for new, used and re-registered mopeds.

5 Inspection requirements for a vehicle changing class
If a vehicle is being registered as a different class, the vehicle may be inspected according to current in-service procedures, provided it meets applicable in-service requirements for structural condition and has not been de-registered as a result of a write-off for insurance purposes. Re-certification of specialist certification may be required as a result of this inspection.

6 De-modified vehicles

If an entry certifier is presented with a vehicle that has been modified back to original specifications, it should be checked by a low volume vehicle certifier to confirm that it has been correctly restored to original specifications. The LVV certification plate must be removed and returned to the Low Volume Vehicle System Administrator. The de-modification must be noted in LANDATA.

Page amended 1 July 2013 (see amendment details).

1-3 Customs-seized vehicles

1 Entitlement to register

A Customs-seized vehicle presented for entry-level certification must be presented with a letter from New Zealand Customs identifying the vehicle, and stating that it is a Customs-seized vehicle and that Customs have title to lawful possession.

2 Proof of standards certification

If the vehicle was manufactured and registered overseas prior to 1 January 1991, documentation to prove standards compliance will not be required.

If the vehicle was manufactured and registered overseas after 1 January 1991, documentation proving standards compliance must be provided.

1-4 Temporarily imported vehicles

A temporary vehicle import is a vehicle that is brought into New Zealand by a resident of another country, usually for a maximum of 12 months, while remaining registered in its country of origin. The vehicle must be exported from New Zealand within the allowed temporary entry period.

Before a vehicle is released to its owner, it must be inspected by the quarantine service of the Ministry of Agriculture and Forestry (MAF).

The vehicle must be licensed in New Zealand as an overseas visitor vehicle. In addition, the vehicles registration in its country of origin must remain current for the duration of its stay in New Zealand, and must remain in the name of the person who imported the vehicle into New Zealand. The overseas registration plates must remain on the vehicle; it does not need New Zealand plates.

The owner of a temporarily imported vehicle must provide:

- a completed Application for registration of an overseas visitor vehicle form (MR2C)
- proof that the vehicle is currently registered in his/her name in its country of origin (eg by providing original vehicle registration documents)
- a Carnet de Passage or temporary import entry
- identification that shows the vehicle owners name, date of birth and signature
- payment of an Accident Compensation Corporation (ACC) levy (but none of the other registration and licensing fees).

See the LANDATA agents manual chapter 4-B for further information.

The vehicle does not need to meet New Zealands requirements for entry certification. However, an entry certifier must carry out a basic safety inspection before issuing a warrant of fitness (WoF) or certificate of fitness (CoF) label for the vehicle. The vehicle does not need to comply with New Zealand-approved standards, or requirements for specialist certification (eg low volume vehicle modifications). A vehicle imported for temporary use must at least meet the provisions set by the Geneva Convention on Road Traffic 1949, which are outlined in Technical bulletin 5 Inspection requirements for temporary vehicle imports.

If an owner decides to keep a vehicle permanently in New Zealand that was originally a temporary import, they will need to go through the same certification process that is used for a permanent import. Refer to Pre-registration and VIN, section 1-2.4.

1-5 Annex C: conditional operation of a vehicle
For this page inspection for entry or re-entry into service means all entry requirements and those CoF requirements applicable to the state of the vehicle.

An Annex C can be issued only in the following situations:

1. To a vehicle that has not been certified for entry or re-entry into service and is to be operated on a trade plate only for one or more of the purposes, and subject to the conditions, listed below.
2. To a partially completed (eg cab chassis) heavy vehicle that has passed inspection for entry or re-entry into service, and will be (or has already been) registered, and is to be operated only for one or more of the purposes, and subject to the conditions, listed below.

Purposes for conditional operation

- demonstration of a vehicle
- delivery of a vehicle
- completion of construction of a vehicle
- repair or modification of a vehicle
- road-testing of a vehicle in connection with inspection and certification
- evaluation or testing of a vehicle.

A sample Annex C permit is shown in Reference material 47.

1. For a vehicle that has not been certified for entry or re-entry into service and is to be operated on a trade plate (see Diagram 1)

If such a vehicle is presented, an inspector must:

1. Inspect the vehicle’s safety items to determine, on reasonable grounds, if it is safe to operated, subject to conditions, in accordance with the Annex C Permit. If the vehicle passes the inspection, an Annex C permit can be issued.
2. VINs must be checked for validity or if no VIN affixed, assigned and affixed by an entry certifier. Refer to VIN assignment as certain requirements apply.
3. Check the vehicle attributes and enter or update the details using the VIN screen. If the vehicle does not have a body fitted, body type should be recorded as >CC (cab chassis)<<
4. Enter a record of the Annex C permit into the Notes screen of Landata, and a note that the vehicle cannot be registered until it passes entry certification
5. Enter the appropriate certifier ID (see below) in the ‘Certifier ID’ field.

<table>
<thead>
<tr>
<th>Entry certifier</th>
<th>Certifier ID</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle Testing New Zealand</td>
<td>TCERTVT</td>
</tr>
<tr>
<td>Vehicle Inspections New Zealand</td>
<td>TCERTVI</td>
</tr>
<tr>
<td>Automobile Association</td>
<td>TCERTAA</td>
</tr>
<tr>
<td>ITAS Ltd</td>
<td>TCERTITAS</td>
</tr>
<tr>
<td>Canterbury Vehicle Compliance Ltd</td>
<td>TCERTCVC</td>
</tr>
</tbody>
</table>

At a later date, when the vehicle is to be registered or when the vehicle is certifiable, it must be presented to an entry certifier for entry certification. If the vehicle passes the entry inspection and is registered, a certificate of fitness (CoF) and certificate of loading (CoL) will be issued. The entry inspector must identify and update all vehicle attributes as required. If it is still partially complete, process 2 can be followed.

2. For a partially completed (eg cab chassis) heavy vehicle that has passed inspection for entry or re-entry and will be (or has already been) registered at that time (see Diagram 2)

If such a vehicle is presented, an certifier must:

1. Inspect the vehicle’s safety items in accordance with the requirements for an entry certification. If the vehicle passes the inspection, an Annex C permit can be issued
2. Check the vehicle VIN and attributes and enter or update the details using the VIN screen. If the vehicle does not have a body fitted, body type should be recorded as >CC (cab chassis)<

3. The following fields must be obtained and entered at this stage to allow the purchase of RUC:
   - Number of axles
   - Axle spacings
   - Tyre ply
   - Tyre configuration.

4. A CoF isn’t issued. The operator is provided with an Annex C permit instead.

5. When the vehicle has been completed, it must be presented to a CoF inspector for an in-service inspection and the inspector must verify and update the vehicle’s attributes (eg axle spacing, LT400s, etc.)

6. When the vehicle passes the inspection, a certificate of fitness (CoF-B) and certificate of loading (CoL), as needed, will be issued.

7. Enter the certifier ID in the ‘Certifier ID’ field.

When the vehicle has been completed, it must be presented to the certifier for an in-service inspection and to update the vehicle’s attributes.

When the vehicle passes the inspection, a certificate of fitness (CoF) and certificate of loading (CoL), as needed, will be issued. The vehicle inspector must update all vehicle attributes as required.

**Note 1**

If the vehicle is complete (but uncertifiable) and requires modification and/or specialist certification (such as a LHD truck), it cannot be registered on an Annex C.

**Note 2**

A vehicle that is in-service and is a partially completed heavy vehicle, may be issued an Annex C. This does not apply to completed vehicles that are waiting for HVS certification or issue of the LT400.

A vehicle (such as a completed vehicle that is waiting for HVS certification or the issue of an LT400) that is in-service and is not a partially completed heavy vehicle may be issued with an in-service conditional permit (28 day permit) only.

**Note 3**

It is not expected that an Annex C permit be issued more than once, further permits can only be re-issued if the inspector is satisfied that the conditions of the Annex C permit are being and have been upheld.

**Process diagrams**

1. For a vehicle that has not been certified for entry or re-entry into service and is to be operated on a trade plate

   Diagram 1. Any heavy vehicle

   ![Diagram 1. Any heavy vehicle](image)
2. For a partially completed (e.g., cab chassis) heavy vehicle that has passed inspection for entry or re-entry and will be (or has already been) registered at that time.

Note: While an MR2A is issued after passing entry inspection, registration can be delayed until the vehicle is delivered to the new owner. A trade plate must be used until registered.

Diagram 2. Partially complete heavy vehicle
1-6 Specialist certification

In some cases, an entry certifier may be presented with a vehicle that requires specialist certification. Where specialist certification is received, the entry certifier must ensure the details of the certification are entered into the IVCERT screen before the vehicle is released from their control.

1 Repair certification

If a vehicle has undergone repair certification, it must be presented with the carbon copy of the Light vehicle repair record of determination (LT308). A sample is shown in Reference material 6. A repair certifier is only required to give the vehicle owner a copy of the LT308. Copies of supporting documentation, such as chassis or wheel alignment reports, may be attached.

An entry certifier must not accept an LT308 if it has not been completed and signed off on all pages by an authorised repair certifier. Sections that are not applicable must have a line drawn through them, with the repair certifier’s signature at the bottom of the page.

2 Low volume vehicle certification

If a vehicle is LVV certified, a ‘Statement of compliance under the LVV code’ form (F001) endorsed by an original LVVTA stamp and signed by the LVV system auditor must be provided and an LVV certification plate must be affixed to the vehicle. A sample F001 form is shown in Reference material 9.

If a low volume vehicle has been de-registered, it does not require another F001 form in order to be re-registered unless it has had additional modifications since it was last LVV certified.

If the LVV system auditor has verified that the vehicle has been certified correctly, detailed LVV compliance checksheets do not need to be presented. However, if the entry certifier is not satisfied with the documentation and/or vehicle presented, further documentation may be requested.

The Transport Agency recognises a limited number of overseas low volume vehicle certifications. Imported low volume vehicles presented for entry certification must be referred to a New Zealand LVV certifier unless:

- they are a light vehicle that has been modified and type certified to the “European Community Whole Vehicle Type Approval” (ECWVTA) system. See Technical bulletin 41: Entry certification procedures for certain modified light vehicles.

Note 1
If a modified vehicle is imported from Japan, it must be LVV certified unless it can be proven that the manufacturer carried out the modification. Markings on the de-registration or export certificate (eg ‘KAI’ marks) are not an acceptable means of determining the modifier.

A ‘KAI’ mark, like this改, after the model code on the deregistration or export certificate indicates that the vehicle has been modified and may no longer meet the required standards. Check carefully that the vehicle complies with required standards and does not have modifications needing certification.

Note 2
Modified bicycles that meet the moped description cannot be certified as low volume vehicles.
2.1 Locally manufactured new or scratch-built vehicles
If an entry certifier is presented with a locally manufactured new or scratch-built vehicle, the entry certifier must check that an approved LVV certifier has certified the vehicle if required.

If the vehicle description on the overseas registration documents does not match New Zealand legislation or definitions, the New Zealand legislation and definition will take precedence. This is usually regarding, but not limited to, make, model, year of manufacture and first registration date for replicas, hot-rods and re-built vehicles.

If the vehicle meets the definition of scratch-built, the date of manufacture will be the date the vehicle was completed in scratch-built form, not the date on the overseas registration documents. The make and model should be described as outlined for scratch-built vehicles in Pre-registration and VIN section 2-2(10.1). This may vary from the description on the overseas paperwork.

In such cases, the vehicle owner will need to bring the vehicle up to the standards and requirements applicable to the scratch-built manufacture date.

If you have queries or doubts on specific vehicles, refer to the Vehicle Certifiers Registers team, providing copies of all paperwork, an accurate description of the vehicle and the source of its various components, donor vehicles and/or parts.

2.2 Modified production vehicles
If an entry certifier is presented with a modified production vehicle, the vehicle owner must provide evidence of LVV certification regardless of the date when the modifications were completed.

Note 3
From 1 November 2016 any light vehicle that has been modified and type certified to the “European Community Whole Vehicle Type Approval” (ECWVTA) system can be entry certified without requiring referral to an LVV certifier for specialist certification. See Technical bulletin 41: Entry certification procedures for certain modified light vehicles.

Note 4
A ‘modification declaration’ is not evidence of LVV certification. If a modified production vehicle is presented for re-entry certification with a modification declaration form, that vehicle must be referred to a LVV certifier. A modification declaration form ceases to be valid once a vehicle’s registration has lapsed or the vehicle has had its registration cancelled (de-registered).

Note 5
There are some minor modifications that are excluded from LVV certification, provided they fall below the VIRM: In-service certification for modification thresholds. However, when the in-service modification threshold includes a grandfather clause (such as ‘The modification was carried out before 1/3/1999’), that exclusion from LVV certification only applies to vehicles continuously registered in New Zealand from before that date. A grandfather clause is not a valid exclusion from LVV certification for the purposes of entry or re-entry.

3 Heavy vehicle specialist certification
If a vehicle has undergone heavy vehicle specialist certification, it must be presented with a Heavy vehicle specialist certificate (LT400). A sample is shown in Reference material 7.

An certifier must not accept an LT400 if it has not been completed and signed by an authorised heavy vehicle specialist certifier with the appropriate certification category.

Table 1-6-1 sets out the minimum documentation requirements to be presented and retained by an entry certifier following heavy vehicle specialist certification. A vehicle requires a separate LT400 for each component that is certified to a specific code or standard. Additional supporting documents may be supplied in order to record all applicable information.

Table 1-6-1. Documentation requirements for heavy vehicle specialist certification
<table>
<thead>
<tr>
<th>Certification category</th>
<th>Description</th>
<th>Required documentation</th>
</tr>
</thead>
<tbody>
<tr>
<td>HVEC, HVMC, HMCD</td>
<td>Chassis, suspension, steering, PSV rollover strength, PSV stability</td>
<td>LT400 Heavy vehicle specialist certificate</td>
</tr>
<tr>
<td>HVET, HVMT, HMTD</td>
<td>Towing connections</td>
<td>LT400 Heavy vehicle specialist certificate</td>
</tr>
<tr>
<td>HVEA, HVMA, HMAD</td>
<td>Load anchorages</td>
<td>LT400 Heavy vehicle specialist certificate</td>
</tr>
<tr>
<td>HVEL, HVML, HMLD</td>
<td>Log bolster attachment code</td>
<td>LT400 Heavy vehicle specialist certificate</td>
</tr>
<tr>
<td>HVEK, HVMK, HMKD</td>
<td>Brake modification including New Zealand Heavy Vehicle Brake Specification (HVBNZ)</td>
<td>LT400 Heavy vehicle specialist certificate</td>
</tr>
<tr>
<td></td>
<td>Heavy vehicle brake code (HVBC)</td>
<td>LT400 Heavy vehicle specialist certificate, and Statement of Compliance with the HVBC</td>
</tr>
<tr>
<td>HVS1, HVS2</td>
<td>Static roll threshold (SRT)</td>
<td>LT400 Heavy vehicle specialist certificate and SRT compliance certificate</td>
</tr>
<tr>
<td>HVP1</td>
<td>Swept path certification</td>
<td>LT400 Heavy vehicle specialist certificate</td>
</tr>
<tr>
<td>HVS2</td>
<td>Performance based standards</td>
<td>LT400 Heavy vehicle specialist certificate</td>
</tr>
</tbody>
</table>

4 Recording specialist certifiers and certification
Step | Action
--- | ---
1 | Type `IVCERT` in the escape field and transmit.  
The ‘vehicle certification’ screen displays.
2 | Type one of the following fields:  
• the VIN in the VIN field, or  
• the plate number in the plate number field.
3 | Transmit.  
The vehicle and owner details will display.
4 | Change the maintenance field at the top of the screen from `INQ` to `CHG`.
5 | Type the certifier ID in the Certifier ID field.
6 | Type `A` in the mnt field.
7 | Type the vehicle certification type code in the type field.  
The code should be provided on the certificate, or refer to Table 1-6-2 and Table 1-6-3.  
The types of certification permitted for an individual certifier can be viewed on the ICISS screen (this procedure is described in the LANDATA manual).
8 | Type the certificate number in the Number field.
9 | Type the specialist certifier’s LANDATA ID in the Iss.ID field.  
This should be provided on the certificate, or by searching on the ISRCCH screen (this procedure is described in the LANDATA manual).
10 | Type the issue date of the certificate in the Iss.Date field.
11 |  
• If an expiry date is recorded on the certificate, type this in the Exp.Date field.  
• If expiry mileage is recorded on the certificate, type this in the Exp.Odo field.  
These fields are not used for repair or LVV certification, but may be applicable to some heavy vehicle certificates.
12 | Note the area of the vehicle covered by the certificate as specifically as possible in the comments field and transmit.

Table 1-6-2. Light vehicle certification type codes
<table>
<thead>
<tr>
<th>Description of certification type</th>
<th>Code</th>
<th>Description of certification type</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial modifier type certification</td>
<td>LVCM</td>
<td>Modified production – limited</td>
<td>LV1A</td>
</tr>
<tr>
<td>Modified production – extended</td>
<td>LV1B</td>
<td>Modified structures (M and N Class)</td>
<td>LV1C</td>
</tr>
<tr>
<td>Ext. modified and scratch-built (M and N class and tricycles)</td>
<td>LV1D</td>
<td>Motorcycle modification</td>
<td>LV2A</td>
</tr>
<tr>
<td>Motorcycle scratch-built</td>
<td>LV2B</td>
<td>Tricycles – modified and scratch-built</td>
<td>LV2C</td>
</tr>
<tr>
<td>Disability adaptation</td>
<td>LV3A</td>
<td>Disability adaptation – structural</td>
<td>LV3B</td>
</tr>
<tr>
<td>Electric vehicles</td>
<td>LV4</td>
<td>Authority card</td>
<td>LVAC</td>
</tr>
<tr>
<td>Modified production right-hand drive conversions</td>
<td>LVRH</td>
<td>Repair</td>
<td>REP</td>
</tr>
</tbody>
</table>

**Table 1-6-3. Heavy vehicle certification type codes**

<table>
<thead>
<tr>
<th>Description of certification type</th>
<th>Heavy vehicle specialist certifier type</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Engineer</td>
</tr>
<tr>
<td>Chassis, suspension, steering, PSV rollover strength, PSV stability</td>
<td>HVEC</td>
</tr>
<tr>
<td>Brake modification including New Zealand Heavy Vehicle Brake Specification (HVBNZ)</td>
<td>HVEK</td>
</tr>
<tr>
<td>Log bolster</td>
<td>HVEL</td>
</tr>
<tr>
<td>Towing connection</td>
<td>HVET</td>
</tr>
<tr>
<td>Load anchorages</td>
<td>HVEA</td>
</tr>
<tr>
<td>Static roll threshold (SRT)</td>
<td>HVS1</td>
</tr>
<tr>
<td>Swept path certification</td>
<td>HVP1</td>
</tr>
<tr>
<td>Performance based standards</td>
<td>HVP2</td>
</tr>
</tbody>
</table>

- A new manufacturing certification regime is in place from 1 August 2013, whereby the certifier is the individual who signs the LT400 and who has signed up to a ‘Notice of Approval’ with the NZTA. From 01 August 2013 any LT400s using the HVM* designation signed on or after that date will be invalid.

Page updated 12 December 2018 (see details)
Page amended 1 May 2017 (see amendment details)

1-7 Document availability

Original documentation means the actual authentic document that was provided by the issuing person or organisation. A fax or photocopy is not an original document.
1 Inspecting vehicles without original documentation

1.1 Original documents previously sighted
If an entry certifier is presented with a photocopy of the original de-registration papers but originals have been previously sighted, they must contact the Transport Agency Customer Access (Assessments). The certifier will be required to sign a statement declaring that original documents have been sighted. This statement must be held in the vehicle file.

1.2 Original documents not presented
When a vehicle is presented for entry certification but the vehicle owner has not yet received the original documentation, the inspection process may be started with a photocopy or faxed copy of the original document.

In such cases, the vehicle inspector must:

- record in the LANDATA notes against the vehicle record that certification cannot be completed until the original documentation has been presented.
- identify in the LANDATA notes what actual original documents need to be presented.

When the original documentation is presented there must be dual sign off (on the check sheet) by two independent persons (eg certifier and VIN quality controller/checker) to verify that the documentation has been presented.

Important: An MR2A must not be issued until the original documents have been presented.

2 No documentation available (vehicles previously registered in Japan)

If the vehicle owner/importer has lost the original documentation, Japan’s Ministry of Land, Infrastructure and Transport will not issue additional copies. The vehicle owner/importer can apply (using form VCUEF 02 - Reference material 57) to the Transport Agency Customer Access (Assessments) to consider use of alternative documentation. This may take some time to process, and will involve some costs to the importer.

The following procedure explains the requirements for requesting use of alternative documentation.

1. The vehicle owner/importer must provide an original Japanese detailed registration history certificate (Sho-Sai-Toroku-Sho-Mei).
2. The vehicle owner/importer must provide original documents showing an ownership history that links the current owner to the last registered owner in Japan, and displays full details of all previous owners in Japan.
3. Certified English translations must be provided for all documents not provided in English (eg the Japanese detailed registration history certificate, bills of sale, and purchase receipts). This must include a covering letter from the translation service that refers to the vehicle’s chassis number.
4. The vehicle owner/importer must provide evidence that a de-registration certificate has been issued to them for the vehicle.
5. The vehicle must be independently checked to verify that the VIN is the original vehicle identifier as attached by the manufacturer. This must be verified in writing by an Transport Agency-appointed entry-level vehicle inspector.

3 Documentation does not match vehicle

If a vehicle is presented with documentation that does not match the vehicle (eg the VIN, chassis number, body style etc on the vehicle is not the same as that recorded on the document), a satisfactory reason for the discrepancy needs to be provided before the vehicle can be certified.

The importer should first see if the manufacturer or registration authority in the country of registration can provide an explanation. If this information cannot be obtained, or it does not confirm a mismatch between the documentation and the vehicle, and provide the correct identity, the entry certifier can apply to the Transport Agency for approval to continue with the certification process.

In such cases, the entry certifier must:

1. assign and attach a VIN number to the vehicle using the identifier located on the vehicle. Notes must be recorded in LANDATA indicating that the documentation does not match the vehicle
2. submit the following material to the Transport Agency for consideration:
a) a completed ‘VIN approval request form’ (see Reference material 53)
b) copies of all required paperwork
c) a covering letter outlining the problem.

Note 1
This does not apply to changeable attributes, such as engine number or colour.

Note 2
Please be aware that Transport Agency will check with the country of origin and this can take some time.

Page amended 1 November 2018 (see amendment details).

1-8 Inspection
Every vehicle presented for an MR2A registration form, other than an approved new vehicle, must be inspected to verify that it complies with applicable requirements.

The inspection of the vehicle must be carried out according to the requirements set out for vehicle components or component groups in this manual. An approved checksheet must be used to record the details of the inspection carried out on each vehicle. This checksheet is used to record the necessary information against each item as it is inspected. The result of the inspection must be recorded on the checksheet. It must be signed by the certifier and filed in such a way that it can be retrieved by specifying the VIN. The certifier must complete a vehicle compliance certificate (LT4085) for the vehicle. If the vehicle passes the inspection, an MR2A registration form may be issued.

1-9 The MR2A
Printing an MR2A registration form for issue is acknowledgement by the issuer that the vehicle defined on the MR2A complies with applicable requirements. An MR2A is only valid for two years from the date of certification. If the vehicle is not registered within two years, it must be recertified. For vehicles imported from countries other than Japan, and for which the MR2A has expired, the following applies. The site that is recertifying the vehicle will be required to sight and retain the original compliance documents (export certificate, statement of compliance, etc). If the site recertifying the vehicle did not carry out the original certification the vehicle owner will be required to obtain the original documents and provide these to the new certifier. The original certifier can retain a copy of the compliance documents on their file for the vehicle. The documents should only be released to the original customer or, if not the original customer, apply the same rules as for reprinting an MR2A a release in writing from the original customer.
<table>
<thead>
<tr>
<th>Step</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Select a vehicle using the procedures outlined in <a href="#">Pre-registration and VIN 1 - Vehicle records</a>. The VIN authority allocation/confirmation screen displays.</td>
</tr>
<tr>
<td>2</td>
<td>Are the vehicle details correct?</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Are there any notes attached to the vehicle?</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Did the vehicle pass the inspection?</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Complete the following fields.</td>
</tr>
<tr>
<td></td>
<td>In the field &amp; If the result is a &amp;</td>
</tr>
<tr>
<td></td>
<td>Certifier ID</td>
</tr>
<tr>
<td></td>
<td>Print MR2A</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Approved for registration?</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Transmit. The vehicle record is updated.</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1 Issuing an MR2A for approved new vehicles
There are a number of vehicle manufacturers and importers whose vehicles can be issued with an MR2A registration form without having to be certified by an entry-level vehicle inspector. It must be a complete, standard production vehicle (except bare chassis or cab/chassis units that require additional construction and have the appropriate temporary certification).

In cases where authorised manufacturers or importers are unable to access LANDATA (eg they do not have an electronic connection to LANDATA, or there is a problem with their connection), the process described below must be used to issue an MR2A to the vehicle. The manufacturer or importer must provide an LT4085N. No other documentation is required.

The vehicle must be presented by a known representative of the manufacturer/importer. The certifier may check the manufacturer ID using the ISRCH or IVSRC screen (see Pre-registration and VIN 5-2). If in doubt, contact the Palmerston North Office 0800 804 580 for approval.

If the vehicle manufacturer has not assigned a valid VIN, one will need to be assigned to the vehicle before an MR2A can be issued. (For further information, refer to Pre-registration and VIN 3-1). The procedure for issuing an MR2A registration form for an approved new vehicle is outlined below.

<table>
<thead>
<tr>
<th>Step</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Is the manufacturers or importers vehicle compliance certifier ID known?</td>
</tr>
<tr>
<td>YES</td>
<td>Continue from step 2.</td>
</tr>
<tr>
<td>NO</td>
<td>Type &gt;ISRCH&lt; in the escape field and transmit. The VSR certifier search screen displays. See Pre-registration and VIN 5-2 for procedures on searching for a certifier ID.</td>
</tr>
<tr>
<td>2</td>
<td>Is the LT4085 from the manufacturer complete and correct?</td>
</tr>
<tr>
<td>YES</td>
<td>Continue from step 3.</td>
</tr>
<tr>
<td>NO</td>
<td>Do not continue you cannot issue an MR2A registration form until the customer presents a complete and correct LT4085.</td>
</tr>
<tr>
<td>3</td>
<td>Type &gt;VIN (space) (the vehicles VIN)&lt; in the escape field and transmit. A blank VIN allocation screen displays.</td>
</tr>
<tr>
<td>4</td>
<td>Enter the vehicle details in the appropriate fields.</td>
</tr>
<tr>
<td>5</td>
<td>Complete the following fields.</td>
</tr>
<tr>
<td>In the field &amp; Type &amp;</td>
<td></td>
</tr>
<tr>
<td>Certifier ID</td>
<td>the name and certifier ID of the certifier who carried out the inspection and certification.</td>
</tr>
<tr>
<td>Print MR2A</td>
<td>&gt;Y&lt;</td>
</tr>
<tr>
<td>Approved for Registration?</td>
<td>&gt;Y&lt;</td>
</tr>
<tr>
<td>6</td>
<td>Transmit. The vehicle record is updated. The MR2A registration form prints. Provide the customer with both copies of the form.</td>
</tr>
</tbody>
</table>

**2 Reprinting the MR2A registration form**

If an issued MR2A registration form is lost, damaged or urgently required but in the mail, the vehicle owner or dealer will require a duplicate copy.
**Important:** The motor vehicle register (MVR) is never used to record legal title to a vehicle; possession of an MR2A form does not provide legal title.

If a replacement MR2A is required to replace a spoilt original (eg from a CREG), reprint the MR2A and exchange it for the original.

When subsequent requests for an MR2A reprint are made, a link must be established between the individual requesting the MR2A and the recipient of the original MR2A. This is done by retrieval of the original documentation to verify that the customer requesting the reprint is the same as the customer who received the original MR2A. If this is not the case, the customer requesting the reprint must provide sufficient documentation proving their legal entitlement to the vehicle. This could be a letter or fax from the recipient of the original MR2A explaining the link to the customer requesting the reprint (eg a letter on company letterhead from the New Zealand franchise holder requesting a copy to go to a local agent).

In cases where an unregistered vehicle has been on-sold in its unregistered state, documentation must be provided establishing each change of ownership so that there can be no doubt of the link between the customer requesting the reprint and the original recipient of the MR2A.

All paperwork must be filed with the original documents.

At any time, if a certifier is not satisfied that sufficient documentation has been provided, or that the connection between the original recipient and the customer requesting the reprint has not been proven, the entry certifier must refuse the request.

### 2.1 Reprinting an MR2A over two years old for an unregistered new vehicle

If a request is made to reprint an MR2A because the unregistered new vehicle is more than two years old, a new vehicle compliance certificate (LT4085N) must be completed, or a current statement of compliance must be obtained for the vehicle, to ensure that the vehicle has not deteriorated, or been modified or tampered with.

### 2.2 Reprinting an MR2A for a left-hand drive vehicle

A replacement MR2A for a left-hand drive vehicle may only be reprinted by the Transport Agency agent holding the original left-hand drive compliance documents. The following procedure outlines the reprinting of an MR2A registration form.

Procedure for reprinting an MR2A registration form
<table>
<thead>
<tr>
<th>Step</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Use the VIN screen to verify the agent/outlet that issued the original MR2A form.</td>
</tr>
</tbody>
</table>
| 2    | **Is the outlet that issued the original MR2A the same outlet with the request for a duplicate?**
|      | **a different outlet that belongs to the same agent** |
|      | Contact the outlet that issued the original MR2A to request the documentation be retrieved. |
|      | Obtain details of the original recipient of the MR2A. |
|      | Continue from step 3. |
|      | **a different agent** |
|      | Refer the customer to either: |
|      | - the outlet that issued the original MR2A, or |
|      | - the closest outlet belonging to the agent that issued the original MR2A. |
| 3    | **Is the customer requesting the reprint the same recipient of the original MR2A?**
| YES  | The customer may provide whatever documentation is necessary to prove their identity. |
|      | Continue from step 5. |
| NO   | Ask the customer to provide proof linking them to the recipient of the original MR2A form. |
|      | Continue from step 4. |
| 4    | **Has the customer provided sufficient evidence establishing a link between themselves and the original recipient?**
| YES  | |
| NO   | Refuse the request. |
| 5    | **Type >VIN (space) (the vehicles VIN)< in the escape field and transmit.** |
|      | The VIN allocation screen displays vehicle details for the VIN entered. |
| 6    | **Are the vehicle details correct?**
| YES  | Continue from step 7. |
| NO   | - If the VIN is correct, refer the vehicle owner to the original certifier. |
|      | Type >C< in the escape field and transmit to cancel the transaction. |
|      | - If the VIN is incorrect, return to step 5 and enter the correct VIN. |
| 7    | **Type >Y< in the print MR2A field and transmit.** |
|      | A replacement MR2A form prints. |

1-10 Vehicle rechecks

If a vehicle fails entry-level inspection, it may be presented for re-inspection after the faults have been fixed. In such cases, the entry certifier must be satisfied that the original compliance documentation is still valid (ie not more than two years old).
Table 1-10-1 describes the re-inspection procedure for vehicles being registered for entry or re-entry into service in New Zealand.

A vehicle that has failed the certification process must not be passed by any entry certifier unless the vehicle faults have been rectified.

Table 1-10-1. Re-inspection procedures

<table>
<thead>
<tr>
<th>Required inspection procedures</th>
<th>Number of business days after the initial inspection</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0 – 5</td>
</tr>
<tr>
<td>Verify the identity of the vehicle</td>
<td>✓</td>
</tr>
<tr>
<td>Check each failed item</td>
<td>✓</td>
</tr>
<tr>
<td>Check operation of vehicle lighting</td>
<td>✓</td>
</tr>
<tr>
<td>Check tyres still meet requirements</td>
<td>✓</td>
</tr>
<tr>
<td>Check the vehicle has not been modified since initial inspection</td>
<td>✓</td>
</tr>
<tr>
<td>Brake roller test</td>
<td></td>
</tr>
<tr>
<td>Verification of specialist certification as required.</td>
<td></td>
</tr>
<tr>
<td>Complete full entry-level certification inspection (Note 1)</td>
<td></td>
</tr>
</tbody>
</table>

Note 1

The only exception to this requirement is if the vehicle has been held within the entry certifier’s quarantine system.

1 Quarantine system for entry-level certification vehicles

An entry certifier can operate a quarantine system for vehicles presented for re-inspection within three months of the original inspection. The quarantine system may be applied to vehicles that are immobile awaiting parts or repairs required to rectify defects found during entry-level inspection or is awaiting original documentation. If a vehicle within the quarantine system is presented within three months of the original inspection, it will not be required to undergo invasive structural or brake inspections.

A quarantine system operated by an entry certifier must meet the following requirements:

- Vehicles must not leave the premises where the certification process commenced. There must be a designated area for storing quarantined vehicles.
- The entry certifier must have a means of identifying and tracking vehicles within the quarantine system. This may include the use of a quarantine label attached to quarantined vehicles.
- The entry certifier must store all vehicle ignition keys in a secure place.
- The vehicle may only be driven with the approval of the entry certifier on the premises where the vehicle is quarantined for the purposes of obtaining certification.
- A register of all vehicles being held in quarantine must be maintained. This must record the vehicle identification, the reason(s) the initial certification was rejected, the date the vehicle was quarantined, and the name and signature of the
person allowing the quarantine. Details relating to any vehicle that is quarantined must be recorded on LANDATA in the vehicle notes.

A vehicle that has undergone repair certification may be held in quarantine by an Transport Agency-appointed repair certifier for up to 3 months. When the vehicle is re-presented the repair certifier must supply the entry certifier the LT308, with the dates, mileage, reasons why the vehicle entered quarantine and the location of the quarantine.

The entry certifier must inspect the vehicle to ensure that any other necessary items have been rectified before completing the remainder of the entry certification process. The inspection needs to be equivalent to an in-service fitness inspection.

Page amended 1 December 2016 (see amendment details).

1-11 Completing the inspection and certification process

To complete the inspection and certification process, the entry certifier must ensure that the original checksheet and LT4085 are signed by the person who completed the inspection of the vehicle.

If a vehicle failed the initial inspection, the person who signs the checksheet and the LT4085 must be the person who carried out the recheck. This person is taking responsibility for the whole vehicle.

Filing

Documentation must be retained as described in the Introduction, section 5-1.9 must be retained.

If a vehicle owner requests their original documents, the entry certifier must make copies for the vehicle file and note on them that they are copies of the original documents sighted. A note must be added to the vehicle record on LANDATA stating whom the documents were released to, why they were requested and on what date they were released.

2 Vehicle exterior

2-1 External projections

Reasons for rejection

Compliance with approved standards

1. A vehicle of class MA, MB, MC, MD1 or NA manufactured on or after 1 March 1998 must comply with one or more of the approved external projection standards in Table 2-1-1.

Condition, performance and modification

2. External projections must comply with the requirements relating to condition, performance and modification set out in:

- VIRM: In-service certification, section 2-1, general vehicles
- VIRM: In-service certification, section 2-1, heavy vehicles
- VIRM: In-service certification, section 2-1, light PSVs
- VIRM: In-service certification, section 2-1, heavy PSVs
- VIRM: In-service certification, section 2-1, motorcycles
- VIRM: In-service certification, section 2-1, heavy trailers.

Note 1

If a vehicle is fitted with an auxiliary bar (eg a bullbar), refer to Technical bulletin 6 Auxiliary bars.

Table 2-1-1. List of approved external projection standards*
<table>
<thead>
<tr>
<th>UN-ECE Regulation no.</th>
<th>EEC/EC Directive</th>
<th>ADR</th>
<th>Japan</th>
</tr>
</thead>
<tbody>
<tr>
<td>26 or 61 for commercial vehicles</td>
<td>74/483 79/488 87/354 2007/15 92/114 (for class N vehicles)</td>
<td>42, General Safety Requirements (section on external and internal protrusions)</td>
<td>Article 18 Technical Standard (TS) for impact reduction of outside rearview mirrors, and if fitted with an air spoiler, structural standard for air spoilers</td>
</tr>
</tbody>
</table>

* A vehicle of class MA, MB, MC, MD1 or NA manufactured on or after 1 March 1998 must comply with the standard(s) listed in at least one of the four columns.

**Summary of legislation**

**Applicable legislation**

- [Land Transport Rule: External Projections 2001](#)

**Compliance with approved standards**

1. A vehicle of class MA, MB, MC, MD1 or NA manufactured on or after 1 March 1998 must comply with one or more of the approved external projection standards in **Table 2-1-1**.

**Condition, performance and modification**

2. External projections must comply with the requirements relating to condition, performance and modification set out in:

- [VIRM: In-service certification, section 2-1, general vehicles](#)
- [VIRM: In-service certification, section 2-1, heavy vehicles](#)
- [VIRM: In-service certification, section 2-1, light PSVs](#)
- [VIRM: In-service certification, section 2-1, heavy PSVs](#)
- [VIRM: In-service certification, section 2-1, motorcycles](#)
- [VIRM: In-service certification, section 2-1, heavy trailers](#)

Page amended 1 January 2013 (see [amendment details](#)).

**2-2 Dimensions**

Vehicles must comply with the requirements relating to mandatory equipment set out according to their vehicle type in:

- [VIRM: In-service certification, section 22, general vehicles](#)
- [VIRM: In-service certification, section 22, heavy vehicles](#)
- [VIRM: In-service certification, section 22, light PSVs](#)
- [VIRM: In-service certification, section 22, heavy PSVs](#)
- [VIRM: In-service certification, section 2-2 heavy trailers](#)
- [VIRM: In-service certification, section 2-3, motorcycles](#)

There are no additional requirements in respect of dimensions for the inspection and certification of vehicles for entry into service.

**3 Vehicle structure**

**3-1 Structure**

**IMPORTANT:** Any parts that require removal or disassembly in order to carry out the inspection of structural components and frontal impact occupant protection systems must be removed or disassembled. Refer to [Vehicle structure 3-3 Inspection specifications](#).

A vehicle whose structure has been damaged beyond the threshold specified in [Vehicle structure 3-4 Threshold for requiring repair certification](#) must be certified by a specialist repair certifier before entry certification.
Reasons for rejection

Compliance with approved standards
1. A vehicle that is required to comply with an approved frontal impact standard did not comply, or cannot be demonstrated to have complied, with at least one of the standards listed in Table 3-2-1 at the time the vehicle was manufactured.

Condition and modification
2. A structural component (Note 4) or frontal impact occupant protection system does not comply with a requirement relating to condition or modification set out in the VIRM: In-service certification, section 3–1.

Note 1
If a vehicle is fitted with an auxiliary bar (e.g. a bullbar), refer to Technical bulletin 6 – Auxiliary bars.

Note 2
Technical bulletin 10 contains information regarding inspection for corrosion in the rear floorpan assembly of some Nissan Terrano and Mistral models.

Note 3
Structural components that can be unbolted, such as doors with intrusion beams and sub frames, which are damaged or corroded are a reason for rejection. However, these parts can be replaced by the owner and re-inspected without the need for repair certification.

Note 4
Structural components include, as a minimum, the following:

<table>
<thead>
<tr>
<th>a) Engine compartment</th>
<th>b) Exterior</th>
<th>c) Luggage/cargo compartment</th>
<th>d) Underbody and/or chassis frame</th>
<th>e) Passenger compartment (inside vehicle)</th>
</tr>
</thead>
<tbody>
<tr>
<td>i. Front crush zones</td>
<td>i. Door frames, locks and hinges</td>
<td>i. Suspension towers and mountings</td>
<td>i. Front and rear crush zones</td>
<td>i. Exposed floor areas</td>
</tr>
<tr>
<td>ii. Chassis rails</td>
<td>ii. Pillars</td>
<td>ii. Seatbelt anchorages</td>
<td>ii. Chassis rails and cross members</td>
<td>ii. Floor to inner sill seams</td>
</tr>
<tr>
<td>iii. Inner guards</td>
<td>iii. Sills</td>
<td>iii. Floor</td>
<td>iii. Floor rails</td>
<td>iii. Pillars</td>
</tr>
<tr>
<td>vi. Radiator support panel</td>
<td></td>
<td></td>
<td>vii. Sills</td>
<td>viii. Floor</td>
</tr>
</tbody>
</table>

Summary of legislation

Applicable legislation
• Land Transport Rule: Frontal Impact Amendment 2005
• General safety requirements of Land Transport Rules, including:
  a) Land Transport Rule: Glazing, Windscreen Wipe and Wash, and Mirrors Amendment 2005
  b) Land Transport Rule: Door Retention Systems 2001
  c) Land Transport Rule: Seats and Seat Anchorages 2002
  d) Land Transport Rule: Seatbelts and Seatbelt Anchorages Amendment 2005
  e) Land Transport Rule: Light-vehicle Brakes 2002
  f) Land Transport Rule: Steering Systems 2001
  g) Land Transport Rule: Tyres and Wheels Amendment 2005.
Compliance with approved standards
1. Certain vehicles must comply with one or more of the approved frontal impact standards in Table 3-2-1. Follow the flowcharts in Figure 3-2-1, Figure 3-2-2 and Figure 3-2-3 to determine whether a particular vehicle is required to comply with an approved frontal impact standard.

Condition and modification
2. Structural components (Note 4) and frontal impact occupant protection systems must comply with the requirements relating to condition and modification set out in the VIRM: In-service certification, section 3–1.

Page amended 1 December 2016 (see amendment details).

3-2 Determining frontal impact compliance

IMPORTANT: Vehicles may be exempt from the requirement to meet a frontal impact standard. See Technical bulletin 7, Technical Bulletin 8 and Technical bulletin 9 for further information.

The following information may help a vehicle inspector to apply the requirements for compliance with approved frontal impact standards.

Determine whether or not the vehicle must meet a frontal impact standard (FIS)
Refer to Figure 3-2-1 (Step 1), Figure 3-2-2 (Step 2) and Figure 3-2-3 (Step 3) to determine whether or not the vehicle needs to meet an approved frontal impact standard.

If the vehicle is not required to comply with an approved standard, continue with the inspection.

Figure 3-2-1. Step 1
Step one

Is it a class MA vehicle?  

No  

Go to step 2

Yes  

Is the vehicle identified as an immigrant’s vehicle?  

No  

Does the gross vehicle mass exceed 2500kg?  

No  

Is the vehicle identified as a motorsport vehicle operating under a valid motorsport authority card?  

No  

Is the vehicle recognised as a special interest vehicle?  

Yes

The vehicle is not required to meet an approved frontal impact standard

No

Is the vehicle to be first certified for entry into service in NZ on or after 1 April 2002?

Yes

Was the vehicle inspected at the border on or after 1 February 2002?

Yes

Was the vehicle first registered outside NZ less than 20 years before it is to be first certified for entry into service in NZ?

No

Was the vehicle manufactured before 1 March 1999?

Yes

The vehicle is required to comply with an approved frontal impact standard

No
Step two

Is it a class MB vehicle?

Yes → Is the vehicle identified as an immigrant’s vehicle?

Yes → The vehicle is not required to meet an approved frontal impact standard

No → Does the gross vehicle mass exceed 2500kg?

Yes →

No →

Was the vehicle manufactured before 1 October 2003?

Yes →

No →

The vehicle is required to comply with an approved frontal impact standard

Figure 3-2-3. Step 3
If the vehicle is required to comply with an approved standard (listed in Table 3-2-1), there are several methods of determining whether or not the vehicle complies, which vary depending on the class of vehicle, the country of import and the date of manufacture.

### Table 3-2-1. List of approved frontal impact standards*

<table>
<thead>
<tr>
<th>UN-ECE Regulation no.</th>
<th>EEC/EC Directive</th>
<th>FMVSS</th>
<th>ADR</th>
<th>Japan</th>
</tr>
</thead>
<tbody>
<tr>
<td>94</td>
<td>96/79 99/98</td>
<td>208</td>
<td>69 73</td>
<td>TS for occupant protection in frontal collision. Article 18</td>
</tr>
</tbody>
</table>

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

**Check recognised manufacturer’s lists**
The Transport Agency has been advised by several common vehicle manufacturers regarding compliance with approved frontal impact standards for particular class MA vehicles. These vehicles are listed by make and model and published on the Transport Agency website.

If a vehicle is shown on one of these lists as complying with an approved frontal impact standard, no further evidence is required to prove that the vehicle meets frontal impact standard requirements. However, a full statement of compliance is still required to prove compliance with other applicable standards, unless an alternative method of confirming standards compliance is provided.

If a vehicle is shown on one of these lists as not complying with an approved frontal impact standard, the vehicle cannot be certified unless a statement of compliance showing that the specific vehicle meets an approved frontal impact standard is provided.

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:
<table>
<thead>
<tr>
<th>Description</th>
<th>Methods for determining FIS compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>A class MA, MB or MC vehicle</td>
<td>• A statement of compliance issued by a representative of the vehicle manufacturer, confirming compliance with an approved frontal impact standard</td>
</tr>
<tr>
<td>A class MA vehicle manufactured on or after 1 January 1996</td>
<td>• An Australian Design Rules (ADR) plate affixed to the vehicle</td>
</tr>
<tr>
<td>A class MB or MC vehicle manufactured on or after 1 January 1998</td>
<td></td>
</tr>
<tr>
<td>A used class MA, MB or MC vehicle</td>
<td>• An FMVSS certification plate, and</td>
</tr>
<tr>
<td></td>
<td>• original documentation confirming that the vehicle was first registered in the US</td>
</tr>
<tr>
<td>A new or unregistered class MA, MB or MC vehicle</td>
<td>An FMVSS certification plate, and</td>
</tr>
<tr>
<td></td>
<td>• documentation confirming that the vehicle was manufactured for the US market and would be permitted for use on public roads in the US</td>
</tr>
<tr>
<td>A used class MA, MB or MC vehicle</td>
<td>• An CMVSS certification plate, and</td>
</tr>
<tr>
<td></td>
<td>• original documentation confirming that the vehicle was first registered in Canada</td>
</tr>
<tr>
<td>A new or unregistered class MA, MB or MC vehicle</td>
<td>A CMVSS certification plate, and</td>
</tr>
<tr>
<td></td>
<td>• documentation confirming that the vehicle was manufactured for the Canadian market and would be permitted for use on public roads in Canada</td>
</tr>
<tr>
<td>A class MA, MB or MC vehicle</td>
<td>• A United Nations Economic Commission for Europe (UN/ECE) compliance plate, which must display the VIN and an approved frontal impact standard</td>
</tr>
<tr>
<td>A class MA, MB or MC vehicle</td>
<td>• An EC Whole Vehicle Approval plate, which must display compliance with the directive ‘2001/116’ or later directive</td>
</tr>
<tr>
<td>A class MA vehicle</td>
<td>• An EC Whole Vehicle Approval plate and first registered in the United Kingdom in 10/2003 or later</td>
</tr>
</tbody>
</table>

2 Vehicles imported from Japan
If a class MA, MB or MC vehicle that was manufactured in Japan is not shown on one of the recognised manufacturer’s lists published on the Transport Agency website, one of the following methods may be used to determine frontal impact compliance.
### Manufactured in Japan

<table>
<thead>
<tr>
<th>Class</th>
<th>Description</th>
<th>Methods for determining FIS compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>MA</td>
<td>Car with an engine capacity of 660 cc or more</td>
<td>• Evidence that the vehicle was manufactured for the domestic market on or after 1 January 1996 (Note 2)</td>
</tr>
<tr>
<td></td>
<td>Domestic model first registered in Japan after the end of the last year shown on the latest JAMA list (Note 1)</td>
<td>• Evidence to establish a clear link to the continuation of a chassis number sequence known to be frontal impact compliant (Note 2)</td>
</tr>
<tr>
<td></td>
<td>Car with an engine capacity less than 660 cc (mini-sized vehicle)</td>
<td>• Evidence that the vehicle was manufactured on or after 1 July 2000</td>
</tr>
<tr>
<td></td>
<td>New/unregistered car</td>
<td>• A Japanese completion inspection certificate which demonstrates that the vehicle was manufactured in Japan on or after 1 January 1996 (Note 2)</td>
</tr>
<tr>
<td>MB or MC</td>
<td>Manufactured for the Japanese domestic market</td>
<td>• Evidence that it was manufactured in Japan on or after 1 July 1999</td>
</tr>
<tr>
<td></td>
<td>Domestic model first registered in Japan after the end of the last year shown in the latest JAMA list (Note 1)</td>
<td>• Evidence to establish a clear link to the continuation of a chassis number sequence known to be frontal impact compliant</td>
</tr>
</tbody>
</table>

**Note 1**

Japan Automobile Manufacturers Association’s (JAMA) books may be used to establish the date of manufacture of Japanese domestic vehicles manufactured after 1 January 1996. When using this method, a vehicle inspector must be able to verify this information and demonstrate the verification process.

**Note 2**

If a class MA vehicle manufactured in Japan for the Japanese domestic market is not listed in any of the JAMA charts or chassis numbers covering production from 1993 onwards, and was first registered in Japan after the end of the last year shown on the latest JAMA list, it can be assumed that the vehicle was manufactured after 1 January 1996.

**Note 3**

Any MA, MB or MC class vehicle imported from Japan that satisfies documentation requirements for general compliance and meets Euro 4, Japan 05 etc level emissions standards or better may be accepted as frontal impact compliant.

If a class MA, MB or MC vehicle that was manufactured outside Japan is not shown on one of the recognised manufacturer’s lists published on the NZTA website, one of the following methods may be used to determine frontal impact compliance.
<table>
<thead>
<tr>
<th>Class</th>
<th>Description</th>
<th>Methods for determining compliance</th>
</tr>
</thead>
</table>
| MA    | Vehicle with an engine capacity less than 660cc (mini-sized vehicle) | • Evidence that the vehicle was manufactured on or after 1 July 2000 (Note 4), and  
• Evidence that the vehicle has been through the Japanese type approval process (ie a TDN shown on the de-registration or export certificate) |
|       | Car with an engine capacity of 660cc or more manufactured for the Japanese market | • Evidence that the vehicle was manufactured on or after 1 April 1999 (Note 4), and  
• Evidence that the vehicle has been through the Japanese type approval process (ie a TDN shown on the de-registration or export certificate)  
  or  
• Evidence that the vehicle was manufactured after 1 July 1999 (this may be determined by decoding the VIN to confirm the vehicle has a model year of 2000 or later), and  
• Evidence that the vehicle has been through the Japanese type approval process (ie a TDN shown on the de-registration or export certificate), and  
• The frontal impact compliance lists provided on the NZTA website do not contain any contra information |
|       | Vehicle with no TDN shown on the de-registration or export certificate. | • Alternative evidence of compliance with an applicable standard. This may be a statement of compliance, an EC Whole Vehicle Approval plate showing directive 2001/116, or a UN/ECE decal showing compliance with R94, or  
• A TDN exemption. |
| MB or MC | Manufactured for the Japanese domestic market. | • Evidence that the vehicle was manufactured on or after 1 July 1999 (Note 4) (this may be determined by decoding the VIN to confirm the vehicle has a model year of 2000 or later), and  
• Evidence that the vehicle has been through the Japanese type approval process (ie a TDN shown on the de-registration or export certificate), and  
• The frontal impact compliance lists provided on the Transport Agency website do not contain any contra information |
|       | Vehicle with no TDN shown on the de-registration or export certificate. | • Alternative evidence of compliance with an applicable standard. This may be a statement of compliance, an EC Whole Vehicle Approval plate showing directive 2001/116, or a UN/ECE decal showing compliance with R94. |

**Note 4**

Care must be taken when decoding the VIN. Not all manufacturers use the ISO standard exactly, so it cannot be taken for granted that manufacturers will always use the tenth character as year of manufacture, or that all manufacturers will use the same characters to denote the year. Table 3-2-3 shows decode data for some non-Japanese makes. Refer to the recognised manufacturers’ lists on the NZTA website for further information.

**Note 5**

For further information regarding frontal impact compliance requirements for specific Mitsubishi models, refer to Technical bulletin 8 – Frontal impact compliance for Mitsubishi models.

**Note 6**

For further information regarding frontal impact compliance requirements for Toyota Cavalier vehicles, refer to Technical bulletin 9 – Frontal impact compliance for Toyota Cavaliers.
Note 7
For further information regarding exemptions from frontal impact compliance requirements for people-mover vehicles, refer to Technical bulletin 7 - Frontal impact standard exemptions.

Note 8
A list of the class MA Japanese makes and models that are known to be manufactured outside Japan for the Japanese domestic market are shown in Table 3-2-2.

Table 3-2-2. Japanese vehicles manufactured outside Japan

<table>
<thead>
<tr>
<th>Make</th>
<th>VINs starting with:</th>
<th>Make</th>
<th>VINs starting with:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ford</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Note:</td>
<td>Some Ford models are built in Japan in partnership with Mazda</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Festiva (Korea)</td>
<td></td>
<td>Probe (US)</td>
</tr>
<tr>
<td></td>
<td>Ka (Spain)</td>
<td></td>
<td>Taurus (US)</td>
</tr>
<tr>
<td></td>
<td>Mondeo (Belgium)</td>
<td></td>
<td>Escape (Taiwan)</td>
</tr>
<tr>
<td>Honda</td>
<td>Accord CD3, CD7, CD8, CE1, CF2 (US)</td>
<td></td>
<td>Civic Coupe EJ7 (US)</td>
</tr>
<tr>
<td></td>
<td>Accord Inspire UA4, UA5</td>
<td></td>
<td>LaGreat RL1 (US)</td>
</tr>
<tr>
<td>Mitsubishi</td>
<td>Carisma (Belgium and the Netherlands)</td>
<td></td>
<td>Diamante (Australia)</td>
</tr>
<tr>
<td></td>
<td>Magna station wagon (Australia)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nissan</td>
<td>Bluebird ‘Aussie’ (Australia)</td>
<td></td>
<td>AD station wagon R-MVFY10 (Mexico)</td>
</tr>
<tr>
<td></td>
<td>Primera E-FHP11 (Great Britain)</td>
<td></td>
<td>Mistral (Spain)</td>
</tr>
<tr>
<td>Toyota</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Avalon (US)</td>
<td></td>
<td>Scepter (US)</td>
</tr>
<tr>
<td></td>
<td>Cavalier (US)</td>
<td></td>
<td>Voltz (US)</td>
</tr>
<tr>
<td>Subaru</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Traviq (Germany)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Table 3-2-3. VIN decode data for some European makes

<table>
<thead>
<tr>
<th>Make</th>
<th>VINs starting with:</th>
<th>Make</th>
<th>VINs starting with:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Audi</td>
<td>WAU, WUA or TRU</td>
<td>Hyundai</td>
<td>KMH</td>
</tr>
<tr>
<td>Cadillac</td>
<td>1G6</td>
<td>Jeep</td>
<td>1J4 or 1J8</td>
</tr>
<tr>
<td>Chrysler</td>
<td>1A8, 1C3, 1C4 or 1C8</td>
<td>Land Rover</td>
<td>SAL</td>
</tr>
<tr>
<td>Daewoo</td>
<td>KLA or KL1</td>
<td>Opel</td>
<td>W0L</td>
</tr>
<tr>
<td>Ford China</td>
<td>LFA</td>
<td>Porsche</td>
<td>WP0 or WP1</td>
</tr>
<tr>
<td>Ford Europe*</td>
<td>WF0</td>
<td>Saab</td>
<td>YS3</td>
</tr>
<tr>
<td>Ford USA</td>
<td>1FA or 1FM</td>
<td>Volkswagen</td>
<td>VWV or WVG</td>
</tr>
</tbody>
</table>

* All of the above vehicle manufacturers use the tenth character as model year, except Ford Europe, which uses the eleventh character as year of manufacture.
Figure 3-2-4. Flowchart for determining frontal impact compliance for class MA vehicles

Does this MA class vehicle meet an approved frontal impact standard?

- Is the vehicle on a manufacturer’s list?
  - Yes → Is it listed as complying with an approved frontal impact standard?
    - Yes → Yes
    - No → No
  - No → Was the vehicle imported from Japan?
    - Yes → No
    - No → Is the vehicle a mini car (less than 660 cc)?
      - Yes → Was the vehicle manufactured on or after 1/7/2000?
        - Yes → Yes
        - No → No
      - No → Was the vehicle made in Japan for the Japanese domestic market?
        - Yes → Was the vehicle manufactured on or after 1/4/1999?
          - Yes → Yes
          - No → No
        - No → Has the vehicle been through the type approval process?
          - Yes → Yes
          - No → No
    - No → Does the vehicle have a statement of compliance, ADR plate, FMVSS plate, EC plate or UN/ECE plate proving compliance with an approved frontal impact standard?
      - Yes → Yes
      - No → No

Figure 3-2-5. Flowchart for determining frontal impact compliance for class MB and MC vehicles
3-3 Inspection specifications

The vehicle inspector must personally carry out a full structural inspection of the vehicle.

Every vehicle must be inspected for existing accident damage, structural repairs, corrosion or evidence of water or fire damage (see Technical bulletin 2). Any damage, deterioration or repairs to structural areas of the vehicle outside the limits set by the threshold must be recorded on LANDATA and the vehicle referred to a specialist repair certifier (Note 11).

The threshold for requiring specialist repair certification must be strictly met. See Vehicle structure – 3-4 Threshold for requiring specialist repair certification.

If a vehicle was flagged for damage by the border inspection organisation (BIO) and then presented in a repaired state, it must be referred to a specialist repair certifier.

Damage or deterioration does not require either repair or specialist certification provided it is within the limits established in Vehicle structure – 3-4 Threshold for requiring specialist repair certification.

If a vehicle is failed as a result of structural damage, it cannot be certified until the vehicle has been inspected and certified by a specialist repair certifier.

A three-dimensional (3D) chassis measurement must be carried out on all light vehicles undergoing repair certification, unless
the vehicle has been referred to a specialist repair certifier as a result of corrosion damage. However, if the corrosion damage is extensive enough to cause distortion or partial collapse of the existing vehicle structure, 3D measurement must be carried out.

A vehicle referred to a specialist repair certifier may be returned with an LT307 No repair certification required declaration if the damage or previous repairs are assessed as minor/non-structural. See Reference material 79 for a sample LT307. If the vehicle has a damage flag this can be lifted using the LT307 as a basis for the flag removal.

Pre-1991 vehicles

Trim does not need to be removed as part of the structural inspection if the vehicle was:

- manufactured before 1991, and
- previously registered in New Zealand before 1 January 1991.

However, a structural inspection must be carried out. If the vehicle fails the structural inspection, it must be referred to a specialist repair certifier and undergo the same repair certification process as any other vehicle that has failed the entry level structural inspection process.

Scratch-built low volume vehicles

Trim does not need to be removed as part of the structural inspection if a vehicle is a scratch-built low volume vehicle certified by category LV1D, LV2B or LV2C authorised LVV certifiers. However, a full general inspection must be carried out. The vehicle inspector may require an invasive structural inspection if any areas of concern are identified during the general inspection.

Parallel-imported new vehicles

A full structural inspection is required for parallel-imported new vehicles. However, an application for an exemption from the requirement to remove trim is likely to be accepted. See Reference material 18 for a template of the ‘Request for trim removal exemption’.

1 Structural inspection

During entry-level certification, vehicles of class MA, MB, MC, MD1, MD2 and NA must undergo an invasive structural inspection, according to the following specifications.

1. Before inspecting a vehicle, the following trim items must be completely removed from the vehicle (other than pillar trims referred to in the notes):

   a) door aperture windlaces and sealing strips
   b) door sill plates
   c) all upper and lower pillar trims necessary to expose:
      i. previous repair and corrosion damage
      ii. seatbelt anchorages
   d) rear seat squab (unless fully hinged)
   e) boot aperture rubbers or sealing strips
   f) boot sidewall trim, floor coverings and spare wheel
   g) front inner guard covers fitted to monocoque construction vehicles (Note 1).
   h) front sub-frame splash guards (Note 2).

Note 1
Front inner guard covers do not need to be completely removed from the vehicle; they can hang from one mounting point provided it is possible to view the structure of the vehicle with the guard cover in that position.

Note 2
Front sub-frame splash guards only need to be loosened so that they can be pulled down and the front underbody structure fully viewed.
Pillar trims only need to be completely removed from the mounting surface (they can hang from the seat belt webbing). They do not need to be removed from the vehicle.

It is not necessary on all vehicles to remove the ‘A’ pillar trim as part of the structural inspection. The vehicle inspector can ask for the ‘A’ pillar trim to be removed if there is reason to believe that the trim is covering evidence of damage, previous repair or corrosion.

Boot sidewall trim only needs to be removed if it is not possible to view the vehicle structure with the trim in place.

This is the minimum amount of trim removal necessary to enable a vehicle inspector to identify any damage, deterioration or poor repairs to structural areas of the vehicle. In many instances it will be necessary to remove additional trim (splashguards etc) to enable a vehicle inspector to identify the full extent of the structural damage, deterioration or previous repairs.

Before commencing the inspection, the vehicle inspector must check the exterior of the vehicle for any signs of previous crash repairs under appropriate lighting conditions (as specified in section 8(1.3) and (1.6) of the Introduction to this manual). Evidence of previous repairs may be indicated in any of the following ways:

a) mismatch of paint colour or finish
b) uneven ride height
c) wrinkles in side panels, doors and roof
d) misaligned wheels
e) uneven gaps between body panels (fenders, bonnet, doors and boot).

The following items must be inspected on each vehicle:

- Engine compartment
  - front crush zones
  - firewall
  - chassis rails
  - suspension towers and mountings
  - inner guards
  - radiator support panel

- Exterior
  - door frames, locks and hinges
  - pillars
  - sills (Note 7)
  - roof guttering

Where a vehicle is fitted with full sill exterior plastic body kits, which completely cover the exterior sill so that it is not possible to remove without damaging beyond repair, the body kit only needs to be removed if the vehicle inspector believes there are underlying problems with the sill.

- Luggage/cargo compartment
- suspension towers and mountings
- seatbelt anchorages
- floor
- rear panel
- spare wheel well

**d) Underbody and/or chassis frame**

- front and rear crush zones
- sub-frame mountings
- chassis rails and cross-members
- seatbelt anchorages
- floor rails
- sills
- floor
- steering and suspension mountings

**e) Passenger compartment (inside vehicle)**

- exposed floor areas
- cross-members
- floor to inner sill seams
- seat and seatbelt anchorages
- pillars

**Note 8**
The vehicle inspector must fully extend every seatbelt to ensure that the entire length of the seatbelt is inspected.

The underbody inspection must be carried out under specified lighting conditions, using any of the following equipment:

- an inspection pit
- a vehicle hoist
- a ramp of adequate height that allows the inspector to comfortably walk under the vehicle to inspect all crush zones, chassis rails, sills and cross-members.

**Note 9**
If seatbelt anchorage bolts are removed as part of the structural inspection process they must be reassembled using a calibrated torque wrench.

**2 Evidence of inspection**

The vehicle inspector must place some form of unique mark to identify the person carrying out the structural inspection (eg inspector initials as identified in the PRS Staff Record) at each concealed location inspected. This provides evidence of the inspection and a form of quality control.

For all concealed upper and lower outboard seatbelt anchorages, the unique identification marks must be placed within 50mm of these.
3 Reassembly

Where components are removed as part of the inspection process, an IO must have procedures in place to ensure that those components are reassembled correctly.

4 Trim removal exemption

Under some circumstances it is not practicable to remove the trim in a motor vehicle.

Examples of such cases are:

- chiller vans
- vehicles fitted with airbags in the roof or pillars
- motorhomes
- late-model, high specification, 'expensive' vehicles

In such instances, IOs may apply to the Transport Agency for an exemption from the requirement to remove the interior trim. An IO must have an NZTA-approved alternative inspection procedure in place in order to process a trim removal exemption application.

Before the NZTA can process an exemption for a specific vehicle, the IO must structurally inspect the vehicle and complete an application for an exemption from trim removal requirements (see Reference material 18).

Once the Transport Agency has received the application, an Transport Agency Certification Officer or nominated person will contact the entry certifier to arrange a date and time for the vehicle to be inspected.

1. The vehicle should be available on a hoist. The Transport Agency staff member or nominated person will advise which items such as door rubbers, inner guards and under body panels need to be removed for the purposes of the inspection.

2. The IO must provide the Certification Officer with a copy of the structural inspection sheet.

3. The Certification Officer will physically inspect the vehicle. The Transport Agency will consider the following factors when processing an application for exemption from trim removal:

- the type of vehicle
- the condition of the vehicle
- the age of the vehicle
- whether the vehicle can be easily stripped
- the vehicle's safety features
- whether the vehicle can be partially stripped

4. If any evidence of structural damage, repairs or corrosion damage is found, the application will be declined.

Note 10

An application may be reconsidered if a specialist repair certifier inspects the vehicle and issues an LT307 certificate (for a light vehicle - see Reference material 79 for a sample certificate) or a statement on letterhead from a heavy vehicle specialist certifier (for heavy vehicles) that confirms there is no damage, repairs or corrosion.

5 The Certification Officer will consider the application and notify the applicant of the outcome.

a) If the Certification Officer considers that stripping the vehicle would not pose difficulties or damage the vehicle, the application for a trim removal exemption will be declined. A letter of notification will be sent to the applicant.

b) If the Certification Officer believes there is sufficient reason to grant an exemption from trim removal requirements, the Certification Officer will approve a full or partial trim removal exemption. An 'exemption to remove trim on an imported used vehicle’ letter describing any special conditions will be sent to the entry certifier, and a copy will be sent
IMPORTANT: Technical bulletin 11 describes the requirements for carrying out the inspection of motorhomes.

Note 11
Specialist repair certifier in this case means a light vehicle repair certifier or heavy vehicle specialist certifier as applicable to the vehicle class.

Page amended 1 November 2014 (see amendment details).

3-4 Threshold for requiring specialist repair certification

The following information gives guidance to vehicle inspectors in determining whether or not a light vehicle (including motorcycles and mopeds where applicable) and heavy vehicles undergoing entry certification in New Zealand requires repair certification by a specialist repair certifier.

Note 1
Specialist repair certifier in this case means a light vehicle repair certifier or heavy vehicle specialist certifier as applicable to the vehicle class.

Important: If the vehicle documentation (eg a registration document or invoice) contains the words ‘statutory’, ‘write-off’, ‘salvage’, ‘junked’ or ‘non-repairable’ the vehicle must be referred to a specialist repair certifier.

Applicable legislation


A repair to a vehicle (including its structure, systems, components or equipment) must restore the damage or wear to within safe tolerance of its state when manufactured or modified.

Criteria for reporting structural damage or corrosion

The criteria detailed below must be used when deciding if any damage or corrosion should be referred to a specialist repair certifier. All damage meeting this criteria and found in the energy management path areas must be referred to a specialist repair certifier.

Structural components that can be unbolted, such as doors with intrusion beams and sub frames, which are damaged or corroded are a reason for rejection. However, these parts can be replaced by the owner and re-inspected without the need for repair certification.

The important distinction when applying these criteria is:

- Whether the area identified as damaged by impact, previous repair, or corrosion is structural or cosmetic, and
- Whether the extent of damage is sufficient to compromise the structural integrity of the motor vehicle, or
- Whether evidence of damage, previous damage repair, or heat damage is present in a structural area, or energy management path of the motor vehicle.

Photographs illustrating examples of structural damage and corrosion are shown in Reference material 71.

Damage/deterioration that must be referred to a specialist repair certifier

Under-body impact damage

A vehicle must be referred to a specialist repair certifier if it has underbody damage as a result of a collision with a substantial object, sufficient to cause the splitting of seam welds, distortion of suspension members or mounting points, or tearing of metal structures, excluding floorpan stiffeners.

Note 2
When distinguishing between floorpan stiffening members and cross-members, note that a member that runs through the line of a seat or occupant area will not be an energy absorbing member (ie its purpose is to reinforce the floorpan), while a member that runs alongside a seat or occupant area should be treated as an energy absorbing member (ie a chassis rail).

Denting or distortion

- A vehicle must be referred to a specialist repair certifier if there is any discernible denting or distortion to the folds or swages in the dog leg, sill panel or structure of the inner/outer sill weld seam, other than minor scraping.
- A vehicle must be referred to a specialist repair certifier if rocker panels (outer sills) are dented or creased lengthways along the sill and the depth of the crease exceeds 25mm (see Figure 3-4-1).
- A vehicle must be referred to a specialist repair certifier if rocker panels (outer sills) are vertically dented or creased
across the sill regardless of the depth of the crease or dent (see Figure 3-4-1).

Figure 3-4-1. Outer sills cross section and rocker panels

Crush zones and kick-up areas
A vehicle must be referred to a specialist repair certifier if there is distortion of the longitudinal rails affecting the front and rear crush zones and kick-up areas.

Crossmembers
A vehicle must be referred to a specialist repair certifier if there is denting or distortion of the crossmember as a result of collision with an object.

Cracking
A vehicle must be referred to a specialist repair certifier if there is cracking in:

- the unibody or chassis
any crossmembers and subframes
- a load bearing member, or energy management paths in unibody structures
- the body of a vehicle with a body-over-frame chassis in the energy management paths, engine mounts, suspension mounts, body mounts, pillars, or sills.

**Repaired damage**

A vehicle must be referred to a specialist repair certifier if signs of repair, rust prevention or under-sealing to any part of the vehicle structure are evident (for exceptions to this requirement see Technical bulletin 44: Rust prevention or under-sealing on late model cars from the UK) (for rust heave on heavy vehicle chassis refer to Figure 3-4-4).

**Heavy Motor Vehicle repairs that do not require a specialist repair certification (LT400)**

This guide contains the list of repairs to heavy vehicles that do not require heavy vehicle specialist inspection and certification, ie an LT400.

1. Replacement of bolted components. Except for components that specifically require specialist inspection and certification. (eg log bolster attachments, drawbars and drawbeams, etc)

2. Repairs to the first failures of chassis cross-members that are NOT one of the following:
   a) the first or last cross-member of the chassis
   b) cross-members that are fitted within 500mm from engine or transmission mounts
   c) cross-members that are fitted within 500mm from a suspension support (eg spring hanger)
   d) cross-members to which a driveshaft centre bearing is fitted
   e) cross-members that are fitted to support a:
      - ball-race turntable
      - tow coupling
      - fifth-wheel
      - king pin
      - bolster attachment
      - hoist, hydraulic cylinder of a tipping body, or any other devices that may place a concentrated load on the chassis.

3. Repairs to coaming rails that do not support certified load anchorage points, including stock crate j-hooks.

4. Tow-eyes fitted to the front of a vehicle for recovery purposes.

5. Repairs to a component of a freight or bus monocoque body (ie not a truck’s driver/passenger cab) if the component is not part of the body framework. (eg body panels)

   **Note:** The vehicle inspector may reject the component during the Certification of Fitness inspection if the welding that has been carried out as part of the repair is of poor quality, established by means of visual inspection.

**Supplementary Restraint System (SRS): Airbags and seatbelt pretensioners**

A vehicle must be referred to a specialist repair certifier if it has a deployed airbag or seatbelt pretensioner, or there is evidence of repairs to or tampering with airbag module covers. (including colour variations in plastic covers to steering wheels, dash panels, interior trim, or non-original stitching to seat mounted airbags).

**Note 3**

Unless there is evidence that the airbag has been deployed, it is not expected that the vehicle go to a specialist repair certifier if it has a sports steering wheel fitted with no airbag at entry and is failed and it is requested that the OE steering wheel be reinstated.

If the airbag has not been deployed it is only expected that the original steering wheel be reinstated and an SRS declaration issued in line with Technical bulletin 29.

**Water or fire damage**

- A vehicle must be repair certified by a specialist repair certifier if there is evidence that it has suffered water or fire damage (see Technical bulletin 2).

**Note 4**

For the purposes of the threshold for requiring specialist repair certification, evidence of water damage may be physical evidence, or it may be that the vehicle has been written-off for insurance purposes as a result of water damage.

**Corrosion damage**
- **Corrosion damage** is where the metal has been eaten away, which is evident by pitting. The outward signs of such corrosion damage are typically displayed by the swelling of a panel between spot welds, or lifting or bubbling of paint. In extreme cases, the area affected by the corrosion damage will fall out and leave a hole.

  A vehicle must be specialist repair certified if there is corrosion damage in any structural area, as indicated in the shaded areas of Figure 3-4-2.

**Note 5**

Corrosion damage includes any signs of 'rust bleed'.

- **Rust bleed** is a rust coloured stain or mark that appears around an area of corrosion that may not be visible. Rust bleed is most commonly found where panels join or overlap when corrosion has started between the two surfaces and moisture has caused a rust stain or mark to run onto the external surface.

- **Perforated corrosion** is where the metal is corroded to the extent that it has holes, or holes are exposed when rust scale is removed. If metal is badly pitted causing a loss of metal thickness it must also be treated as perforated corrosion.

- **Rust heave on a heavy vehicle chassis** must be assessed in accordance with the requirements in the VIRM: *In-service certification 3-1 Structure (heavy vehicles)*. See also Figure 3-4-4.

  If there is perforated corrosion in any other (non-structural) area, as indicated in the non-shaded areas of Figure 3-4-2, the vehicle requires to be reported.

**Figure 3-4-2. Structural corrosion damage limits**
Figure 3-4-4. Rust heave limits
Rust heave beyond the limits described above is acceptable only if an HVS certifier has confirmed this in writing. The vehicle may continue without repair until an expiry date specified by the HVS certifier. Where no expiry date is specified the vehicle must be referred to an HVS certifier for another assessment at the next CoF inspection.

Regardless of any expiry date, an inspector may refer the vehicle to an HVS certifier if he/she suspects that the safety of the vehicle is compromised, eg due to excessive corrosion or chassis cracking. If the chassis is repaired, an LT400 is required.

Permitted cosmetic damage/deterioration

Cosmetic damage to the motor vehicle’s outer body panels is permitted, providing it does not affect the structural integrity of chassis, the energy management paths, or any of the bonded or welded seams or joints as a result of the manufacturing process.

Cosmetic parts on a unibody chassis are generally bolt on items such as the front guard, boot-lid, and in most cases the doors. Photographs illustrating examples of cosmetic damage are shown in Reference material 72.
Inspection
A list of specific types of damage follows. It explains the extent to which damage is allowed before a vehicle must be reported.

Underbody impact damage
A vehicle is not required to be referred to a specialist repair certifier if it has minor underbody impact damage as a result of 'grounding' the vehicle or some scraping of the sill seams.

A vehicle is not required to be referred to a specialist repair certifier if there is crushing or tearing of floorpan stiffening members (Note 5), provided it does not affect any internal cross-members designed for side-impact protection.

Note 6
When distinguishing between floorpan stiffening members and cross-members, note that a member that runs through the line of a seat or occupant area will not be an energy absorbing member (ie its purpose is to reinforce the floorpan), while a member that runs alongside a seat or occupant area should be treated as an energy absorbing member (ie a chassis rail).

Denting or distortion
A vehicle is not required to be referred to a specialist repair certifier if rocker panels (outer sills) are dented or creased lengthways along the sill to a depth of less than 25mm.

Cross-members
A vehicle is not required to be referred to a specialist repair certifier if it has minor jacking damage to a cross-member, provided there is no indication of loss of steering or suspension alignment.

Repaired damage
A vehicle with repaired damage is not required to be referred to a specialist repair certifier if repairs are only to correct cosmetic damage to the outer body panels, provided the vehicle inspector is able to discern the extent of the damage and confirm that none of the vehicle manufacturer’s seams or joints have been disturbed during the repair.

Vehicles flagged for damage at the border
When a Border Inspection Organisation identifies damage on a vehicle during the border check, the vehicle will be flagged as damaged on LANDATA. If the vehicle inspector determines that the damage does not exceed the threshold for requiring specialist repair certification, an application must be made to remove the damage flag.

A 'Request to remove border damage flag' form is available in Reference material 17. The vehicle inspector must complete this form and give it to the IO supervisor authorised to remove damage flags.

Repair certification and damage flags
A light vehicle may have a damage flag removed if it has been repaired in accordance with the requirements of the VIRM: Light vehicle repair certification and it has been requested by a repair certifier, as mentioned in the LT308.

A heavy vehicle may have a damage flag removed if it has been repaired and certified (LT400) by a heavy vehicle specialist certifier with the appropriate category.

Page amended 1 June 2018 (see amendment details).

3-5 Stability (Light PSV)
Vehicles must comply with the requirements relating to modification set out in the VIRM: In-service certification, section 3-2.

There are no additional requirements in respect of light PSV stability for the inspection and certification of unmodified vehicles for entry into service.

Note that the following is a guide as to the requirements for compliance of light PSVs with stability requirements of the Land Transport Rule: Passenger Service Vehicles 1999 (the PSV Rule).

A mass produced standards compliant stock model light vehicle is deemed to comply with the stability requirements in the PSV Rule, and there is usually no need for certification in respect of mass produced MA, MB, MC, MD1 and MD2 category vehicles. This approach could be used even in the case of class NA vehicles converted into MD1 or MD2.

If there is a serious doubt that the vehicle would comply, and if the vehicle inspector has reasons to believe that a conversion will prevent the vehicle from meeting requirements, he/she may require specialist certification. For example, if a class NA Ford Transit van is converted to an MD2 light bus, but the floor level is much higher than would be usual for unmodified MD2 category Ford Transits of similar passenger capacity, then the vehicle inspector may assume that the stability requirements might not be complied with. A similar situation might arise with off-roader vehicles with very narrow track and very high ground
3-5 Stability (Heavy PSV)

Reasons for rejection

Mandatory requirements

1. A heavy PSV does not demonstrate static tilt stability as required in Table 3-5-1.

Modification and repair

2. A vehicle does not comply with a requirement relating to modification and repair set out in the VIRM: In-service certification, section 3-2.

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.

Table 3-5-1. Static tilt stability requirements for a heavy PSV

<table>
<thead>
<tr>
<th>Floor height</th>
<th>Sideways tilt</th>
<th>Demonstration of compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 2m above ground</td>
<td>35 degrees</td>
<td>• Written documentation from the vehicle manufacturer (Note 1), or</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• calculations, if the centre of gravity can be proven within 50mm, certified by an HVS certifier category HVEC, or</td>
</tr>
<tr>
<td>2m or more above ground</td>
<td>28 degrees</td>
<td>• practical testing certified by an HVS certifier category HVEC.</td>
</tr>
</tbody>
</table>

Summary of legislation

Applicable legislation

- Land Transport Rule: Passenger Service Vehicles 1999

Mandatory requirements

1. A motor vehicle which entered service as a PSV on or after 1 July 2000 must be stable under the following conditions of static tilt:

   a) a vehicle with a floor not more than 2m above the ground, and loaded with weights representing the occupants’ mass in all seating positions must be stable on a surface which is subject to a sideways tilt of 35 degrees, as demonstrated by one of the following methods:

      i. written documentation from the vehicle manufacturer, or
      ii. type approval, or
      iii. calculations, if the centre of gravity can be proven within 50mm, or
      iv. practical testing certified by a HVS certifier.
b) a vehicle with a floor 2m or more above the ground, and loaded with weights representing the occupants' mass in all seating positions for a single-decked vehicle and in the upper deck only of a double-decked vehicle must be stable on a surface which is subject to a sideways tilt of 28 degrees, as demonstrated by one of the following methods:

i. written documentation from the vehicle manufacturer, or
ii. type approval, or
iii. calculations, if the centre of gravity can be proven within 50mm, or
iv. practical testing certified by a HVS certifier.

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) a summary of evidence or a certificate from tests carried out in accordance with the requirements of the approved vehicle standards,

b) a type approval issued by a relevant authorised certification organisation in accordance with the approved vehicle standards,

c) documents in relation to arrangements for ensuring conformity of production in accordance with the requirements of the approved vehicle standards,

d) 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,

e) 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 Transport Agency to provide the information or document listed in 2)(a) to (e).

Modification and repair

2. A vehicle must comply with the requirements relating to modification and repair set out in the VIRM: In-service certification, section 3-2.

3-6 Roll-over strength (Light PSV)

Reasons for rejection

Mandatory requirements

1. A vehicle inspector has reason to believe that the structural strength of a light PSV, when manufactured, would not be sufficient to provide reasonable protection for the occupants in the event of roof or wall deformation resulting from the vehicle rolling over.

Note 1

A mass-produced, standards-compliant stock-model light vehicle of class MA, MB, MC, MD1, MD2 or previously of class NA is deemed to comply with the roll-over strength requirements.

If there is serious doubt that the vehicle would comply, the vehicle inspector may request further information from a relevant person such as the vehicle manufacturer or a specialist certifier.

Summary of legislation

Applicable legislation


Mandatory requirements

1. The structural strength of a light PSV must be sufficient to provide reasonable protection for the occupants in the event of roof or wall deformation resulting in the vehicle rolling over.

3-6 Roll-over strength (Heavy PSV)

Reasons for rejection
Mandatory requirements
1. A heavy PSV, except for a double-decked vehicle does not demonstrate compliance with at least one of the following:
   - one of the four options of UN/ECE 66
   - one of the four options of ADR 59/00
   - certification to PSV Rule 7.5(3) by an HVS certifier category HVEC.

Summary of legislation
Applicable legislation

Mandatory requirements
1. A heavy motor vehicle, except for a double-decked vehicle, which entered service as a PSV on or after 1 September 1999 must:
   a) demonstrate compliance with:
      i. one of the four options of UN/ECE 66, or
      ii. one of the four options of ADR 59/00, or
   b) be certified to PSV Rule 7.5(3) by an HVS certifier.

4 Lighting

Introduction
For all types of lamps covered in section 4, as at 19 December 2003, the following brand names of manufacturers of lights fitted as original equipment (OE) at the time of manufacture to Japanese domestic vehicles are recognised as meeting the relevant Japanese technical standards (TS):

<table>
<thead>
<tr>
<th>Aoki Seisakusyo Co Ltd</th>
<th>IKI</th>
<th>Oshima Electric Words Co Ltd (OEW)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bosch K.K.</td>
<td>Iwaki Glass Co Ltd</td>
<td>Stanley Electric Co Ltd</td>
</tr>
<tr>
<td>Cateye Co Ltd</td>
<td>Joto Kogyo Co Ltd</td>
<td>SYS Metal Product Corp</td>
</tr>
<tr>
<td>Ichikoh Industries Ltd</td>
<td>Knight Beam Co Ltd</td>
<td>Tokai Denso Co Ltd</td>
</tr>
<tr>
<td>Imasen Electric Industrial Co Ltd</td>
<td>Koito Manufacturing Co Ltd</td>
<td>Toshiba Lighting and Technology Corp</td>
</tr>
<tr>
<td>IPF Corporation</td>
<td>Life Elex Inc</td>
<td>Totyo Industry Co Ltd</td>
</tr>
</tbody>
</table>

All the lighting components must meet approved standards listed in Table 4-0-1.

The lighting installation standards, listed in Table 4-0-2, set out the lighting requirements for the vehicle as a whole. All the lighting components must meet approved standards. All vehicles manufactured on or after 27 February 2005 must meet one of these approved installation standards (or a more recent version). See also Figure 4-0-1.

OR

All the fitting requirements in the following sections of the Land Transport Rule: Vehicle Lighting 2004:
- Section 3.3 (headlamps)
These sections specify the fitting and visibility requirements for these lamps. This information is in the [VIRM: In-service certification](#).

If a vehicle is fitted with OE lights that exceed the amount permitted in the [Land Transport Rule: Vehicle Lighting 2004](#), it may be certified if it was manufactured to comply with an approved installation standard.

Historic or Vintage vehicles that require a lighting endorsement for Entry requires the vehicle to have a valid Vehicle Identity Card before the vehicle can be accepted. The Historic Motor Vehicle Authority won’t issue a Vehicle Identity Card until the vehicle is registered.

However, the Historic Vehicle Authority of New Zealand will issue a Historic Motor Vehicle Date of Manufacture and Authenticity Statement (DOMAS). This document identifies the vehicle and endorsements.

The DOMAS document can be used to satisfy the Vehicle Identity Card requirement for entry lighting endorsements provided that:

- a) It is on the Historic Vehicle Authority of New Zealand letterhead
- b) It identifies the vehicle
- c) It identifies the appropriate lighting equipment endorsements that will be displayed on the Vehicle Identity Card when issued, and
- d) It is signed and dated.

### Table 4-0-1. List of approved standards for lighting and signalling components

<table>
<thead>
<tr>
<th></th>
<th>UN-ECE Regulation no.</th>
<th>EEC/EC Directive</th>
<th>FMVSS</th>
<th>ADR</th>
<th>Japan</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Headlamps</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 31 82</td>
<td>76/761</td>
<td>108</td>
<td>46</td>
<td>JIS D5500</td>
</tr>
<tr>
<td></td>
<td>5 56 98</td>
<td>89/517</td>
<td></td>
<td>54</td>
<td>JIS D5504</td>
</tr>
<tr>
<td></td>
<td>8 57 112</td>
<td>99/17</td>
<td></td>
<td>55</td>
<td>TS for headlamps</td>
</tr>
<tr>
<td></td>
<td>20 72 113</td>
<td></td>
<td></td>
<td>77</td>
<td>Article 32</td>
</tr>
<tr>
<td></td>
<td>76 123</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Front fog lamps</strong></td>
<td>19</td>
<td>76/762</td>
<td>108</td>
<td>50</td>
<td>JIS D5500</td>
</tr>
<tr>
<td></td>
<td></td>
<td>99/18</td>
<td></td>
<td></td>
<td>TS for front fog lamps</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Article 33</td>
</tr>
<tr>
<td><strong>Daytime running lamps</strong></td>
<td>87</td>
<td></td>
<td>108</td>
<td>45</td>
<td>JIS D5500</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>76</td>
<td>TS for clearance lamps</td>
</tr>
<tr>
<td><strong>Forward-facing position lamps</strong></td>
<td>7</td>
<td>76/758</td>
<td>108</td>
<td>49</td>
<td>TS for clearance lamps</td>
</tr>
<tr>
<td></td>
<td>50</td>
<td>89/516</td>
<td></td>
<td>53</td>
<td>TS for front and rear position lamps</td>
</tr>
<tr>
<td></td>
<td>97/30</td>
<td></td>
<td></td>
<td></td>
<td>JIS D5500</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Article 34</td>
</tr>
<tr>
<td><strong>Rearward-facing position lamps</strong></td>
<td>7</td>
<td>76/758</td>
<td>108</td>
<td>49</td>
<td>TS for front and rear position lamps</td>
</tr>
<tr>
<td></td>
<td>50</td>
<td>89/516</td>
<td></td>
<td>53</td>
<td>TS for tail lamps</td>
</tr>
<tr>
<td></td>
<td></td>
<td>97/30</td>
<td></td>
<td></td>
<td>TS for rear end-outline marker lamps</td>
</tr>
<tr>
<td>UN-ECE Regulation no.</td>
<td>EEC/EC Directive</td>
<td>FMVSS</td>
<td>ADR</td>
<td>JIS D5500 Article</td>
<td>Japan</td>
</tr>
<tr>
<td>----------------------</td>
<td>-----------------</td>
<td>-------</td>
<td>-----</td>
<td>------------------</td>
<td>-------</td>
</tr>
</tbody>
</table>
| **Rearward-facing retroreflectors** | 3 | 76/757 87/354 97/29 | 108 | 47 | TS for rear reflex reflectors  
TS for large-sized rear reflex reflectors  
JIS D5500 Article 38 |
| **Direction indicator lamps** | 6 50 | 76/759 89/277 99/15 | 108 6 53 | TS for direction indicator lamps  
JIS D5500 Article 41 |
| **Stop lamps** | 7 50 | 76/758 89/516 97/30 | 108 49 53 | TS for stop lamps  
JIS D5500 Article 39 |
| **High-mounted stop lamps** | 7 | 76/758 89/516 97/30 | 108 | 60 | TS for auxiliary stop lamps  
JIS D5500 Article 39 |
| **Registration plate lamps** | 4 50 | 76/760 97/31 | 108 48 53 | TS for number plate lamps  
JIS D5500 Article 36 |
| **Reversing lamps** | 23 | 77/539 97/32 | 108 1 | TS for back-up lamps  
JIS D5500 Article 40 |
| **Rear fog lamps** | 38 | 77/538 | 108 52 | JIS D5500  
TS for rear fog lamps  
Article 37 |
| **Retroreflective material** | 104 | | 108 | |
| **Side-marker lamps** | 91 | 76/758 89/516 97/30 | 108 45 74 | JIS D5500  
TS for side-marker lamps  
Article 35 |
| **End-outline marker lamps** | 7 | 76/758 89/516 97/30 | 108 49 | JIS D5500  
TS for front end-outline marker lamps  
TS for rear end-outline marker lamps  
Article 37 |

**Note** If a scratch-built or replica vehicle is presented for entry certification, ensure that the F001 includes a reference to the relevant lighting standards

**Table 4-0-2. Approved standards for installation of lighting and signalling**
4-1 Headlamps

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 4-1.

Compliance with approved standards
2. A headlamp that is required to comply with an approved headlamp standard does not comply, or cannot be demonstrated to comply, with at least one of the standards listed in Table 4-1-1.

Condition and performance
3. A headlamp does not comply with a requirement relating to condition or performance set out in the VIRM: In-service certification, section 4-1.

Table 4-1-1. Approved headlamp standards*

<table>
<thead>
<tr>
<th>UN-ECE Regulation no.</th>
<th>EEC/EC Directive</th>
<th>FMVSS</th>
<th>ADR</th>
<th>Japan</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>72</td>
<td>108</td>
<td>46</td>
<td>JIS D5500</td>
</tr>
<tr>
<td>5</td>
<td>76</td>
<td></td>
<td>54</td>
<td>JIS D5504</td>
</tr>
<tr>
<td>8</td>
<td>82</td>
<td>99/17</td>
<td>55</td>
<td>TS for headlamps</td>
</tr>
<tr>
<td>20</td>
<td>98</td>
<td></td>
<td>77</td>
<td>Article 32</td>
</tr>
<tr>
<td>31</td>
<td>112</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>56</td>
<td>113</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>57</td>
<td>123</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

See also Figure 4-1-1.
Figure 4-1-1. Approved headlamp standard markings

The following standard markings may assist in determining compliance with approved standards.

|-------------------------------------|------------------------------------|-----------------------------------------------|----------------------------|-----------------------------|

Models of Wagner 7” sealed beam headlamps marked with the following logo and bearing the part numbers 4651, H4651, 5731, or 7019 on the back of the reflective surface comply with approved standards.

Summary of legislation

Applicable legislation


Mandatory equipment

1. Vehicles must comply with the requirements relating to mandatory equipment set out in the VIRM: In-service certification, section 4-1.

Compliance with approved standards

2. The headlamps required to be fitted to the following vehicles must comply with one or more of the approved headlamp standards in Table 4-1-1:
   a) vehicles of class MA and NA manufactured on or after 1 January 1992
   b) vehicles of class MB, MC, MD1, MD2, MD3, MD4, ME, NB and NC manufactured on or after 1 January 1996
   c) vehicles of group L manufactured on or after 1 January 2006.

Condition and performance

3. Headlamps must comply with the requirements relating to condition and performance set out in the VIRM: In-service certification, section 4-1.

4-2 Front and rear fog lamps

Reasons for rejection

Permitted equipment

1. A vehicle does not comply with a requirement relating to permitted equipment set out in the VIRM: In-service certification, section 42.

Compliance with approved standards

2. A front fog lamp that is required to comply with an approved fog lamp standard does not comply, or cannot be demonstrated to comply, with at least one of the standards listed in Table 4-2-1.

3. A rear fog lamp that is required to comply with an approved fog lamp standard does not comply, or cannot be demonstrated to comply, with at least one of the standards listed in Table 4-2-2.

Condition and performance

4. A front fog lamp does not comply with a requirement relating to condition or performance set out in the VIRM: In-service certification, section 42.

5. A rear fog lamp does not comply with a requirement relating to condition or performance set out in the VIRM: In-service certification, section 42.
Table 4-2-1. Approved front fog lamp standards*

<table>
<thead>
<tr>
<th>UN-ECE Regulation no.</th>
<th>EEC/EC Directive</th>
<th>FMVSS</th>
<th>ADR</th>
<th>Japan</th>
</tr>
</thead>
<tbody>
<tr>
<td>19</td>
<td>76/762 99/18</td>
<td>108</td>
<td>50</td>
<td>JIS D5500 TS for front fog lamps Article 33</td>
</tr>
</tbody>
</table>

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

See also Figure 4-2-1.

Table 4-2-2. Approved rear fog lamp standards*

<table>
<thead>
<tr>
<th>UN-ECE Regulation no.</th>
<th>EEC/EC Directive</th>
<th>FMVSS</th>
<th>ADR</th>
<th>Japan</th>
</tr>
</thead>
<tbody>
<tr>
<td>38</td>
<td>77/538 89/518 1999/14</td>
<td>108</td>
<td>52</td>
<td>JIS D5500 TS for rear fog lamps Article 37</td>
</tr>
</tbody>
</table>

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

See also Figure 4-2-1.

Figure 4-2-1. Approved fog lamp standard markings

The following standard markings may assist in determining compliance with approved standards.

Summary of legislation

Applicable legislation


Permitted equipment

1. Vehicles must comply with the requirements relating to permitted equipment set out in the VIRM: In-service certification, section 42.

Compliance with approved standards

2. Front fog lamps fitted to the following vehicles must comply with one or more of the approved fog lamp standards in Table 4-2-1:
   a) vehicles of group M and N manufactured on or after 1 January 1996
   b) vehicles of group L manufactured on or after 1 January 2006.

3. Rear fog lamps fitted to vehicles manufactured on or after 1 January 2006 must comply with one or more of the approved standards in Table 4-2-2.

Condition and performance
4. Front fog lamps must comply with the requirements relating to condition and performance set out in the [VIRM: In-service certification, section 42].

5. Rear fog lamps must comply with the requirements relating to condition and performance set out in the [VIRM: In-service certification, section 42].

4-3 Cornering lamps

Reasons for rejection

Permitted equipment

1. A vehicle does not comply with a requirement relating to permitted equipment set out in the [VIRM: In-service certification, section 4-3].

Condition and performance

2. A cornering lamp does not comply with a requirement relating to condition or performance set out in the [VIRM: In-service certification, section 4-3].

Summary of legislation

Applicable legislation

- [Land Transport Rule: Vehicle Lighting 2004].

4-4 Daytime running lamps

Reasons for rejection

Permitted equipment

1. A vehicle does not comply with a requirement relating to permitted equipment set out in the [VIRM: In-service certification, section 4-4].

Compliance with approved standards

2. A daytime running lamp that is required to comply with an approved daytime running lamp standard does not comply, or cannot be demonstrated to comply, with at least one of the standards listed in Table 4-4-1.

Condition and performance

3. A daytime running lamp does not comply with a requirement relating to condition or performance set out in the [VIRM: In-service certification, section 4-4].

Note 1

See [Technical bulletin 12] for guidance on identifying daytime running lamps.

Table 4-4-1. Approved daytime running lamp standards* 

<table>
<thead>
<tr>
<th>UN-ECE Regulation no.</th>
<th>FMVSS</th>
<th>ADR</th>
</tr>
</thead>
<tbody>
<tr>
<td>87</td>
<td>108</td>
<td>45, 76</td>
</tr>
</tbody>
</table>

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

See also Figure 4-4-1 and Figure 4-4-2.

The following standard markings may assist in determining compliance with approved standards.
Summary of legislation

Applicable legislation

Permitted equipment
1. Vehicles must comply with the requirements relating to permitted equipment set out in the VIRM: In-service certification, section 4-4.

Compliance with approved standards
2. Daytime running lamps fitted to the following vehicles must comply with one or more of the approved daytime running lamp standards in Table 4-4-1:
   a) vehicles of group M and N manufactured on or after 1 January 1996
   b) vehicles of group L manufactured on or after 1 January 2006.

Condition and performance
3. Daytime running lamps must comply with the requirements relating to condition and performance set out in the VIRM: In-service certification, section 4-4.

4-5 Direction indicator lamps

Reasons for rejection

Mandatory equipment
1. A vehicle does not comply with a requirement relating to mandatory equipment set out in:
   - VIRM: In-service certification, section 4-5, general vehicles
   - VIRM: In-service certification, section 4-5, heavy vehicles.

Compliance with approved standards
2. A direction indicator lamp that is required to comply with an approved direction indicator lamp standard does not comply, or cannot be demonstrated to comply, with at least one of the standards listed in Table 4-5-1.

Condition and performance
3. A direction indicator lamp does not comply with a requirement relating to condition or performance set out in:
Table 4-5-1. Approved direction indicator lamp standards*

<table>
<thead>
<tr>
<th>UN-ECE Regulation no.</th>
<th>EEC/EC Directive</th>
<th>FMVSS</th>
<th>ADR</th>
<th>Japan</th>
</tr>
</thead>
<tbody>
<tr>
<td>6 50</td>
<td>76/759 89/277 99/15</td>
<td>108</td>
<td>6 53</td>
<td>JIS D5500 TS for direction indicator lamps Article 41</td>
</tr>
</tbody>
</table>

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

See also Figure 4-5-1.

Figure 4-5-1. Approved direction indicator lamp standard markings

The following standard markings may assist in determining compliance with approved standards.

Summary of legislation

Applicable legislation


Mandatory equipment

1. Vehicles must comply with the requirements relating to mandatory equipment set out in:

- VIRM: In-service certification, section 4-5, general vehicles
- VIRM: In-service certification, section 4-5, heavy vehicles.

Compliance with approved standards

2. The direction indicator lamps fitted to the following vehicles must comply with one or more of the approved direction indicator lamp standards in Table 4-5-1:

   a) vehicles of group L, M, and class TC and TD manufactured on or after 1 January 1996
   b) vehicles of class TA, TB and group N manufactured on or after 1 January 2006.

Condition and performance

3. Direction indicator lamps must comply with the requirements relating to condition and performance set out in:

- VIRM: In-service certification, section 4-5, general vehicles
- VIRM: In-service certification, section 4-5, heavy vehicles.

4-6 Forward-facing position lamps

Reasons for rejection

Mandatory equipment

1. A vehicle does not comply with a requirement relating to mandatory equipment set out in:

- VIRM: In-service certification, section 4-6, general vehicles
Compliance with approved standards

2. A forward-facing position lamp that is required to comply with an approved forward-facing position lamp standard does not comply, or cannot be demonstrated to comply, with at least one of the standards listed in Table 4-6-1.

Condition and performance

3. A forward-facing position lamp does not comply with a requirement relating to condition or performance set out in:

- **VIRM: In-service certification, section 4-6, general vehicles**
- **VIRM: In-service certification, section 4-6, heavy vehicles**

### Table 4-6-1. Approved forward-facing position lamp standards*

<table>
<thead>
<tr>
<th>UN-ECE Regulation no.</th>
<th>EEC/EC Directive</th>
<th>FMVSS</th>
<th>ADR</th>
<th>Japan</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 50</td>
<td>76/758 89/516 97/30</td>
<td>108 49 53</td>
<td>TS for clearance lamps \ TS for front end-outline marker lamps \ TS for front and rear position lamps \ JIS D5500 \ Article 34</td>
<td></td>
</tr>
</tbody>
</table>

*A forward-facing position lamp that is required to comply with an approved forward-facing position lamp standard must comply with at least one of the standards listed in the table.

See also **Figure 4-6-1**.

**Figure 4-6-1. Approved forward-facing position lamp standard markings**

The following standard markings may assist in determining compliance with approved standards.

- **Economic Commission for Europe (ECE)**
- **European Economic Commission (EEC)**
- **Federal Motor Vehicle Safety Standards (FMVSS)**
- **Japanese Industrial Standards**

### Summary of legislation

#### Applicable legislation

- **Land Transport Rule: Vehicle Lighting 2004.**

#### Mandatory equipment

1. Vehicles must comply with the requirements relating to mandatory equipment set out in:

- **VIRM: In-service certification, section 4-6, general vehicles**
- **VIRM: In-service certification, section 4-6, heavy vehicles.**

### Compliance with approved standards

2. The forward-facing position lamps fitted to the following vehicles must comply with one or more of the approved forward-facing position lamp standards in Table 4-6-1:

   a) vehicles of class MA and NA manufactured on or after 1 January 1992
   b) vehicles of class MB, MC, MD1, MD2, MD3, MD4, ME, NB, NC, TC and TD manufactured on or after 1 January 1996
   c) vehicles of class TA, TB and group L manufactured on or after 1 January 2006.

### Condition and performance
3. Forward-facing position lamps must comply with the requirements relating to condition and performance set out in:
   - VIRM: In-service certification, section 4-6, general vehicles
   - VIRM: In-service certification, section 4-6, heavy vehicles.

4-7 Rearward-facing position lamps

Reasons for rejection

Mandatory equipment
1. A vehicle does not comply with a requirement relating to mandatory equipment set out in:
   - VIRM: In-service certification, section 4-7, general vehicles
   - VIRM: In-service certification, section 4-7, heavy vehicles.

Compliance with approved standards
2. A rearward-facing position lamp that is required to comply with an approved rearward-facing position lamp standard does not comply, or cannot be demonstrated to comply, with at least one of the standards listed in Table 4-7-1.

Condition and performance
3. A rearward-facing position lamp does not comply with a requirement relating to condition or performance set out in:
   - VIRM: In-service certification, section 4-7, general vehicles
   - VIRM: In-service certification, section 4-7, heavy vehicles.

Table 4-7-1. Approved rearward-facing position lamp standards*

<table>
<thead>
<tr>
<th>UN-ECE Regulation no.</th>
<th>EEC/EC Directive</th>
<th>FMVSS</th>
<th>ADR</th>
<th>Japan</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>76/758</td>
<td>108</td>
<td>49</td>
<td>TS for front and rear position lamps</td>
</tr>
<tr>
<td></td>
<td>89/516</td>
<td></td>
<td>53</td>
<td>TS for tail lamps</td>
</tr>
<tr>
<td></td>
<td>97/30</td>
<td></td>
<td></td>
<td>TS for rear end-outline marker lamps</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>JIS D5500</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Article 34</td>
</tr>
</tbody>
</table>

* A rearward-facing position lamp that is required to comply with an approved rearward-facing position lamp standard must comply with at least one of the standards listed in the table.

See also Figure 4-7-1.

Figure 4-7-1. Approved rearward-facing position lamp standard markings
The following standard markings may assist in determining compliance with approved standards.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>E2</td>
<td>e4</td>
<td>ASI DOT 0000 number allocated by DOT</td>
<td>JIS</td>
</tr>
<tr>
<td></td>
<td></td>
<td>DOT mark ANSI Z26 compliance</td>
<td></td>
</tr>
</tbody>
</table>

Summary of legislation

Applicable legislation

Mandatory equipment
1. Vehicles must comply with the requirements relating to mandatory equipment set out in:
Compliance with approved standards
2. The rearward-facing position lamps fitted to the following vehicles must comply with one or more of the approved rearward-facing position lamp standards in Table 4-7-1:
   a) vehicles of class MA and NA manufactured on or after 1 January 1992
   b) vehicles of class MB, MC, MD1, MD2, MD3, MD4, ME, NB, NC, TC and TD manufactured on or after 1 January 1996
   c) vehicles of class TA, TB and group L manufactured on or after 1 January 2006.

Condition and performance
3. Rearward-facing position lamps must comply with the requirements relating to condition and performance set out in:
   - VIRM: In-service certification, section 4-7, general vehicles
   - VIRM: In-service certification, section 4-7, heavy vehicles.

4-8 Side-marker lamps (heavy vehicles)

Reasons for rejection
Mandatory requirements
1. A vehicle does not comply with a requirement relating to permitted equipment set out in the VIRM: In-service certification, section 4-8.

Compliance with approved standards
2. A side-marker lamp that is required to comply with an approved side-marker lamp standard does not comply, or cannot be demonstrated to comply, with at least one of the standards listed in Table 4-8-1.

Condition and performance
3. A side-marker lamp does not comply with a requirement relating to condition and performance set out in the VIRM: In-service certification, section 4-8.

Table 4-8-1. Approved side-marker lamp standards*

<table>
<thead>
<tr>
<th>UN-ECE Regulation no.</th>
<th>EEC/EC Directive</th>
<th>FMVSS</th>
<th>ADR</th>
<th>Japan</th>
</tr>
</thead>
<tbody>
<tr>
<td>91</td>
<td>76/758</td>
<td>108</td>
<td>45 or, 74</td>
<td>JIS D5500</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>TS for side-marker lamps</td>
</tr>
</tbody>
</table>

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

Summary of legislation

Applicable legislation

Permitted equipment
1. Vehicles must comply with the requirements relating to permitted equipment set out in the VIRM: In-service certification, section 4-8.

Compliance with approved standards
2. Side-marker lamps fitted to the following vehicles must comply with one or more of the approved end-outline marker standards in Table 4-8-1:

   - vehicles of Class MD3, MD4, ME, NB, NC, TC and TD manufactured on or after 1 January 2006.

Condition and performance
3. Side-marker lamps must comply with the requirements relating to condition and performance set out in the VIRM: In-service certification, section 4-8.
4-9 End-outline marker lamps (heavy vehicles)

Reasons for rejection

Mandatory requirements
1. A vehicle does not comply with a requirement relating to mandatory equipment set out in the VIRM: In-service certification, section 4-9.

Compliance with approved standards
2. An end-outline marker lamp that is required to comply with an approved end-outline marker lamp standard does not comply, or cannot be demonstrated to comply, with at least one of the standards listed in Table 4-9-1.

Condition and performance
3. An end-outline marker lamp does not comply with a requirement relating to condition or performance set out in the VIRM: In-service certification, section 4-9.

Table 4-9-1: Approved end-outline marker lamp standards*

<table>
<thead>
<tr>
<th>UN-ECE Regulation no.</th>
<th>EEC/EC Directive</th>
<th>FMVSS</th>
<th>ADR</th>
<th>Japan</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>76/758</td>
<td>108</td>
<td>49</td>
<td>JIS D5500</td>
</tr>
</tbody>
</table>

* An end-outline marker lamp that is required to comply with an approved end-outline marker standard must comply with at least one of the standards listed in the table.

Summary of legislation

Applicable legislation

Mandatory, permitted and prohibited equipment
1. Vehicles must comply with the requirements relating to mandatory, permitted and prohibited equipment set out in the VIRM: In-service certification, section 4-9.

Compliance with approved standards
2. End-outline marker lamps fitted to the following vehicles must comply with one or more of the approved end-outline marker standards in Table 4-9-1:
   - vehicles of class MD3, MD4, ME, NB NC, TC and TD manufactured on or after 1 January 2006.

Condition and performance
3. End-outline marker lamps must comply with the requirements relating to condition and performance set out in the VIRM: In-service certification, section 4-9.

4-10 Stop lamps

Reasons for rejection

Mandatory equipment
1. A vehicle does not comply with a requirement relating to mandatory equipment set out in:
   - VIRM: In-service certification, section 4-10, general vehicles
   - VIRM: In-service certification, section 4-10, heavy vehicles.

Compliance with approved standards
2. A stop lamp that is required to comply with an approved stop lamp standard does not comply, or cannot be demonstrated to comply, with at least one of the standards listed in Table 4-10-1.

Condition and performance
3. A stop lamp does not comply with a requirement relating to condition or performance set out in:

- VIRM: In-service certification, section 4-10, general vehicles
- VIRM: In-service certification, section 4-10, heavy vehicles.

### Table 4-10-1. Approved stop lamp standards*

<table>
<thead>
<tr>
<th>UN-ECE Regulation no.</th>
<th>EEC/EC Directive</th>
<th>FMVSS</th>
<th>ADR</th>
<th>Japan</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>76/758 89/516</td>
<td>108</td>
<td>49</td>
<td>JIS D5500 TS for stop lamps</td>
</tr>
<tr>
<td>50</td>
<td>97/30</td>
<td></td>
<td>53</td>
<td>Japan Article 39</td>
</tr>
</tbody>
</table>

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

See also Figure 4-10-1.

### Figure 4-10-1. Approved stop lamp standard markings

The following standard markings may assist in determining compliance with approved standards.

- **E2** Economic Commission for Europe (ECE)
- **e4** European Economic Commission (EEC)
- **ASI DOT 0000** Federal Motor Vehicle Safety Standards (FMVSS)
- **JIS** Japanese Industrial Standards

### Summary of legislation

#### Applicable legislation


#### Mandatory equipment

1. Vehicles must comply with the requirements relating to mandatory equipment set out in:

- VIRM: In-service certification, section 4-10, general vehicles
- VIRM: In-service certification, section 4-10, heavy vehicles.

#### Compliance with approved standards

2. The stop lamps fitted to the following vehicles must comply with one or more of the approved stop lamp standards in Table 4-10-1:

   a) vehicles of class MA and NA manufactured on or after 1 January 1992
   b) vehicles of class MB, MC, MD, ME, NB, NC, TC and TD manufactured on or after 1 January 1996
   c) vehicles of class TA, TB or group L manufactured on or after 1 January 2006.

#### Condition and performance

3. Stop lamps must comply with the requirements relating to condition and performance set out in:

- VIRM: In-service certification, section 4-10, general vehicles
- VIRM: In-service certification, section 4-10, heavy vehicles.

### 4-11 High-mounted stop lamps

#### 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 4-11**.

**Compliance with approved standards**

2. A high-mounted stop lamp that is required to comply with an approved high-mounted stop lamp standard does not comply, or cannot be demonstrated to comply, with at least one of the standards listed in **Table 4-11-1**.

**Condition and performance**

3. A high-mounted stop lamp does not comply with a requirement relating to condition or performance set out in the **VIRM: In-service certification, section 4-11**.

**Table 4-11-1. Approved high-mounted stop lamp standards**

<table>
<thead>
<tr>
<th>UN-ECE Regulation no.</th>
<th>EEC/EC Directive</th>
<th>FMVSS</th>
<th>ADR</th>
<th>Japan</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>76/758 89/516 97/30</td>
<td>108</td>
<td>60</td>
<td>JIS D5500TS for auxiliary stop lamps Article 39</td>
</tr>
</tbody>
</table>

* A high-mounted stop lamp that is required to comply with an approved high-mounted stop lamp standard must comply with at least one of the standards listed in the table.

See also **Figure 4-11-1**.

**Figure 4-11-1. Approved high-mounted stop lamp standard markings**

The following standard markings may assist in determining compliance with approved standards.

- Economic Commission for Europe (ECE)
- Federal Motor Vehicle Safety Standards (FMVSS)
- Japanese Industrial Standards

**Summary of legislation**

**Applicable legislation**

- **Land Transport Rule: Vehicle Lighting 2004**.

**Mandatory equipment**

1. Vehicles must comply with the requirements relating to mandatory equipment set out in the **VIRM: In-service certification, section 4-11**.

**Compliance with approved standards**

2. The high-mounted stop lamps fitted to the following vehicles must comply with one or more of the approved high-mounted stop lamp standards in **Table 4-11-1**:

   a) vehicles of class MA manufactured on or after 1 January 1991

   b) vehicles of class MB, MC, MD, ME, group N, L and T manufactured on or after 1 January 2006.

**Condition and performance**

3. High-mounted stop lamps must comply with the requirements relating to condition and performance set out in the **VIRM: In-service certification, section 4-11**.

**4-12 Registration plate lamps**

**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 4-12.

Compliance with approved standards

2. A registration plate lamp that is required to comply with an approved registration plate lamp standard does not comply, or cannot be demonstrated to comply, with at least one of the standards listed in Table 4-12-1.

Performance

3. A registration plate lamp does not comply with a requirement relating to performance set out in the VIRM: In-service certification, section 4-12.

### Table 4-12-1. Approved registration plate lamp standards*

<table>
<thead>
<tr>
<th>UN-ECE Regulation no.</th>
<th>EEC/EC Directive</th>
<th>FMVSS</th>
<th>ADR</th>
<th>Japan</th>
</tr>
</thead>
<tbody>
<tr>
<td>4 50</td>
<td>76/760 97/31</td>
<td>108</td>
<td>48</td>
<td>JIS D5500 TS for number plate lamps Article 36</td>
</tr>
</tbody>
</table>

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

See also Figure 4-12-1.

Figure 4-12-1. Approved registration plate lamp standard markings

The following standard markings may assist in determining compliance with approved standards.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image" alt="Economic Commission for Europe (ECE)" /></td>
<td><img src="image" alt="European Economic Commission (EEC)" /></td>
<td><img src="image" alt="Federal Motor Vehicle Safety Standards (FMVSS)" /></td>
<td><img src="image" alt="Japanese Industrial Standards" /></td>
</tr>
</tbody>
</table>

Summary of legislation

Applicable legislation


Mandatory equipment

1. Vehicles must comply with the requirements relating to mandatory equipment set out in the VIRM: In-service certification, section 4-12.

Compliance with approved standards

2. The registration plate lamps fitted to the following vehicles must comply with one or more of the approved registration plate lamp standards in Table 4-12-1:

   a) vehicles of group M, N, and class TC and TD manufactured on or after 1 January 1996

   b) vehicles of class LC, LD, LE, TA and TB manufactured on or after 1 January 2006.

Performance

3. Registration plate lamps must comply with the requirements relating to performance set out in the VIRM: In-service certification, section 4-12.

4-13 Rearward-facing retroreflectors

Reasons for rejection
Mandatory equipment
1. A vehicle does not comply with a requirement relating to mandatory equipment set out in:
   - VIRM: In-service certification, section 4-13, general vehicles
   - VIRM: In-service certification, section 4-13, heavy vehicles

Compliance with approved standards
2. A rearward-facing retroreflector that is required to comply with an approved rearward-facing retroreflector standard does not comply, or cannot be demonstrated to comply, with at least one of the standards listed in Table 4-13-1.

Condition
3. A rearward-facing retroreflector does not comply with a requirement relating to condition set out in:
   - VIRM: In-service certification, section 4-13, general vehicles
   - VIRM: In-service certification, section 4-13, heavy vehicles

Table 4-13-1. Approved rearward-facing retroreflector standards*

<table>
<thead>
<tr>
<th>UN-ECE Regulation no.</th>
<th>EEC/EC Directive</th>
<th>FMVSS</th>
<th>ADR</th>
<th>Japan</th>
</tr>
</thead>
</table>
| 3                     | 76/757 87/354 97/29 | 108   | 47  | TS for rear reflex reflectors
|                       |                  |       |     | TS for large-sized rear reflex reflectors
|                       |                  |       |     | JIS D5500 Article 38

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

See also Figure 4-13-1.

Figure 4-13-1. Approved rearward-facing retroreflector standard markings
The following standard markings may assist in determining compliance with approved standards.

Summary of legislation
Applicable legislation

Mandatory equipment
1. Vehicles must comply with the requirements relating to mandatory equipment set out in:
   - VIRM: In-service certification, section 4-13, general vehicles
   - VIRM: In-service certification, section 4-13, heavy vehicles

Compliance with approved standards
2. The rearward-facing retroreflectors fitted to the following vehicles must comply with one or more of the approved rearward-facing retroreflector standards in Table 4-13-1:
   a) vehicles of class MA manufactured on or after 1 January 1991
   b) vehicles of group L, class MB, MC, MD, ME, group N, and class TC and TD manufactured on or after 1 January 1992
c) vehicles of class TA and TB manufactured on or after 1 January 2006.

**Condition**

3. Rearward-facing retroreflectors must comply with the requirements relating to condition set out in:

- [VIRM: In-service certification, section 4-13, general vehicles](#)
- [VIRM: In-service certification, section 4-13, heavy vehicles](#)

**4-14 Reversing lamps**

**Reasons for rejection**

**Permitted equipment**

1. A vehicle does not comply with a requirement relating to permitted equipment set out in the [VIRM: In-service certification, section 4-14](#).

**Compliance with approved standards**

2. A reversing lamp that is required to comply with an approved reversing lamp standard does not comply, or cannot be demonstrated to comply, with at least one of the standards listed in Table 4-14-1.

**Performance**

3. A reversing lamp does not comply with a requirement relating to performance set out in the [VIRM: In-service certification, section 4-14](#).

### Table 4-14-1. Approved reversing lamp standards*

<table>
<thead>
<tr>
<th>UN-ECE Regulation no.</th>
<th>EEC/EC Directive</th>
<th>FMVSS</th>
<th>ADR</th>
<th>Japan</th>
</tr>
</thead>
<tbody>
<tr>
<td>23</td>
<td>77/539 97/32</td>
<td>108</td>
<td>1</td>
<td>JIS D5500 TS for back-up lamps Article 40</td>
</tr>
</tbody>
</table>

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

See also [Figure 4-14-1](#).

**Figure 4-14-1. Approved reversing lamp standard markings**

The following standard markings may assist in determining compliance with approved standards.

- [E2](#)
- [e 4](#)
- [ASi DOT 0000](#)
- [JIS](#)

**Summary of legislation**

**Applicable legislation**

- [Land Transport Rule: Vehicle Lighting 2004](#)

**Permitted equipment**

1. Vehicles must comply with the requirements relating to permitted equipment set out in the [VIRM: In-service certification, section 4-14](#).

**Compliance with approved standards**
2. Reversing lamps fitted to the following vehicles must comply with one or more of the approved reversing lamp standards in Table 4-14-1:
   a) vehicles of group M and N manufactured on or after 1 January 1996
   b) vehicles of group L manufactured on or after 1 January 2006.

Performance
3. Reversing lamps must comply with the requirements relating to performance set out in the VIRM: In-service certification, section 4-14.

4-15 Cosmetic lamps
Vehicles must comply with the requirements relating to permitted equipment, condition and performance set out in:
- VIRM: In-service certification, section 4-15, general vehicles
- VIRM: In-service certification, section 4-15, heavy vehicles.

There are no additional requirements in respect of cosmetic lamps for the inspection and certification of vehicles for entry into service.

4-16 PSV audible and visible reversing warning devices
Vehicles must comply with the requirements relating to mandatory equipment, condition and performance set out in the VIRM: In-service certification, section 4-16.

There are no additional requirements in respect of PSV audible and visible reversing warning devices for the inspection and certification of vehicles for entry into service.

4-17 Heavy PSV interior lighting

Reasons for rejection
Mandatory requirements
1. A doorway, aisle or set of steps is not adequately illuminated by interior lighting.
2. An interior light interferes with the driver’s vision when the doors are closed.

Summary of legislation
Applicable legislation

Mandatory requirements
1. Interior lights must be positioned so that they adequately illuminate doorways, aisles and steps, but without interfering with the drivers vision when the doors are closed.

5 Vision

5-1 Glazing

Reasons for rejection
Mandatory and permitted equipment
1. A windscreen that is required to be made of laminated glass is not made of laminated glass.
2. A piece of glazing fitted to a vehicle of class LA, LB1, LB2, LC, LD, LE1 or LE2 is not made of a transparent material that does not shatter.
3. A vehicle or piece of glazing does not comply with a requirement relating to mandatory or permitted equipment set out in:
   - VIRM: In-service certification, section 5-1, general vehicles
   - VIRM: In-service certification, section 5-1, heavy vehicles.

Compliance with approved standards
4. A piece of glazing that is required to comply with an approved glazing standard did not comply, or cannot be demonstrated
to have complied, with at least one of the standards listed in Table 5-1-1 at the time the vehicle was manufactured or the glazing was fitted.

**Condition, performance and modification**

5. A piece of glazing does not comply with a requirement relating to condition, performance or modification set out in:

- [VIRM: In-service certification, section 5-1, general vehicles](#)
- [VIRM: In-service certification, section 5-1, heavy vehicles](#)

**Note 1**

For a vehicle manufactured before 1 January 1991, a glazing marking which contains one or more of the approved trade names in Table 5-1-2 is evidence that a piece of glazing complies with an approved glazing standard.

**Note 2**

Curved scenic skylights above the cant rail, curved windows at the front and rear corners, skylights, louvres and interior partitions in omnibuses (vehicles of class MD1, MD2, MD3, MD4 and ME) are not required to comply with approved glazing standards if they are made of transparent material that does not shatter.

**Note 3**

The 35% VLT limit on rear and rear-side windows of MA class vehicles only applies to modified glazing. If the glazing is OE, unmodified, and is marked as complying with an approved standard or trade name, the glazing may be passed even with a VLT of less than 35%.

**Note 4**

See [Technical bulletin 13](#) for an explanation of policy and requirements relating to glazing on house-trucks.

### Table 5-1-1. Approved glazing standards*

<table>
<thead>
<tr>
<th>UN-ECE Regulation no.</th>
<th>EEC/EC Directive</th>
<th>FMVSS</th>
<th>ADR</th>
<th>Japan</th>
<th>Others</th>
</tr>
</thead>
<tbody>
<tr>
<td>43</td>
<td>92/22 2001/92</td>
<td>205</td>
<td>8</td>
<td>TS for window glass  JIS R3211 Article 29</td>
<td>BS 857  BS 5282 BS AU 178a ANSI/SAE Z26.1 NZS 5443 AS 2080 AS/NZS 2080 SABS 1191/1193 ABG (behind driver only)</td>
</tr>
</tbody>
</table>

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

### Table 5-1-2. Approved trade names for glazing

|-------------|-------------|---------|----------------|---------------|---------|------------------|-------------------|------------------|----------|----------------------------|--------------------------|---------------------------|------------|-------------|---------------------------|-----|---------|----------|----------|-------------------------|-----------------------------|--------|------|-------------------|-------|----------------|-----------|-------------|----------------|------|----------|----------|---------|----------|

### Table 5-1-3. Glossary of codes for safety glass
<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>L</td>
<td>laminated glass</td>
</tr>
<tr>
<td>LF</td>
<td>laminated float</td>
</tr>
<tr>
<td>LP</td>
<td>laminated plate</td>
</tr>
<tr>
<td>// or /// =</td>
<td>laminated when near the mark</td>
</tr>
<tr>
<td>L.76WHP =</td>
<td>laminated, 0.76mm interlayer, suitable for all locations</td>
</tr>
<tr>
<td>AS1 =</td>
<td>laminated for use anywhere in the vehicle</td>
</tr>
<tr>
<td>A ⊥ S or A ⊥ S =</td>
<td>the glass in the direction of the arrow complies with the 70% light transmission requirement</td>
</tr>
</tbody>
</table>

**Table 5-1-4. Glossary of codes for including laminated glass**
<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>L</td>
<td>laminated glass</td>
</tr>
<tr>
<td>F</td>
<td>float glass</td>
</tr>
<tr>
<td>P</td>
<td>plate glass</td>
</tr>
<tr>
<td>LF</td>
<td>laminated float</td>
</tr>
<tr>
<td>LP</td>
<td>laminated plate</td>
</tr>
<tr>
<td>/</td>
<td>toughened, when near the mark</td>
</tr>
<tr>
<td>//</td>
<td>laminated, when near the mark</td>
</tr>
<tr>
<td>TS</td>
<td>toughened glass</td>
</tr>
<tr>
<td>TP</td>
<td>toughened plate</td>
</tr>
<tr>
<td>T</td>
<td>toughened or tempered</td>
</tr>
<tr>
<td>Z</td>
<td>zone tempered</td>
</tr>
<tr>
<td>WHP</td>
<td>complies with impact test (windscreen high performance laminated safety glass)</td>
</tr>
<tr>
<td>DOT</td>
<td>Department of Transport (USA)</td>
</tr>
<tr>
<td>AS ≥ 1 or AS ≥ 2</td>
<td>the glass, in the direction of the arrow, complies with the 70% light transmission requirement</td>
</tr>
<tr>
<td>ANSI</td>
<td>American National Standards Institute</td>
</tr>
</tbody>
</table>

**FMVSS codes**

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AS1</td>
<td>for use anywhere in the vehicle</td>
</tr>
<tr>
<td>AS2</td>
<td>for use anywhere in the vehicle other than windscreen</td>
</tr>
<tr>
<td>AS3</td>
<td>for rear and rear side windows only</td>
</tr>
<tr>
<td>AS4 and AS5</td>
<td>for glazing not used for drivers vision (eg the rear window of heavy truck cabs or convertible tops, windows/doors in motorhome bodies, ute canopies, rear windows on buses, roof glazing etc)</td>
</tr>
</tbody>
</table>

**Glazing cut from mother sheet**

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>L.76WHP</td>
<td>laminated, 0.76 mm interlayer, suitable for all locations</td>
</tr>
<tr>
<td>L.38</td>
<td>laminated, 0.38 mm interlayer, must not be used for windscreen</td>
</tr>
<tr>
<td>PCZ26.1</td>
<td>polycarbonate, meets requirements of ANSI Z26, must not be used for windscreen</td>
</tr>
</tbody>
</table>
Figure 5-1-1 Approved standards markings

New Zealand Standards
Australian Standards
British Standards
Federal Motor Vehicle Safety Standards (FMVSS)

Economic Commission for Europe (ECE)

Japanese Industrial Standards
South African Bureau of Standards

ASI
DOT 0000
number allocated
by DOT
DOT mark
ANSI Z26 compliance

NOTE: The marking may be rearranged as shown in the windscreen markings above.

Glazing marked with the Allgemeine Bauartgenehmigung (ABG)
- manufacturer's trade name (e.g., Roxite), and
- approval number (e.g., ~D2406)
may be used only for glazing behind the driver.

Figure 5-1-2. Typical laminated glazing markings

Figure 5-1-3. Typical markings required on glazing cut from mother sheet

Figure 5-1-4

Summary of legislation

Applicable legislation

Mandatory and permitted equipment
1. Windscreens fitted to the following vehicles must be made of laminated glass:
   a) vehicles of class MA, MB, MC and NA manufactured on or after 1 July 1986
   b) vehicles of class MD1, MD2, MD3, MD4, ME, NB and NC manufactured on or after 1 July 1997
   c) vehicles not covered by any of the defined vehicle classes manufactured on or after 1 January 2001.

2. All glazing fitted to vehicles of class LA, LB1, LB2, LC, LD, LE1 and LE2 must be made of a transparent material that does not shatter.

3. Vehicles and glazing must also comply with the requirements relating to mandatory and permitted equipment set out in the VIRM: In-service certification, section 5-1.

Compliance with approved standards
4. Windscreens fitted to the following vehicles must comply with one or more of the approved glazing standards in Table 5-1-1:
   a) vehicles of group M and N manufactured on or after 1 January 1960 (Note 1)
   b) vehicles not covered by any of the defined vehicle classes manufactured on or after 1 January 2001.

5. Glazing in locations other than windscreens fitted to the following vehicles must comply with one or more of the approved glazing standards in Table 5-1-1 (Note 4):
   a) vehicles of group M (Note 2) and N manufactured on or after 1 February 1977 (Note 1)
   b) vehicles not covered by any of the defined vehicle classes manufactured on or after 1 January 2001.

Condition, performance and modification
6. Glazing must comply with the requirements relating to condition, performance and modification set out in the VIRM: In-service certification, section 5-1 (Note 3).

5-2 Sunvisors
Vehicles must comply with the requirements relating to mandatory equipment, permitted equipment, condition, performance and modification set out in the VIRM: In-service certification, section 5-2.

There are no additional requirements in respect of sunvisors for the inspection and certification of vehicles for entry into service.

5-3 Windscreen wipe and wash
Vehicles must comply with the requirements relating to mandatory equipment, permitted equipment, condition, performance and modification set out in the VIRM: In-service certification, section 5-3.

There are no additional requirements in respect of windscreen wipe and wash systems for the inspection and certification of vehicles for entry into service.

5-4 Rearview mirrors

Reasons for rejection
Mandatory equipment
1. A vehicle does not comply with a requirement relating to mandatory equipment set out in:
   - VIRM: In-service certification, section 5-4, general vehicles
   - VIRM: In-service certification, section 5-4, heavy vehicles.

Compliance with approved standards
2. A rear-view mirror that is required to comply with an approved rear-view mirror standard did not comply, or cannot be demonstrated to have complied, with at least one of the standards listed in Table 5-4-1 at the time the vehicle was manufactured or the rear-view mirror was fitted (Note 1).

Condition and performance
3. A rear-view mirror does not comply with a requirement relating to condition or performance set out in:
   - VIRM: In-service certification, section 5-4, general vehicles
   - VIRM: In-service certification, section 5-4, heavy vehicles.

Note 1
The rear-view mirror standard must be recorded on the vehicle compliance checksheet. If a mirror does not have an approved standards marking but was fitted as original equipment, it must be recorded as OE, along with any identifying information, such as the make.

Table 5-4-1. Approved rear-view mirror standards*

<table>
<thead>
<tr>
<th>UN-ECE Regulation no.</th>
<th>EEC/EC Directive</th>
<th>FMVSS</th>
<th>ADR</th>
<th>Japan</th>
</tr>
</thead>
</table>

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

See also Figure 5-4-1.

Figure 5-4-1. Typical standards markings

The following standard markings may assist in determining compliance with approved standards.

|-------------------------------------|------------------------------------|-------------------------------------------------|-------------------------------|

Summary of legislation

Applicable legislation


Mandatory equipment

1. Vehicles must comply with the requirements relating to mandatory equipment set out in:

- VIRM: In-service certification, section 5-4, general vehicles
- VIRM: In-service certification, section 5-4, heavy vehicles.

Compliance with approved standards

2. The rear-view mirrors required to be fitted to group M and N vehicles manufactured on or after 1 January 1996 must comply with one or more of the approved rear-view mirror standards in Table 5-4-1 (Note 1).

Condition and performance

3. Rear-view mirrors must comply with the requirements relating to condition and performance set out in:

- VIRM: In-service certification, section 5-4, general vehicles
- VIRM: In-service certification, section 5-4, heavy vehicles.

6 Entrance and exit

6-1 Door and hinged panel retention systems

Reasons for rejection
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 6-1.

Compliance with approved standards
2. A door retention system that is required to comply with an approved door retention system standard did not comply, or cannot be demonstrated to have complied, with at least one of the standards listed in Table 6-1-1 at the time the vehicle was manufactured.

Condition, performance and modification
3. A door retention system does not comply with a requirement relating to condition, performance or modification set out in the VIRM: In-service certification, section 6-1.

Table 6-1-1. Approved door retention system standards*

<table>
<thead>
<tr>
<th>UN-ECE Regulation no.</th>
<th>EEC/EC Directive</th>
<th>FMVSS</th>
<th>ADR</th>
<th>Japan</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>70/387 98/90 2001/31</td>
<td>206</td>
<td>2</td>
<td>Technical Standard for Door Retention Systems Article 25</td>
</tr>
</tbody>
</table>

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

Summary of legislation

Applicable legislation

Mandatory equipment
1. Vehicles must comply with the requirements relating to mandatory equipment set out in the VIRM: In-service certification, section 6-1.

Compliance with approved standards
2. Door retention systems on the following vehicles must comply with one or more of the approved door retention system standards in Table 6-1-1:
   a) vehicles of class MA manufactured on or after 1 January 1991
   b) vehicles of class MB, MC and MD1 manufactured on or after 1 January 1998.

Condition, performance and modification
3. Door retention systems must comply with the requirements relating to condition, performance and modification set out in the VIRM: In-service certification, section 6-1.

6-2 PSV doors and doorways (light PSVs)

Reasons for rejection

Mandatory requirements
1. A doorway does not meet the dimension requirements of Table 6-2-1.

2. A vehicle does not comply with the requirements relating to mandatory equipment set out in the VIRM: In-service certification, section 6-2.

Condition and performance
3. A PSV door or doorway does not comply with the requirements relating to condition and performance set out in the VIRM: In-service certification, section 6-2.

Table 6-2-1. Minimum width and height for PSV doorways
A doorway that:

<table>
<thead>
<tr>
<th>Minimum width (mm)</th>
<th>Minimum height (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gives access to less than three rows of seats and less than eight occupants (Figure 6-2-1)</td>
<td>No minimum but must give easy access</td>
</tr>
<tr>
<td>Is un-tapered with no central stanchion</td>
<td>550</td>
</tr>
<tr>
<td>With central stanchion</td>
<td>550 each side of stanchion</td>
</tr>
<tr>
<td>Is tapered at the top to accommodate body shape</td>
<td>See Table 6-2-2</td>
</tr>
<tr>
<td>Is intended for wheelchair access (Figure 6-2-2)</td>
<td>800</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Table 6-2-2. Minimum width for tapered doorways (Figure 6-2-3)

<table>
<thead>
<tr>
<th>Height above doorway sill (mm)</th>
<th>Minimum width (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1600 or less</td>
<td>550</td>
</tr>
<tr>
<td>1601 to 1800</td>
<td>450</td>
</tr>
<tr>
<td>1801 to 1830</td>
<td>400</td>
</tr>
<tr>
<td>1831 and above</td>
<td>380</td>
</tr>
</tbody>
</table>

Figure 6-2-1. Entrance and exit
Figure 6-2-2. Doorway intended for wheel chair access

No specific dimension requirements but there must be easy entrance and exit
‘A’ must be at least 800 mm
‘B’ must be at least 1300 mm

Figure 6-2-3. Tapered doorways
Summary of legislation

Applicable legislation


Mandatory requirements

1. The dimensions of a doorway must be at least those specified in Table 6-2-1.

2. Vehicles must comply with the requirements relating to mandatory equipment set out in the VIRM: In-service certification, section 6-2.

Performance

3. PSV doors and doorways must comply with the requirements relating to performance set out in the VIRM: In-service certification, section 6-2.

Page amended 1 October 2012 (see amendment details).

6-2 PSV doors and doorways (heavy PSVs)

Reasons for rejection

Mandatory requirements

1. A doorway does not meet the dimension requirements of Table 6-2-1.

2. A heavy PSV is not fitted with sufficient handrails suitable for assisting people entering and leaving the vehicle.

3. A required handrail or handhold is not:
   a) sufficiently strong for its foreseeable use, or
   b) not securely fastened.

4. A handhold on a door has a cross section smaller than 15mm x 25mm.

5. A handhold in a doorway (other than a handhold on a door) has a cross section dimension:
   a) smaller than 20mm, or
   b) greater than 45mm.
6. A vehicle does not comply with the requirements relating to mandatory equipment set out in the [VIRM: In-service certification, section 6-2](#).

### Condition and performance

7. A PSV door or doorway does not comply with the requirements relating to condition and performance set out in the [VIRM: In-service certification, section 6-2](#).

#### Table 6-2-1. Minimum width and height for PSV doorways

<table>
<thead>
<tr>
<th>A doorway that:</th>
<th>Minimum width (mm)</th>
<th>Minimum height (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gives access to less than three rows of seats and less than eight occupants</td>
<td>No minimum but must give easy access</td>
<td>No minimum but must give easy access</td>
</tr>
<tr>
<td><em>(Figure 6-2-1)</em></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Is un-tapered with no central stanchion</td>
<td>550</td>
<td>Same as minimum aisle height (see section 7-4), except:</td>
</tr>
<tr>
<td>With central stanchion</td>
<td>550 each side of stanchion</td>
<td>1. the rear door of an outdoor-access vehicle may have reduced height if this is required for additional frame strength, or</td>
</tr>
<tr>
<td>Is tapered at the top to accommodate body shape</td>
<td>See Table 6-2-2</td>
<td>2. the door height may be reduced to 1650mm for a PSV that:</td>
</tr>
<tr>
<td>Is intended for wheelchair access <em>(Figure 6-2-2)</em></td>
<td>800</td>
<td>a) is one of a series of identical vehicles produced in quantities of 1000 or more, and</td>
</tr>
<tr>
<td></td>
<td></td>
<td>b) does not have more than 25 passenger seats, and</td>
</tr>
<tr>
<td></td>
<td></td>
<td>c) has a GVM not exceeding 7000kg.</td>
</tr>
<tr>
<td></td>
<td>1300 top of sill to doorway top</td>
<td></td>
</tr>
</tbody>
</table>

#### Table 6-2-2. Minimum width for tapered doorways *(Figure 6-2-3)*

<table>
<thead>
<tr>
<th>Height above doorway sill (mm)</th>
<th>Minimum width (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1600 or less</td>
<td>550</td>
</tr>
<tr>
<td>1601 to 1800</td>
<td>450</td>
</tr>
<tr>
<td>1801 to 1830</td>
<td>400</td>
</tr>
<tr>
<td>1831 and above</td>
<td>380</td>
</tr>
</tbody>
</table>

*Figure 6-2-1. Entrance and exit*
Figure 6-2-2. Doorway intended for wheel chair access

No specific dimension requirements but there must be easy entrance and exit
‘A’ must be at least 800 mm
‘B’ must be at least 1300 mm

Figure 6-2-3. Tapered doorways
Summary of legislation

Applicable legislation

Mandatory requirements
1. The dimensions of a doorway must be at least those specified in Table 6-2-1.

Heavy PSV
2. A heavy PSV must be fitted with handrails or handholds which are suitable to assist people entering and leaving the vehicle.
3. Required handrails and handholds must be of adequate strength for their foreseeable use and be securely fastened.
4. The minimum cross section dimension of handholds on doors may be 15mm if one other dimension is at least 25mm.
5. The cross section dimension of handholds in doorways (other than those on doors) must have no dimension smaller than 20mm or greater than 45mm.
6. Vehicles must comply with the requirements relating to mandatory equipment set out in the VIRM: In-service certification, section 6-2.

Performance
7. PSV doors and doorways must comply with the requirements relating to performance set out in the VIRM: In-service certification, section 6-2.

Page amended 1 October 2012 (see amendment details).

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.

Reasons for rejection
Mandatory requirements
1. A permanent external step or ramp on the side of the passenger service vehicle:
   a) extends more than 20mm beyond the adjacent body line of the vehicle, or
   b) could injure a person (eg is not pedestrian friendly).
2. A manually operated extending step on the side of the vehicle:
   a) does not have an audible or visual alarm to warn the driver when the vehicle is moving that the steps are extended more than 20mm beyond the adjacent bodyline of the vehicle , or
   b) could injure a person (eg is not pedestrian friendly).
3. On a vehicle with a power operated retractable step:
   a) the movement of the step is not synchronised with the operation of the associated door, or
   b) the vehicle is able to move under its own power when the step is extended, or
   c) if the associated door is not within the driver’s direct view, the door is able to be closed with a passenger on the step (compliance with this requirement may be demonstrated by placing a weight of 15kg at the centre of the step), or
   d) the step protrudes more than 10mm beyond the adjacent line of the body work when the associated door is closed.
4. On a vehicle with a mechanically operated retractable step, the step protrudes more than 10mm beyond the adjacent line of the body work when the associated door is closed.
5. A ramp is not:
   a) at least 800mm wide, or
   b) at least 760mm wide with a 20mm high safety ridge along the side edges.
6. A fully extended ramp from a vehicle parked on a flat level surface has a gradient that is steeper than 1 in 4.
7. A handhold on steps or a ramp has a cross section dimension:
   a) smaller than 20mm, or
   b) greater than 45mm.
8. A vehicle does not comply with the requirements relating to mandatory requirements set out in the VIRM: In-service certification, section 6-3.

Condition and performance
9. A vehicle does not comply with a requirement relating to condition or performance set out in the VIRM: In-service certification, section 6-3.

Summary of legislation
Applicable legislation

Mandatory requirements
1. Permanent external steps and ramps on the side of the passenger service vehicle must not extend more than 20mm beyond the adjacent body line of the vehicle, and must be constructed so that they are not likely to injure any person.
2. Manually operated extending steps on the side of the passenger service vehicle must:
   a) be constructed so that they are not likely to injure any person, and
   b) protrude no more than 20mm beyond the adjacent body line of the vehicle when they are folded away, and
   c) if the steps extend more than 20mm beyond the adjacent body line of the vehicle, have an audible or visual alarm system that alerts the driver if the vehicle is moving and the steps are extended.
3. Retractable steps must comply with the requirements of the version of UN/ECE Regulation No. 52, UN/ECE Regulation No. 107 or Directive 2001/85/EC, which was applicable either:
   a) if they were fitted before the vehicle entered service as a PSV in New Zealand, at the time when the vehicle entered service as a PSV in New Zealand, or
   b) if they were fitted after the vehicle entered service as a PSV in New Zealand, at the time the steps were fitted.
4. Power operated retractable steps must meet the following requirements:
   a) the movement of the step must be synchronised with the operation of the associated door, and
   b) the vehicle must not be able to move under its own power when the step is extended, and
   c) if the associated door is not within the driver’s direct view, the door must not be able to be closed with a passenger on
      the step (compliance with this requirement may be demonstrated by placing a weight of 15kg at the centre of the step), and
   d) the step must not protrude more than 10mm beyond the adjacent line of the body work when the associated door is
      closed.

5. Mechanically operated retractable steps must not protrude more than 10mm beyond the adjacent line of the body work
   when the associated door is closed.

6. Ramps must be at least 800 mm wide, or at least 760mm wide with a 20mm high safety ridge along the side edges.

7. A ramp which is fully extended from a vehicle parked on a flat level surface must not have a gradient that is steeper than 1 in
   4.

8. The cross section dimension of handholds on steps or ramps must have no dimension smaller than 20mm or greater than
   45mm.

9. A vehicle must comply with the requirements relating to mandatory requirements set out in the VIRM: In-service
    certification, section 6-3.

Condition and performance

10. A vehicle must comply with the requirements relating to condition and performance set out in the VIRM: In-service
    certification, section 6-3.

Page amended 1 November 2017 (see amendment details).

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

| Note | An unmodified vehicle is not required to comply with Summary of legislation 1-6, or Reasons for rejection 1-7, 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. |

Reasons for rejection

Mandatory requirements

1. A heavy PSV, other than a stretch limousine, with the floor at the entrance and exit door more than 410mm above the
   surface of the level roadway does not have a step or ramp (Figure 6-3-1).

2. Unless the entrance is of a stretch limousine or an outdoor access vehicle or is a left-front passenger entrance providing
   access for less than three passenger seating positions, the distance from the ground to the tread surface of the lowest entrance
   level is 410mm or more, with the unladen vehicle on a level surface and with any driver-adjustable suspension in its lowest
   position.

3. A required entry or exit step does not meet the following (Figure 6-3-2):
   a) the rise from one step to the next is 300mm or more.
   b) the depth of a step from front to inner riser is less than 200mm.
   c) the width of a step parallel to the doorway is less than 550mm
   d) an intermediate step that is cut away to allow space for the door to open is:
      i. less than 180mm deep, or
      ii. less than 250mm wide.

4. A permanent external step or ramp on the side of the passenger service vehicle:
   a) extends more than 20mm beyond the adjacent body line of the vehicle, or
   b) could injure a person (eg is not pedestrian friendly).

5. A manually operated extending step on the side of the vehicle:
6. On a vehicle with a power operated retractable step:
   a) the movement of the step is not synchronised with the operation of the associated door, or
   b) the vehicle is able to move under its own power when the step is extended, or
   c) if the associated door is not within the driver's direct view, the door is able to be closed with a passenger on the step (compliance with this requirement may be demonstrated by placing a weight of 15kg at the centre of the step), or
   d) the step protrudes more than 10 mm beyond the adjacent line of the body work when the associated door is closed.

7. On a vehicle with a mechanically operated retractable step, the step protrudes more than 10mm beyond the adjacent line of the body work when the associated door is closed.

8. A ramp is not:
   a) at least 800mm wide, or
   b) at least 760mm wide with a 20mm high safety ridge along the side edges.

9. A fully extended ramp from a vehicle parked on a flat level surface has a gradient that is steeper than 1 in 4.

10. A handhold on steps or a ramp has a cross section dimension:
    a) smaller than 20mm, or
    b) greater than 45mm.

11. A vehicle does not comply with the requirements relating to mandatory requirements and equipment set out in the VIRM: In-service certification, section 6-3.

**Condition and performance**

12. A vehicle does not comply with a requirement relating to condition or performance set out in the VIRM: In-service certification, section 6-3.
Summary of legislation

Applicable legislation


Mandatory requirements

1. Except for a stretch limousine, if the floor of a heavy PSV at the entrance or exit door is more than 410mm above the surface of the level roadway, there must be a step or ramp which complies with the following requirements:
   
   a) unless the entrance is of an outdoor access vehicle or is a left-front passenger entrance providing access for less than three passenger seating positions, the distance from the ground to the tread surface of the lowest entrance level must be less than 410mm when measured with the unladen vehicle:
      
      i. on a flat horizontal surface, and
      
      ii. if the height of the suspension can be adjusted from the driver’s seat, the vehicle is in its lowest suspension position.
   
2. Unless the entrance is of a stretch limousine or an outdoor access vehicle or is a left-front passenger entrance providing access for less than three passenger seating positions, entry and exit steps must meet the following dimensional requirements:
   
   a) if more than one step is provided, the rise from one step to the next must be less than 300mm, and
   
   b) the step depth from the front edge to inner riser must be at least 200mm, and
   
   c) the step width parallel to the doorway must be at least 550mm, and
   
   d) If more than one step is provided, any intermediate step which is cut away to allow space for the door to open must be at least 180mm deep and at least 250mm wide.
   
3. Permanent external steps and ramps on the side of the passenger service vehicle must not extend more than 20mm beyond the adjacent body line of the vehicle, and must be constructed so that they are not likely to injure any person.

4. Manually operated extending steps on the side of the passenger service vehicle must:
   
   a) be constructed so that they are not likely to injure any person, and
   
   b) protrude no more than 20mm beyond the adjacent body line of the vehicle when they are folded away, and
   
   c) if the steps extend more than 20mm beyond the adjacent body line of the vehicle, have an audible or visual alarm system that alerts the driver if the vehicle is moving and the steps are extended.
5. Retractable steps must comply with the requirements of the version of UN/ECE Regulation No 36, UN/ECE Regulation No. 107 or Directive 2001/85/EC, which was applicable either:

a) if they were fitted before the vehicle entered service as a PSV in New Zealand, at the time when the vehicle entered service as a PSV in New Zealand, or

b) if they were fitted after the vehicle entered service as a PSV in New Zealand, at the time the steps were fitted.

6. Power operated retractable steps must meet the following requirements:

a) the movement of the step must be synchronised with the operation of the associated door, and

b) the vehicle must not be able to move under its own power when the step is extended, and

c) if the associated door is not within the drivers direct view, the door must not be able to be closed with a passenger on the step (compliance with this requirement may be demonstrated by placing a weight of 15kg at the centre of the step), and

d) the step must not protrude more than 10 mm beyond the adjacent line of the body work when the associated door is closed.

7. Mechanically operated retractable steps must not protrude more than 10mm beyond the adjacent line of the body work when the associated door is closed.

8. Ramps must be at least 800mm wide, or at least 760mm wide with a 20mm high safety ridge along the side edges.

9. A ramp which is fully extended from a vehicle parked on a flat level surface must not have a gradient that is steeper than 1 in 4.

10. The cross section dimension of handholds on steps or ramps must have no dimension smaller than 20mm or greater than 45mm.

11. A vehicle must comply with the requirements relating to mandatory requirements and equipment set out in the VIRM: In-service certification, section 6-3.

Condition and performance

12. A vehicle must comply with the requirements relating to condition and performance set out in the VIRM: In-service certification, section 6-3.

Page amended 1 October 2012 (see amendment details).

6-4 PSV emergency exits (light PSVs)

Note An unmodified vehicle is not required to comply with Summary of legislation 1, or Reasons for rejection 1, 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.

Reasons for rejection

Mandatory requirements

1. A PSV does not have emergency exits:

a) distributed throughout the area used by the occupants of the PSV, or

b) on at least two different surfaces of the compartment.

2. A PSV does not have dedicated emergency exits on as many different surfaces as is practicable.

3. A PSV with less than three dedicated emergency exits has one on the left-hand side of the vehicle.

4. A dedicated emergency exit door opens inwards.

5. A dedicated emergency exit on the side wall is hinged on its rear edge.

6. A push-out or free-falling dedicated emergency exit requires a force of more than 400 newtons to open it (Note 2).

7. A PSV is fitted with a sliding or similar type of dedicated emergency exit, which is likely to jam or malfunction if there is even a slight distortion of the vehicle body or frame.

8. A dedicated emergency exit which is a doorway is not at least:

a) 1200mm high (except for a stretch limousine), or
b) 500mm wide.

9. A dedicated emergency exit which is a window or hatch:
   a) has a dimension (eg height or width) less than 500mm, or
   b) has a free area of the opening is less than 0.35m².

10. A person is required to step both upwards and downwards to access a dedicated emergency exit.

11. The lower edge of a dedicated emergency exit on the side of the vehicle is 1m or more above the adjacent floor.

12. A dedicated emergency exit window or door is in the extreme rear of the vehicle and there are seats in front of it, and there is no permanent shelf to cover any gap exceeding 150mm between the emergency exit window/door and the rear of the seats (Figure 6-4-1).

13. A vehicle does not comply with the requirements relating to mandatory equipment set out in the VIRM: In-service certification, section 6-4.

Performance

14. A vehicle does not comply with a requirement relating to performance set out in the VIRM: In-service certification, section 6-4.

Note 1 Definitions

Compartment, for the purposes of emergency exits, means:

- the separated driver's compartment
- the upper and lower passenger compartments of a double-decked vehicle
- the front and rear sections of the passenger compartment of an articulated bus
- the passenger compartment of a single-decked non-articulated bus.

Emergency exit means:

- a door used for the entry and exit of the occupants and, for this purpose, a door of double single width is a single emergency exit
- the access between the front and rear sections of an articulated bus
- the stairway from the upper deck to the lower deck
- a dedicated emergency exit.

Dedicated emergency exit means any doorway, window, hatch or other opening that is designed and constructed solely to provide a means of leaving the vehicle in the event of an emergency.

Surfaces (of a PSV) means:

- the side walls
- the front and rear faces
- the roof
- the floor of the upper deck of a double-decked vehicle.

Note 2

If it is suspected that the opening force exceeds 400 newtons, the exit must be checked during an entry inspection. A push-out or free falling dedicated emergency exit is not required to have levers or handles to open it. It must be mounted in a rubber that has a removable rubber strip on both the inside and outside. In the absence of either rubber strip the owner must demonstrate the operation of the exit.

Figure 6-4-1. Dedicated emergency exit window (or door)
Summary of legislation

Applicable legislation


Mandatory requirements

1. Emergency exits must be:
   a) distributed throughout the area used by the occupants of the PSV, and
   b) on at least two different surfaces of the compartment.

2. Dedicated emergency exits:
   a) must be provided for on as many different surfaces as is practicable, and
   b) must not be on the left-hand side of the PSV if the vehicle has less than three dedicated emergency exits.

3. A dedicated emergency exit must open outwards.

4. A dedicated emergency exit of a hinged door or hinged window type in the side wall of a vehicle must not be hinged on its rear edge.

5. A push-out or free-falling dedicated emergency exit must not require a force of more than 400 newtons to open it (Note 2).

6. A sliding or similar type of dedicated emergency exit, which is likely to jam or malfunction if there is even a slight distortion of the vehicle body or frame, must not be fitted on a motor vehicle which entered service as a PSV in New Zealand on or after 1 September 1999.

7. A dedicated emergency exit which is a doorway must be at least:
   a) 1200mm high (except for a stretch limousine), and
   b) 500mm wide.

8. A dedicated emergency exit which is a window or hatch must have no dimension less than 500mm, and the free area of the opening must be at least 0.35m²
9. A dedicated emergency exit in a motor vehicle which entered service as a PSV in New Zealand on or after 1 September 1999 must comply with the following requirements:
   a) a person must not be required to step both upwards and downwards to access the emergency exit, and
   b) if an emergency exit window is on the side of the vehicle, the lower edge of the emergency exit window opening must not be more than 1 m above the floor adjacent to the emergency exit, and
   c) if an emergency exit window is in the extreme rear of the vehicle and there are seats in front of it, there must be a permanent shelf to cover any gap greater than 150mm between the emergency exit window and the rear of the seats.

10. A vehicle must comply with the requirements relating to mandatory equipment set out in the VIRM: In-service certification, section 6-4.

Performance
11. A vehicle must comply with the requirements relating to performance set out in the VIRM: In-service certification, section 6-4.

Page amended 1 October 2012 (see amendment details).

6-4 PSV emergency exits (heavy PSVs)

Note An unmodified vehicle is not required to comply with Summary of legislation 16, or Reasons for rejection 16, 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.

Reasons for rejection

Mandatory requirements
1. A PSV does not have emergency exits:
   a) distributed throughout the area used by the occupants of the PSV, or
   b) on at least two different surfaces of the compartment.
2. A PSV does not have dedicated emergency exits on as many different surfaces as is practicable.
3. A PSV with less than three dedicated emergency exits has one on the left-hand side of the vehicle.
4. A dedicated emergency exit door opens inwards.
5. A dedicated emergency exit in the side wall is hinged on its rear edge.
6. A push-out or free-falling dedicated emergency exit requires a force of more than 400 newtons to open it (Note 2).
7. A PSV is fitted with a sliding or similar type of dedicated emergency exit, which is likely to jam or malfunction if there is even a slight distortion of the vehicle body or frame.
8. A dedicated emergency exit which is a doorway is not at least:
   a) 1200mm high (except for a stretch limousine),or
   b) 500mm wide.
9. A dedicated emergency exit which is a window or hatch:
   a) has a dimension (e.g. height or width) less than 500mm, or
   b) has a free area of the opening is less than 0.35 m2.
10. A person is required to step both upwards and downwards to access a dedicated emergency exit.
11. The lower edge of a dedicated emergency exit on the side of the vehicle is 1m or more above the adjacent floor.
12. A dedicated emergency exit window or door is in the extreme rear of the vehicle and there are seats in front of it, and there is no permanent shelf to cover any gap exceeding 150mm between the emergency exit window/door and the rear of the seats (Figure 6-4-1).
13. A vehicle does not comply with the requirements relating to mandatory equipment set out in the VIRM: In-service certification, section 6-4.
Performance

14. A vehicle does not comply with a requirement relating to performance set out in the VIRM: In-service certification, section 6-4.

Note 1 Definitions

**Compartment, for the purposes of emergency exits**, means:

- the separated driver's compartment
- the upper and lower passenger compartments of a double-decked vehicle
- the front and rear sections of the passenger compartment of an articulated bus
- the passenger compartment of a single-decked non-articulated bus.

**Emergency exit** means:

- a door used for the entry and exit of the occupants and, for this purpose, a door of double single width is a single emergency exit
- the access between the front and rear sections of an articulated bus
- the stairway from the upper deck to the lower deck
- a dedicated emergency exit.

**Dedicated emergency exit** means any doorway, window, hatch or other opening that is designed and constructed solely to provide a means of leaving the vehicle in the event of an emergency.

**Surfaces (of a PSV)** means:

- the side walls
- the front and rear faces
- the roof
- the floor of the upper deck of a double-decked vehicle.

Note 2

If it is suspected that the opening force exceeds 400 newtons, the exit must be checked during an entry inspection. A push-out or free falling dedicated emergency exit is not required to have levers or handles to open it. It must be mounted in a rubber that has a removable rubber strip on both the inside and outside. In the absence of either rubber strip the owner must demonstrate the operation of the exit.

Figure 6-4-1. Dedicated emergency exit window (or door)
Summary of legislation

Applicable legislation


Mandatory requirements

1. Emergency exits must be:
   a) distributed throughout the area used by the occupants of the PSV, and
   b) on at least two different surfaces of the compartment.

2. Dedicated emergency exits:
   a) must be provided for on as many different surfaces as is practicable, and
   b) must not be on the left-hand side of the PSV if the vehicle has less than three dedicated emergency exits.

3. A dedicated emergency exit must open outwards.

4. A dedicated emergency exit of a hinged door or hinged window type in the side wall of a vehicle must not be hinged on its rear edge.

5. A push-out or free-falling dedicated emergency exit must not require a force of more than 400 newtons to open it (Note 2).

6. A sliding or similar type of dedicated emergency exit, which is likely to jam or malfunction if there is even a slight distortion of the vehicle body or frame, must not be fitted on a motor vehicle which entered service as a PSV in New Zealand on or after 1 September 1999.

7. A dedicated emergency exit which is a doorway must be at least:
   a) 1200mm high (except for a stretch limousine), and
   b) 500mm wide.

8. A dedicated emergency exit which is a window or hatch must have no dimension less than 500mm, and the free area of the opening must be at least 0.35m$^2$. 

- There must be a permanent shelf if gap over 150mm

- Dedicated emergency exit window (or door)
9. A dedicated emergency exit in a motor vehicle which entered service as a PSV in New Zealand on or after 1 September 1999 must comply with the following requirements:
   a) a person must not be required to step both upwards and downwards to access the emergency exit, and
   b) if an emergency exit window is on the side of the vehicle, the lower edge of the emergency exit window opening must not be more than 1 m above the floor adjacent to the emergency exit, and
   c) if an emergency exit window is in the extreme rear of the vehicle and there are seats in front of it, there must be a permanent shelf to cover any gap greater than 150 mm between the emergency exit window and the rear of the seats.

10. A vehicle must comply with the requirements relating to mandatory equipment set out in the VIRM: In-service certification, section 6-4.

Performance

11. A vehicle must comply with the requirements relating to performance set out in the VIRM: In-service certification, section 6-4.

Page amended 1 October 2012 (see amendment details).

7 Vehicle interior

7-1 Seats and seat anchorages

<table>
<thead>
<tr>
<th>IMPORTANT</th>
<th>Any parts that require removal or disassembly in order to carry out the inspection of seat anchorages must be removed. See Vehicle structure 3-3 Inspection specifications.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>A vehicle whose seats or seat anchorages have been damaged beyond the limits specified in Vehicle structure 3-4 Threshold for requiring repair certification must be certified by a specialist repair certifier before entry certification.</td>
</tr>
</tbody>
</table>

Reasons for rejection

Mandatory equipment

1. A vehicle does not comply with a requirement relating to mandatory equipment set out in:

   - VIRM: In-service certification, section 7-1, general vehicles
   - VIRM: In-service certification, section 7-1, heavy vehicles.

   See Technical bulletin 14 for an explanation of the requirements relating to rotating seats.

Compliance with approved standards

2. A seat or seat anchorage that is required to comply with an approved seat and seat anchorage standard did not comply, or cannot be demonstrated to have complied, with at least one of the standards listed in Table 7-1-1 at the time the vehicle was manufactured.

Condition, performance and modification

3. A seat or seat anchorage does not comply with a requirement relating to condition, performance or modification set out in:

   - VIRM: In-service certification, section 7-1, general vehicles
   - VIRM: In-service certification, section 7-1, heavy vehicles.

Note 1

Vehicles that comply with approved frontal impact standards are not required to comply with approved seat and seat anchorage standards. For the avoidance of doubt, this does not apply to vehicles:

   - that have been issued with a special interest vehicle permit or immigrant’s vehicle permit for frontal impact
   - vehicles with a gross vehicle mass over 2500 kg
   - vehicles over 20 years old that do not comply with a frontal impact standard.

Table 7-1-1. Approved seat and seat anchorage standards*
<table>
<thead>
<tr>
<th>UN-ECE Regulation no.</th>
<th>EEC/EC Directive</th>
<th>FMVSS</th>
<th>ADR</th>
<th>Japan</th>
</tr>
</thead>
<tbody>
<tr>
<td>17</td>
<td>74/408</td>
<td>207</td>
<td>3/02</td>
<td></td>
</tr>
<tr>
<td></td>
<td>81/577</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>96/37</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2005/39</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Technical standard for seats and seat anchorages Article 22</td>
</tr>
</tbody>
</table>

A seat or seat anchorage that is required to comply with an approved seat and seat anchorage standard must comply with at least one of the standards listed in the table.

**Summary of legislation**

**Applicable legislation**

**Mandatory equipment**
1. Vehicles must comply with the requirements relating to mandatory equipment set out in:
   - VIRM: In-service certification, section 7-1, general vehicles
   - VIRM: In-service certification, section 7-1, heavy vehicles.

**Compliance with approved standards**
2. Seats and seat anchorages in the following vehicles must comply with one or more of the approved seat and seat anchorage standards in Table 7-1-1:
   - vehicles of class MA, MB, MC and NA manufactured on or after 1 October 2002.

**Condition, performance and modification**
3. Seats and seat anchorages must comply with the requirements relating to condition, performance and modification set out in:
   - VIRM: In-service certification, section 7-1, general vehicles
   - VIRM: In-service certification, section 7-1, heavy vehicles.

Page amended 1 December 2016 (see amendment details).

**7-2 PSV seating (light and heavy PSVs)**

**Note** An unmodified vehicle is not required to comply with Reasons for rejection 1–4 or Summary of legislation 1–3, of section 7-2 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.

**Reasons for rejection**

**Mandatory requirements**
1. A seat dimension or spacing does not comply with the requirements of Table 7-2-1.
2. A seat is able to be adjusted, by sliding it backwards, so it encroaches into the required seat space or foot room.
3. On a PSV, the shoulder width of a passenger seat to the left of the driver’s seat:
   a) encroaches to within 250mm of a longitudinal vertical plane through the centre of the steering wheel, or
   b) encroaches to within 500mm of the internal surface of the right-hand door, if any (Figure 7-2-1).
4. A vehicle part, such as the wheel housing, drive-shaft tunnel, or similar equipment, protrudes into the foot room area in a manner that is likely to hinder emergency evacuation of the PSV.

**In addition to UN/ECE compliance:**
5. On a PSV intended to carry wheelchairs, the height from floor to ceiling in positions where wheelchairs will be restrained is less than 1480mm.
6. On a PSV intended to carry wheelchairs, the wheelchair or wheelchair-occupant restraint anchor points are positioned within the foot room requirements of Table 7-2-1.

7. Energy-absorbing material is not fitted to:
   a) the top of an exposed partition less than 1.2m high in front of a seat, or
   b) the top of a seat (except for a dedicated handhold integrated into the seat frame or a seatbelt fastening point).

8. A handhold on a seat has a cross section smaller than 15 × 25mm.

9. A vehicle does not comply with the requirements relating to mandatory requirements or mandatory and permitted equipment set out in:
   - VIRM: In-service certification, section 7-2, light PSVs
   - VIRM: In-service certification, section 7-2, heavy PSVs.

**Condition and performance**

10. A vehicle does not comply with a requirement relating to condition or performance set out in:
    - VIRM: In-service certification, section 7-2, light PSVs
    - VIRM: In-service certification, section 7-2, heavy PSVs.

**Table 7-2-1. Minimum seating dimensions and spacings (mm)**

<table>
<thead>
<tr>
<th>Height above seats (Figure 7-2-2)</th>
<th>Shoulder-room width</th>
<th>Seat spacing</th>
<th>Foot room (Figure 7-2-9)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>All PSVs except dedicated primary-school and intermediate-school buses</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9 seats or less</td>
<td>No requirement</td>
<td>No requirement</td>
<td>For seats facing same direction:</td>
</tr>
<tr>
<td>More than 9 seats</td>
<td>850 for driver’s seat and any passenger seat located in-line with the driver’s seat</td>
<td>450 shoulder room (Figure 7-2-3)</td>
<td>650 (Figure 7-2-4, Figure 7-2-5), or 660 (Figure 7-2-6), or 760 (Figure 7-2-7)</td>
</tr>
<tr>
<td></td>
<td>900 all other seats</td>
<td></td>
<td>For seats facing each other:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1300 (Figure 7-2-8)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>(1200 for outdoor-access vehicles) (Figure 7-2-8)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>300 wide, and 300 deep (unless compliant with UN/ECE 107)</td>
</tr>
<tr>
<td><strong>Dedicated primary-school and intermediate-school buses</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9 seats or less</td>
<td>No requirement</td>
<td>No requirement</td>
<td>For seats facing same direction:</td>
</tr>
<tr>
<td>More than 9 seats</td>
<td>850 for driver’s seat and any passenger seat located in-line with the driver’s seat</td>
<td>300 shoulder room2</td>
<td>600 (Figure 7-2-4, Figure 7-2-5, Figure 7-2-6, Figure 7-2-7)</td>
</tr>
<tr>
<td></td>
<td>900 all other seats</td>
<td></td>
<td>For seats facing each other:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1200 (Figure 7-2-8)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>250 wide, and 250 deep (unless compliant with UN/ECE 107)</td>
</tr>
</tbody>
</table>

**Figure 7-2-1. Driving position protection and encroachment limits**
No passenger encroachment to the right of this line

Figure 7-2-2. Vertical clearance

Centreline of steering wheel

250 mm

500 mm

Figure 7-2-3. Shoulder room measurement

Height above seats is the vertical clearance above the seat cushion when measured 350mm in front of the backrest.

Note Height above seats ‘A’ is:
  a) Driver’s seats and front seats = 850 mm minimum
  b) All other seats = 900 mm minimum
Shoulder room is measured 150mm in front of the backrest, above the seating surface, parallel to the seat width, at a height between 270mm and 650mm above the centre of the seat cushion. Shoulder room may encroach into the aisle provided that the encroachment is less than 40mm on each side of the aisle.

For seats next to the wall of the vehicle, the wall or window may encroach into the upper corner of the shoulder room if the encroachment is not larger than a triangular area which is 20mm wide at the upper edge and 100mm long at the side edge of the shoulder room.

**Figure 7-2-4. Seat spacing for non-reclinable or reclinable forward- or rearward-facing seats facing in the same direction (650mm)**

For **non-reclinable forward- or rearward-facing seats** facing in the same direction, seat spacing of 650mm is measured horizontally, immediately above the seat cushion, or 150mm above the seat cushion, between:

- the backrest of the seat and the rear of the seat, if any, immediately in front of it, or
- the backrest of the seat and the rear surface of the partitioning or protecting device, if any, in front of the seat.

**Figure 7-2-5. Reclinable seat spacing measurement (650mm)**
For **reclinable forward- or rearward-facing seats** which face in the same direction, the seat spacing of 650mm is measured either (**Figure 7-2-4**):

- with the seat in the upright position, and
- horizontally, immediately above the seat cushion, or 150mm above the seat cushion, and
- between the backrest of the seat and the rear surface of the partitioning or protecting device, if any, in front of the seat,

**OR**

- with the rear seat in the upright position and the front seat reclined to its maximum angle or by 30 degrees from the vertical, whichever is the smaller angle, and
- horizontally at the height of the rearmost point of the front seat, and
- between the backrest of the rear seat and the rear of the front seat (**Figure 7-2-5**).

**Figure 7-2-6. Reclinable seat spacing measurement (660mm)**

For **reclinable forward- or rearward-facing seats** which face in the same direction, the seat spacing of 660mm is measured:

- horizontally, 610mm above the floor, and
- with the front seat reclined to the maximum angle and the rear seat in an upright position, and
- between the backrest of the rear seat and the rear of the front seat.

**Figure 7-2-7. Reclinable seat spacing measurement (760mm)**
For **reclinable forward-** or **rearward-facing seats** which face in the same direction, the seat spacing of 760mm is measured:

- with both the front seat and the rear seat backrests in an upright position, and
- horizontally at the height of the rearmost point of the front seat, and
- between the backrest of the rear seat and the rear of the front seat.

**Figure 7-2-8. Seat spacing measurement (facing seats)**

**Note** Minimum dimension of ‘A’ is:
- 1300 mm, or
- 1200 mm for an outdoor access vehicle, or a dedicated primary or intermediate school bus

Seat spacing may be measured either:
- immediately at the seat cushion level, or
- 150 mm above the seat cushion

For **seats that face each other**, the seat spacing is measured horizontally, immediately above the seat cushion, or 150mm above the seat cushion, between the inside surfaces of the backrests.

**Figure 7-2-9. Foot room measurement**
For seats facing in the same direction, foot room is measured from a line on the floor, which is immediately below the front of the seat cushion. For seats facing each other, foot room is measured not more than 70mm behind the line immediately below the front of the seat cushion.

**Summary of legislation**

**Applicable legislation**

- [Land Transport Rule: Passenger Service Vehicles 1999](#)

**Mandatory requirements**

1. Seat dimensions and spacings, measured with uncompressed seat padding, must comply with Table 7-2-1.

2. If there are passenger seating positions to the left of the driver’s seat, the seats and driving controls must be designed and located so that the shoulder width of the passenger seat does not encroach into the space required by the driver when driving. On a motor vehicle that entered service as a PSV on or after 1 September 1999 the space designed to be clear of encroachment must:
   a) extend at least 250mm to the left of a longitudinal plane through the centre of the steering wheel, and
   b) extend for a width of at least 500mm to the left of the internal surface of the right-hand door, if any, excluding the armrest.

3. If vehicle parts, such as the wheel housing, drive-shaft tunnel, or similar equipment, protrude into the foot room area, they must not encroach into the area in a manner that is likely to hinder emergency evacuation of the PSV.

**In addition to UN/ECE compliance:**

4. On a PSV intended to carry wheelchairs, the height from floor to ceiling in positions where wheelchairs will be restrained must be at least 1.48m.

5. Energy-absorbent material must be fitted to:
   a) the tops of exposed partitions, which are less than 1.2m high, situated in front of seats, and
   b) the tops of seats, except in a limited area:
      i. at the upper corners of seat backs which are dedicated handholds and which are integrated parts of the seat frames, or
      ii. to which the upper point of a lap-and diagonal seatbelt is fitted.

6. The minimum cross section dimension of handholds on seats may be 15mm if one other dimension is at least 25mm.

7. A vehicle must comply with the requirements relating to mandatory requirements, mandatory and permitted equipment set out in:
   - [VIRM: In-service certification, section 7-2, light PSVs](#)
   - [VIRM: In-service certification, section 7-2, heavy PSVs](#)
Condition and performance

8. A vehicle must comply with the requirements relating to condition and performance set out in:

- VIRM: In-service certification, section 7-2, light PSVs
- VIRM: In-service certification, section 7-2, heavy PSVs.

Page amended 1 June 2019 (see amendment details).

7-3 Head restraints

Reasons for rejection

Compliance with approved standards

1. A head restraint that is required to comply with an approved head restraint standard did not comply, or cannot be demonstrated to have complied, with at least one of the standards listed in Table 7-3-1 at the time the vehicle was manufactured or the head restraint was fitted.

Condition, performance and modification

2. A head restraint does not comply with a requirement relating to condition, performance or modification set out in the VIRM: In-service certification, section 7-3.

Table 7-3-1. Approved head restraint standards*

<table>
<thead>
<tr>
<th>UN-ECE Regulation no.</th>
<th>EEC/EC Directive</th>
<th>FMVSS</th>
<th>ADR</th>
<th>Japan</th>
</tr>
</thead>
<tbody>
<tr>
<td>17</td>
<td>78/932 74/408</td>
<td>202</td>
<td>22</td>
<td>Technical Standard for Head Restraints Article 224</td>
</tr>
<tr>
<td>25</td>
<td>81/577 96/37 2005/39</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

Summary of legislation

Applicable legislation


Compliance with approved standards

1. Head restraints in the following vehicles must comply with one or more of the approved head restraint standards in Table 7-3-1:

- vehicles of class MA, MB, MC and MD1 manufactured on or after 1 March 1999.

Condition, performance and modification

2. Head restraints must comply with the requirements relating to condition, performance and modification set out in the VIRM: In-service certification, section 7-3.

7-4 PSV aisles (light PSVs)

**Note** An unmodified vehicle is not required to comply with section 7-4 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.

Reasons for rejection

Mandatory requirements

1. An aisle step:

   a) is not permanently fixed, or
b) encroaches on required foot room or seating space in section 7-2, or
c) are arranged so that passengers leaving the vehicle step upward (unless the steps are over the engine cover and provide access from a central door to seating positions), or
d) from one step to the next is 250mm or more, or
e) from a sunken aisle to the seating area is 250mm or more, or
f) is less than 200mm deep from the front edge to the rise of the next step, or
g) width is less than the minimum aisle width in Table 7-4-2.

2. Where steps are fitted over an engine cover to provide access from a central door to seating positions:
   a) there are more than two steps, or
   b) the combined step height is 400mm or more, or
   c) the steps provide access to more than five seating positions.

3. An aisle has a gradient steeper than:
   a) 1 in 8 where standing passengers are not permitted, or
   b) 1 in 12.5 where standing passengers are permitted.

4. The aisle height is below the minimum specified in Table 7-4-1.

5. The aisle width is less than the minimum specified in Table 7-4-2.

6. On a PSV intended to carry wheelchairs, any wheelchair or wheelchair-occupant restraint anchor points are positioned within the aisle width requirements of Table 7-4-2.

7. A handhold on an aisle step or an internal ramp has a cross section dimension:
   a) smaller than 20mm, or
   b) greater than 45mm.

8. A vehicle does not comply with the requirements relating to mandatory equipment set out in the VIRM: In-service certification, section 7-4.

**Condition and performance**

9. A vehicle does not comply with a requirement relating to condition or performance set out in the VIRM: In-service certification, section 7-4.

**Note 1 Definition**

An **aisle** is the area that provides unobstructed access throughout the passenger service vehicle from each doorway used for passenger entry and exit to the footroom of each passenger seating position and includes aisle steps and internal ramps.

**Table 7-4-1. Minimum aisle height**
## Table 7-4-1. Minimum aisle height (mm)*

<table>
<thead>
<tr>
<th>Passenger type</th>
<th>Minimum aisle height (mm)*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Standing passengers</td>
<td>1830</td>
</tr>
<tr>
<td></td>
<td>1800 - if CoL allows only primary- and intermediate-school pupils to stand.</td>
</tr>
<tr>
<td>Stretch limousines</td>
<td>Not less than the height of the doorway(s) servicing the aisle.</td>
</tr>
<tr>
<td>Single-decked vehicle (excluding stretch limousines), no standing passengers</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Aisle length (mm)</th>
<th>Up to 12 seats (including drivers)</th>
<th>13 to 17 seats (including drivers)</th>
<th>18 or more seats (including drivers)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1900 or less</td>
<td>1200</td>
<td>1350</td>
<td>1500</td>
</tr>
<tr>
<td>19012000</td>
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<td>1430</td>
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</tr>
<tr>
<td>21012200</td>
<td></td>
<td>1470</td>
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<tr>
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<td>1740</td>
</tr>
<tr>
<td>2901 and greater</td>
<td></td>
<td></td>
<td>1780</td>
</tr>
</tbody>
</table>

**Double-decked vehicles**

- Lower deck 1740, upper deck 1720

* The minimum aisle height dimension in Table 7-4-1 (other than for standing passengers) must be applied to the entire aisle throughout the passenger compartment.

## Table 7-4-2. Minimum aisle width

<table>
<thead>
<tr>
<th>Passenger type</th>
<th>Minimum aisle width (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>No standing passengers</td>
<td>300</td>
</tr>
<tr>
<td>Standing passengers (adult or secondary school pupils)</td>
<td>380</td>
</tr>
<tr>
<td>Standing primary and intermediate school pupils only</td>
<td>300</td>
</tr>
</tbody>
</table>

*Figure 7-4-1. Aisle length measurement one doorway opening into aisle*
The **aisle length** is the longest aisle in a compartment measured as follows:

a) if only one doorway opens into that aisle, measured from:
   - i) the front edge of the doorway to the front edge of the front seat serviced by that aisle, or
   - ii) the rear edge of the doorway to the front edge of the rearmost seat serviced by that aisle,

b) if more than one door opens into the aisle, measured from:
   - i) the front edge of the front doorway to the front edge of the front seat serviced by that aisle, or
   - ii) the rear edge of the rearmost doorway to the front edge of the rearmost seat serviced by that aisle, or
   - iii) the point halfway between the front edge of the rearmost doorway to the rear edge of the front doorway.

**Summary of legislation**

Applicable legislation

- [Land Transport Rule: Passenger Service Vehicles 1999](#).

Mandatory requirements
1. Aisle steps must comply with the following requirements:
   a) the steps must be permanently fixed and must not encroach on any required foot room or seating space (section 7-2), and
   b) except for steps over the engine cover to provide access from a central door to seating positions, the steps must be arranged so that any passenger, upon exiting the PSV, steps only downwards, and
   c) the rise from one step to the next or, in the case of a sunken aisle, the rise up to the seating area, must be less than 250mm, and
   d) the depth of the step from the front edge to the rise of the next step must be at least 200mm, and
   e) the width of the step must not be less than the minimum aisle width for that vehicle.

2. If steps are fitted over an engine cover to provide access from a central door to seating positions:
   a) there must be less than three steps, and
   b) the combined step height must be less than 400mm, and
   c) the steps must not provide access to more than five seating positions.

3. The gradient of an aisle must not be steeper than:
   a) 1 in 8 where standing passengers are not permitted, or
   b) 1 in 12.5 where standing passengers are permitted.

4. The aisle height must be above or at the minimum specified in Table 7-4-1.

5. The aisle width must be above or at the minimum specified in Table 7-4-2.

6. The cross section dimension of handholds on aisle steps or an internal ramp in a vehicle which entered service as a PSV in New Zealand on or after 1 August 2000 must have no dimension smaller than 20mm or greater than 45mm.

7. A vehicle must comply with the requirements relating to mandatory equipment set out in the VIRM: In-service certification, section 7-4.

Performance
8. A vehicle must comply with the requirements relating to performance set out in the VIRM: In-service certification, section 7-4.

Page amended 1 October 2012 (see amendment details).

7-4 PSV aisles (heavy PSVs)

Note An unmodified vehicle is not required to comply with section 7-4 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.

Reasons for rejection

Mandatory requirements
1. An aisle step:
   a) is not permanently fixed, or
   b) encroaches on required foot room or seating space in section 7-2, or
   c) are arranged so that passengers leaving the vehicle step upward (unless the steps are over the engine cover and provide access from a central door to seating positions), or
   d) from one step to the next is 250mm or more, or
   e) from a sunken aisle to the seating area is 250mm or more, or
   f) is less than 200mm deep from the front edge to the rise of the next step, or
   g) width is less than the minimum aisle width in Table 7-4-3.

2. Where steps are fitted over an engine cover to provide access from a central door to seating positions:
a) there are more than two steps, or
b) the combined step height is 400mm or more, or
c) the steps provide access to more than five seating positions.

3. An aisle has a gradient steeper than:
   a) 1 in 8 where standing passengers are not permitted, or
   b) 1 in 12.5 where standing passengers are permitted.

4. The aisle height is below the minimum specified in Table 7-4-2.

5. The aisle width is less than the minimum specified in Table 7-4-3.

6. On a PSV intended to carry wheelchairs, any wheelchair or wheelchair-occupant restraint anchor points are positioned within the aisle width requirements of Table 7-4-3.

7. Handrails, handholds, or handgrips in a PSV with a CoL that allows standing passengers are:
   a) insufficient for the number of passengers permitted to occupy the aisle, or
   b) inappropriately located, or
   c) do not allow for passengers of different heights.

8. A handhold on an aisle step or an internal ramp has a cross section dimension:
   a) smaller than 20mm, or
   b) greater than 45mm.

9. A vehicle does not comply with the requirements relating to mandatory equipment set out in the VIRM: In-service certification, section 7-4.

**Condition and performance**

10. A vehicle does not comply with a requirement relating to condition or performance set out in the VIRM: In-service certification, section 7-4.

**Note 1**

An **aisle** is the area that provides unobstructed access throughout the passenger service vehicle from each doorway used for passenger entry and exit to the footroom of each passenger seating position and includes aisle steps and internal ramps.

**Table 7-4-2. Minimum aisle height**
<table>
<thead>
<tr>
<th>Minimum aisle height (mm)*</th>
<th>Standing passengers</th>
<th>Stretch limousines</th>
<th>Single-decked vehicle (excluding stretch limousines), no standing passengers</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Standing passengers</strong></td>
<td>1830</td>
<td>Not less than the height of the doorway(s) servicing the aisle.</td>
<td></td>
</tr>
<tr>
<td>Standing passengers</td>
<td>1800 - if CoL allows only primary- and intermediate-school pupils to stand.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Stretch limousines</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Single-decked vehicle (excluding stretch limousines), no standing passengers</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aisle length (mm)</td>
<td>(Figure 7-4-2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Up to 12 seats (including drivers)</td>
<td>1200</td>
<td>1350</td>
<td>1500</td>
</tr>
<tr>
<td>1900 or less</td>
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<td>19012000</td>
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<td></td>
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<tr>
<td>28012900</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2901 and greater</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Double-decked vehicles</strong></td>
<td>Lower deck 1740, upper deck 1720</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* The minimum aisle height dimension in **Table 7-4-2** (other than for standing passengers) must be applied to the entire aisle throughout the passenger compartment.

In the case where there are aisle step(s) in front of a seat at the rear of the aisle, foot room for that seat may be considered to extend to the edge of the rearmost riser leading to that seat or the front edge of the seat immediately in front of the rear seat, whichever is the lesser distance (see Distance A in **Figure 7-4-3**).

While the height above the foot room does not have a minimum requirement, it must still allow easy access to the seating positions.

**Table 7-4-3. Minimum aisle width**
<table>
<thead>
<tr>
<th>Passenger type</th>
<th>Minimum aisle width (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>No standing passengers</td>
<td>300</td>
</tr>
<tr>
<td>Standing passengers (adult or secondary school pupils)</td>
<td>380</td>
</tr>
<tr>
<td>Standing primary and intermediate school pupils only</td>
<td>300</td>
</tr>
</tbody>
</table>

**Figure 7-4-2. Aisle length measurement**

**Aisle length measurement one doorway opening into aisle**

The **aisle length** is the longest aisle in a compartment measured as follows if **only one doorway**:  

a) the front edge of the doorway to the front edge of the front seat serviced by that aisle, or  
b) the rear edge of the doorway to the front edge of the rearmost seat serviced by that aisle (above).
The aisle length is the longest aisle in a compartment measured as follows if more than one door opens into the aisle, measured from:

a) the front edge of the front doorway to the front edge of the front seat serviced by that aisle, or
b) the rear edge of the rearmost doorway to the front edge of the rearmost seat serviced by that aisle, or
c) the point halfway between the front edge of the rearmost doorway to the rear edge of the front doorway (above).

Figure 7-4-3. Foot room length with centre rear seat and aisle steps
Summary of legislation

Applicable legislation


Mandatory requirements

1. Aisle steps must comply with the following requirements:
   a) the steps must be permanently fixed and must not encroach on any required foot room or seating space (section 7-2), and
   b) except for steps over the engine cover to provide access from a central door to seating positions, the steps must be arranged so that any passenger, upon exiting the PSV, steps only downwards, and
   c) the rise from one step to the next or, in the case of a sunken aisle, the rise up to the seating area, must be less than 250mm, and
   d) the depth of the step from the front edge to the rise of the next step must be at least 200mm, and
   e) the width of the step must not be less than the minimum aisle width for that vehicle.

2. If steps are fitted over an engine cover to provide access from a central door to seating positions:
   a) there must be less than three steps, and
   b) the combined step height must be less than 400mm, and
   c) the steps must not provide access to more than five seating positions.

3. The gradient of an aisle must not be steeper than:
   a) 1 in 8 where standing passengers are not permitted, or
   b) 1 in 12.5 where standing passengers are permitted.

Note: Distance ‘A’ may not be extended beyond the front edge of any other seat(s) serviced by the aisle.
4. The aisle height must be above or at the minimum specified in Table 7-4-2.

5. The aisle width must be above or at the minimum specified in Table 7-4-3.

6. A PSV with a CoL that allows standing passengers must be fitted with handrails, handholds, or handgrips, whose number and location must be appropriate for the number of passengers permitted to occupy the aisle and for passengers of different heights.

7. The cross section dimension of handholds on aisle steps or an internal ramp in a vehicle which entered service as a PSV in New Zealand on or after 1 August 2000 must have no dimension smaller than 20mm or greater than 45mm.

8. A vehicle must comply with the requirements relating to mandatory equipment set out in the VIRM: In-service certification, section 7-4.

Performance
9. A vehicle must comply with the requirements relating to performance set out in the VIRM: In-service certification, section 7-4.

Page amended 1 October 2012 (see amendment details).

7-5 Seatbelts and seatbelt anchorages

IMPORTANT: Any parts that require removal or disassembly in order to carry out the inspection of seatbelt anchorages must be removed. See Vehicle structure – 3-3 Inspection specifications.

A vehicle whose structure has been damaged beyond the limits specified in Vehicle structure – 3-4 Threshold for requiring repair certification must be certified by a specialist repair certifier before entry certification.

Reasons for rejection
Mandatory and permitted equipment
1. A vehicle does not comply with a requirement relating to mandatory or permitted equipment set out in:

   - VIRM: In-service certification, section 7-5, general vehicles
     - Refer to Technical bulletin 19, which explains the requirements for an SSBELTSOK exemption
   - VIRM: In-service certification, section 7-5, heavy vehicles
   - VIRM: In-service certification, section 7-5, heavy PSVs
     - See Technical bulletin 14 for an explanation of requirements for rotating seats.
     - For further information on replacement seatbelts, see Technical bulletin 16, which outlines requirements for replacement seatbelts, and/or Technical bulletin 19, which explains the requirements for an SSBELTSOK exemption
     - Where a vehicle is not fitted with the type of seatbelt required in the in-service VIRM and the vehicle does not have anchorages for the required type of seatbelt, refer to Reference material 55.

2. A three-point seatbelt imported and distributed by BVL (Business Ventures Limited) and manufactured by Changzhou BWD, China or Jiang Su Jiu Jiu Traffic Facilities Co. Ltd. is installed (See Figure 7-5-2 for samples to help identify the seatbelt).

   - See also the Safety alert: Seatbelts imported by BVL (Business Ventures Limited)

Compliance with approved standards
3. A seatbelt did not comply, or cannot be demonstrated to have complied, with at least one of the standards listed in Table 7-5-1 or, if applicable, Table 7-5-2 at the time the seatbelt was manufactured.

4. A seatbelt anchorage that is required to comply with an approved seatbelt anchorage standard did not comply, or cannot be demonstrated to have complied, with at least one of the standards listed in Table 7-5-3 at the time the vehicle was manufactured.

5. A retrofitted seatbelt anchorage that is required to comply with a requirement in List A, B or C of Table 7-5-5 did not comply, or cannot be demonstrated to have complied, with at least one of the requirements in the applicable list of Table 7-5-5 at the time the seatbelt anchorage was retrofitted.

Condition, performance and modification
6. A seatbelt or seatbelt anchorage does not comply with a requirement relating to condition, performance or modification set out in:

   - VIRM: In-service certification, section 7-5, general vehicles
   - VIRM: In-service certification, section 7-5, heavy vehicles
- **VIRM: In-service certification, section 7-5, heavy PSVs.**

  - **Technical bulletin 15** contains further information for Toyota Hiace seatbelt requirements.

**Note 1**
An original equipment seatbelt anchorage is an anchorage that was installed by the vehicle manufacturer at the time the vehicle was manufactured, and was fitted with a seatbelt by the vehicle manufacturer at the time the vehicle was manufactured.

**Note 2**
When inspecting Nissan Terrano and Mistral model vehicles, corrosion of the rear floorpan assembly may affect seatbelt anchorages. Refer to **Technical bulletin 10** for further information.

**Note 3**
For class MA vehicles built to FMVSS 209 that are frontal impact compliant, there is no requirement in the standard for original equipment seatbelts or for any genuine replacement seatbelts to be marked. The same also applies to the US equivalent of NA, MB and MC class vehicles built after 1983 to FMVSS 208 and to NB and NC class vehicles built to FMVSS 209.

**Note 4**
**Technical bulletin 17** clarifies seatbelt requirements for class NB and NC vehicles.

**Note 5**
**Technical bulletin 20** describes the inspection requirements for vehicles with OE-installed rear upper seatbelt anchorages, with retrofitted seatbelts.

**Note 6**
When checking the sensitivity of dual-sensitive seatbelts fitted to the rear seating positions, the inspector must check that both sensitivities are functioning correctly.

**Note 7**
Modifications that would be a reason for rejection include re-webbing seatbelts onto the retractor to replace a faded or damaged seatbelt.

### Table 7-5-1. Approved seatbelt standards*

<table>
<thead>
<tr>
<th>UN-ECE Regulation no.</th>
<th>EEC/EC Directive</th>
<th>FMVSS</th>
<th>ADR</th>
<th>Japan</th>
<th>Others</th>
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</thead>
<tbody>
<tr>
<td>16</td>
<td>77/541</td>
<td></td>
<td>209</td>
<td>TS for seatbelt assemblies</td>
<td>JIS D4604 Article 22–3</td>
</tr>
<tr>
<td></td>
<td>81/576</td>
<td></td>
<td></td>
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<td></td>
</tr>
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<td></td>
<td>82/319</td>
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<td>90/628</td>
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<td>82/319</td>
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<td>2005/40</td>
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</tbody>
</table>

* Seatbelts must comply with at least one of the standards listed in the table.

### Table 7-5-2. Approved seatbelt standards*

<table>
<thead>
<tr>
<th>UN-ECE Regulation no.</th>
<th>EEC/EC Directive</th>
<th>FMVSS</th>
<th>ADR</th>
<th>Japan</th>
<th>Others</th>
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</thead>
<tbody>
<tr>
<td>16</td>
<td>77/541</td>
<td></td>
<td>209</td>
<td>TS for seatbelt assemblies</td>
<td>JIS D4604 Article 22–3</td>
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<td></td>
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<tr>
<td></td>
<td>82/319</td>
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<tr>
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<td>90/628</td>
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<td>96/36</td>
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<td>2000/3</td>
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<td></td>
<td>2005/40</td>
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<td></td>
<td>16</td>
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</tbody>
</table>

* Seatbelts must comply with at least one of the standards listed in the table.

### Table 7-5-3. Approved OE seatbelt anchorage standards*

<table>
<thead>
<tr>
<th>UN-ECE Regulation no.</th>
<th>EEC/EC Directive</th>
<th>FMVSS</th>
<th>ADR</th>
<th>Japan</th>
<th>Others</th>
</tr>
</thead>
<tbody>
<tr>
<td>16</td>
<td>77/541</td>
<td></td>
<td>209</td>
<td>TS for seatbelt assemblies</td>
<td>JIS D4604 Article 22–3</td>
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<tr>
<td></td>
<td>81/576</td>
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<td></td>
<td></td>
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<td></td>
<td>82/319</td>
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<td>90/628</td>
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<td>96/36</td>
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<td>2000/3</td>
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<td>2005/40</td>
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<td>81/576</td>
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<td>82/319</td>
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<td>90/628</td>
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<td>96/36</td>
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<td>2000/3</td>
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<td>2005/40</td>
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<td></td>
<td>16</td>
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</tr>
</tbody>
</table>

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

Table 7-5-4. Approved standards for child restraints

<table>
<thead>
<tr>
<th>UN-ECE Regulation no.</th>
<th>FMVSS</th>
<th>British Standard</th>
<th>Japan</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>44</td>
<td>213(^1)</td>
<td>3254 AU 185, AU 202</td>
<td>TS for child restraints(^2)</td>
<td>AS/NZS 1754</td>
</tr>
</tbody>
</table>

\(^{1}\) Must have been verified for compliance with that standard by an organisation specified by the NZTA in the New Zealand Gazette.

\(^{2}\) Must be integrated with the rear seat of a motor vehicle.

See Figure 7-5-1 for the standard markings that may assist in determining compliance of seatbelts with approved standards.

Table 7-5-5. List of requirements for retrofitted seatbelt anchorages

<table>
<thead>
<tr>
<th>List A</th>
<th>List B</th>
<th>List C</th>
</tr>
</thead>
<tbody>
<tr>
<td>• MoT St 31391, except for Appendix YY</td>
<td>• LTSA St 91290 (only for seatbelt anchorages retrofitted on or after 1 January 1991 and before 31 March 1991 in vehicles first registered in New Zealand in the same period)</td>
<td>• UN-ECE Regulation No. 14 (as determined by a type test carried out by a facility approved by the NZTA)</td>
</tr>
<tr>
<td>• LTSA St 120395 (only for seatbelt anchorages for the fitting of seatbelts without retractors(^1) retrofit in vehicles of models that have not been successfully type tested)</td>
<td>• MoT St 31391, except for Appendix YY (only for seatbelt anchorages retrofitted in vehicles of models that have been type tested)</td>
<td>• Low Volume Vehicle Code</td>
</tr>
<tr>
<td>• Low Volume Vehicle Code</td>
<td>• Appendix YY of MoT St 31391 (only for seatbelt anchorages retrofitted before 1 January 1997 in privately imported class MA, MB or MC vehicles of models that have not been type tested)</td>
<td>• HVS certification.</td>
</tr>
<tr>
<td>• HVS certification.</td>
<td>• LTSA St 120395 (only for seatbelt anchorages for the fitting of seatbelts without retractors(^1) retrofit in vehicles manufactured before 1 January 1991 of models that have not been successfully type tested)</td>
<td></td>
</tr>
</tbody>
</table>

\(^{1}\) Seatbelts with retractors may be fitted also but only if the LTSA St 120395 anchorages are certified as appropriate for the
Compliant seatbelts that are not required to have standard markings

- Seatbelts that comply with the Japanese Technical Standard for Seatbelt Assemblies are not required to have standards markings, provided the seatbelts are OE and the vehicle has Japanese type approval.
- Seatbelts in a fully Australian Design Rule (ADR) compliant vehicle are not required to have standards markings.
Summary of legislation

Applicable legislation

- [Land Transport Rule: Seatbelts and Seatbelt Anchorages 2002](#)
- [Land Transport Rule: Vehicle Equipment 2004](#)

Mandatory and permitted equipment

1. Vehicles must comply with the requirements relating to mandatory and permitted equipment set out in:

   - [VIRM: In-service certification, section 7-5, general vehicles](#)
   - [VIRM: In-service certification, section 7-5, heavy vehicles](#)
   - [VIRM: In-service certification, section 7-5, heavy PSVs](#)
Compliance with approved standards

2. The following seatbelts must comply with one or more of the standards in Table 7-5-1:
   a) seatbelts required to be fitted in vehicles first registered in New Zealand between 1 January 1991 and 31 March 2002 
   and first registered outside New Zealand between 1 January 1961 and 31 March 2002
   b) seatbelts required to be fitted in vehicles first registered in New Zealand from 1 April 2002 that were manufactured 
   between 1 November 1979 and 30 September 2003
   c) seatbelts required to be fitted in vehicles manufactured from 1 October 2003
   d) seatbelts fitted in vehicles or seating positions that are not required to be fitted with seatbelts.

3. All seatbelts not listed in (2) above must comply with one or more of the standards in Table 7-5-2.

4. The following original equipment seatbelt anchorages (Note 1) fitted with seatbelts must comply with one or more of 
   the seatbelt anchorage standards in Table 7-5-3:
   a) seatbelt anchorages in vehicles first registered in New Zealand between 1 January 1991 and 31 March 2002, and first 
   registered outside New Zealand between 1 January 1991 and 31 March 2002
   b) seatbelt anchorages in vehicles first registered in New Zealand from 1 April 2002 and manufactured between 1 
   November 1979 and 30 September 2003, and first registered outside New Zealand from 1 January 1991
   c) seatbelt anchorages in vehicles manufactured from 1 October 2003.

5. Seatbelt anchorages retrofitted (Note 2) between 1 January 1991 and 31 March 2002 in the following vehicles must comply 
   with one or more of the requirements in List A of Table 7-5-5:
   vehicles first registered in New Zealand before 1 January 1991 and first registered in any country between 1 
   November 1979 and 1 January 1991.

6. Seatbelt anchorages retrofitted (Note 2) before 1 April 2002 in the following vehicles must comply with one or more of 
   the requirements in List B of Table 7-5-5:
   a) vehicles first registered in New Zealand between 1 January 1991 and 31 March 2002 and first registered outside New 
   Zealand between 1 January 1961 and 31 March 2002
   b) vehicles first registered in New Zealand from 1 April 2002 and manufactured between 1 November 1979 and 30 
   September 2003.

7. Seatbelt anchorages retrofitted (Note 2) from 1 April 2002 must comply with one or more of the requirements in List C of 
   Table 7-5-5.

8. Child restraints permanently fitted to the rear seat of a vehicle must comply with one or more of the requirements in Table 7- 
   5-4.

Condition, performance and modification

9. Seatbelts and seatbelt anchorages must comply with the requirements relating to condition, performance and modification 
   set out in:
   - VIRM: In-service certification, section 7-5, general vehicles
   - VIRM: In-service certification, section 7-5, heavy vehicles
   - VIRM: In-service certification, section 7-5, heavy PSVs.

Page amended 1 June 2019 (see amendment details).

7-6 Airbags

IMPORTANT A vehicle with an airbag in a condition beyond the threshold specified in Vehicle structure – 3-4 Threshold for 
requiring repair certification must be certified by a specialist repair certifier before entry certification.

Where required, an entry certifier must obtain a declaration from a recognised technician stating that any supplementary 
restraint system (SRS) is within safe tolerance of the manufacturer’s specifications. See Technical bulletin 29 for further 
information on SRS/ABS declaration requirements.

For requirements regarding the Takata Alpha airbag recall see Technical bulletin 43: Takata airbag recall.

Vehicles must comply with the requirements relating to mandatory equipment, permitted equipment, condition, performance 
and modification set out in:

- VIRM: In-service certification, section 7-6, general vehicles
Other than the above, there are no additional requirements in respect of airbags for the inspection and certification of vehicles for entry into service.

7-7 Interior impact

**Important** A vehicle with an airbag in a condition beyond the threshold specified in *Vehicle structure – 3-4 Threshold for requiring repair certification* must be certified by a specialist repair certifier before entry certification.

**Reasons for rejection**

Compliance with approved standards *(Note 1)*

1. A vehicle that is required to comply with approved interior impact standard(s) in respect of its interior fittings, controls and surface did not comply, or cannot be demonstrated to have complied, at the time of manufacture, with:

   a) all of the interior impact standard(s) listed in at least one of the five columns in Table 7-7-1, or

   b) at least one of the frontal impact standard(s) listed in Table 3-2-1.

Condition, performance and modification

2. An interior fitting, control or surface does not comply with a requirement relating to condition, performance or modification set out in:

   - *VIRM: In-service certification, section 7-7, light PSVs*
   - *VIRM: In-service certification, section 7-7, heavy PSVs.*

*(Note 1)*

Vehicles that comply with approved frontal impact standards are not required to comply with approved interior impact standards. For the avoidance of doubt, this does not apply to vehicles:

- that have been issued with a special interest vehicle permit or immigrant's vehicle permit for frontal impact
- vehicles with a gross vehicle mass over 2500kg
- vehicles over 20 years old that do not comply with a interior impact standard.

**Table 7-7-1. Approved interior impact standards**

<table>
<thead>
<tr>
<th>UN-ECE Regulation no.</th>
<th>EEC/EC Directive</th>
<th>FMVSS</th>
<th>ADR</th>
<th>Japan</th>
</tr>
</thead>
<tbody>
<tr>
<td>21</td>
<td>74/60, 78/632 or 2000/4 and one of: 71/127, 79/795, 85/205, 86/562, 87/354, 88/321, 2003/97, 2005/27</td>
<td>201</td>
<td>11 and 21 and 42 General Safety Requirements (section on external or internal protrusions)</td>
<td>TS for instrument panel impact absorption, and Interpretation of the TS for sunvisor impact absorption, and TS for rear-view mirrors Article 20</td>
</tr>
</tbody>
</table>

*(Note 1)* The interior fittings, controls and surfaces of a vehicle that is required to comply with approved interior impact standard(s) must comply with all the standard(s) listed in at least one of the five columns.

**Summary of legislation**

**Applicable legislation**


**Compliance with approved standards**
The interior fittings, controls and surfaces in the passenger compartment of the following vehicles must comply with one or more of the approved interior impact standards in Table 7-7-1:

a) vehicles of class MA manufactured on or after 1 January 1992 (Note 1)
b) vehicles of class MB and MC manufactured on or after 1 March 1998 (Note 1).

Condition, performance and modification

2. Interior fittings, controls and surfaces must comply with the requirements relating to condition, performance and modification set out in:

- VIRM: In-service certification, section 7-7, light PSVs
- VIRM: In-service certification, section 7-7, heavy PSVs.

Page amended 1 December 2016 (see amendment details).

7-8 PSV heating and ventilation (light and heavy PSVs)

Reasons for rejection

Mandatory requirements

1. Opening windows or roof hatches are the only means of ventilation and the minimum window opening provided is not at least 0.013m$^2$ for each occupant (Note 1).

2. Forced ventilation is the only means of ventilation and the system does not (Note 2):
   a) incorporate at two independent power-driven fans of similar size and capacity, which together can deliver within two minutes an air volume of the passenger compartment, or
   b) have fans wired in such a way that a power failure in one fan will not affect the other, or
   c) by its design and construction minimise the risk of occupants being harmed by the system or its components.

3. A vehicle does not comply with the requirements relating to mandatory equipment set out in:
   - VIRM: In-service certification, section 7-8, light PSVs
   - VIRM: In-service certification, section 7-8, heavy PSVs.

Condition and performance

4. A vehicle does not comply with a requirement relating to condition or performance set out in:
   - VIRM: In-service certification, section 7-8, light PSVs
   - VIRM: In-service certification, section 7-8, heavy PSVs.

Note 1
The ventilation requirement must be calculated for the maximum number of occupants that the vehicle can carry.

Note 2
It can be generally accepted that an unmodified mass-produced vehicle will comply with requirements. If there is doubt, the vehicle inspector must obtain evidence that the vehicle does comply.

Summary of legislation

Applicable legislation


Mandatory requirements

1. If opening windows or roof hatches are the only means of ventilation, the minimum window opening provided must be (Note 1):
   a) 0.013m$^2$ for each seating position, and 0.01m$^2$ for each seated school child, for a vehicle which entered service as a PSV in New Zealand before 1 July 2000, or
   b) 0.013m$^2$ for each occupant for a vehicle which entered service as PSV in New Zealand on or after 1 July 2000.

2. If forced ventilation if the only means of ventilation, the system must:
   a) incorporate at two independent power-driven fans of similar size and capacity, which together can deliver within two
minutes an air volume of the passenger compartment, and
b) have fans wired in such a way that a power failure in one fan will not affect the other, and
c) be designed and constructed to minimise the risk of occupants being harmed by the system or its components.

3. A vehicle must comply with the requirements relating to mandatory equipment set out in:
   - VIRM: In-service certification, section 7-8, light PSVs
   - VIRM: In-service certification, section 7-8, heavy PSVs.

Condition and performance
4. A vehicle must comply with the requirements relating to condition and performance set out in:
   - VIRM: In-service certification, section 7-8, light PSVs
   - VIRM: In-service certification, section 7-8, heavy PSVs.

7-9 PSV fire protection (light and heavy PSVs)
Vehicles must comply with the requirements relating to mandatory equipment, condition and performance set out in:
   - VIRM: In-service certification, section 7-9, light PSVs
   - VIRM: In-service certification, section 7-9, heavy PSVs.

There are no additional requirements in respect of PSV fire protection for the inspection and certification of vehicles for entry into service.

8 Brakes

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.

Compliance with approved standards
5. 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.

6. 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**

7. Brake fluid in the master cylinder reservoir, or at remote locations, shows signs of dirt or contamination.

8. 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.

9. 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.

10. 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.

11. 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 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**

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

* 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.

**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.

Compliance with approved standards

5. 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

6. Brakes must be easily adjustable to compensate for wear and must be maintained in good condition and efficient working order.

7. 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.

8. The ovality and diameter of brake drums must be within the service limits set by the vehicle or brake manufacturer.

9. 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.

10. 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 1 March 2018 (see amendment details).

8-1 Service brake and park brake (heavy vehicles)

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:
   - VIRM: In-service certification, section 8-1, heavy vehicles.

2. A vehicle in Table 8-1-2 does not have proof of compliance with requirements in that table.

Condition, performance and modification

3. A vehicle or brake does not comply with a requirement relating to condition, performance or modification set out in:
   - VIRM: In-service certification, section 8-1, heavy vehicles.

Note 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 declarations.
Table 8-1-2. Heavy-vehicle brakes – compliance requirements for class MD3, MD4, ME, NB and NC vehicles

<table>
<thead>
<tr>
<th>Conditions applying</th>
<th>Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Imported, and</td>
<td>• HVBS(2) Heavy Vehicle Braking Specification of 6 December 1998, or</td>
</tr>
<tr>
<td>first registered in New Zealand 1 March 2007 to 30 June 2008, and</td>
<td>• HVBC(2) Heavy Vehicle Brake Code, second edition, or</td>
</tr>
<tr>
<td>operated in a combination with a GM² &gt;39≤44 t</td>
<td>• HVBNZ New Zealand Heavy Vehicle Brake Specification, or</td>
</tr>
<tr>
<td></td>
<td>• At least one approved standard in Table 8-1-3</td>
</tr>
</tbody>
</table>

Manufactured in New Zealand, and
• first registered in New Zealand 1 March 2007 to 30 June 2008, and
• operated in a combination with a GM² >39≤44 t

Imported first registered in New Zealand on or after 1/7/2008
• At least one approved standard in Table 8-1-3

Manufactured in New Zealand, and
• first registered on or after 1 July 2008, and
• with a towing connection for towing a heavy trailer

Manufactured in New Zealand and
• first registered on or after 1 July 2008, and
• with no towing connection for towing a heavy trailer

1 Not applicable to mobile cranes except those constructed using a commercial truck chassis.

3 GM means gross mass.

4 Imported in this case includes heavy PSVs that are manufactured in New Zealand from imported transport frame/chassis which comply with an approved brake standard in Table 8-1-3.

Table 8-1-3. Approved brake standards for class MD3, MD4, ME, NB and NC vehicles*

<table>
<thead>
<tr>
<th>UN-ECE Regulation no.</th>
<th>EEC/EC Directive</th>
<th>FMVSS</th>
<th>ADR</th>
<th>Japan</th>
</tr>
</thead>
<tbody>
<tr>
<td>13</td>
<td>71/320 91/422 98/12 2002/78</td>
<td>105 (Hydraulic and Electric Brake Systems); or 121 (Air Brake Systems)</td>
<td>35</td>
<td>TS for brake systems of trucks and buses (Japan); or TS for anti-lock brake system (Japan) Article 12</td>
</tr>
</tbody>
</table>

* 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.

• Technical bulletin 31 clarifies brake standards requirements for class MD3, MD4, ME, NB and NC vehicles.
Summary of legislation

Applicable legislation


Mandatory equipment

1. Vehicles must comply with the requirements relating to mandatory equipment set out in:
   - VIRM: In-service certification, section 8-1, heavy vehicles.

2. The brakes on class MD3, MD4, ME, NB and NC vehicles must comply with the requirements in Table 8-1-2.

Condition, performance and modification

3. Brakes must be easily adjustable to compensate for wear and must be maintained in good condition and efficient working order.

4. Vehicles and brakes must also comply with the requirements relating to condition, performance and modification out in:
   - VIRM: In-service certification, section 8-1, heavy vehicles.

8-1 Service brake and park brake (heavy PSVs)

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:
   - VIRM: In-service certification, section 8-1, heavy PSV.

2. A vehicle in Table 8-1-2 does not have proof of compliance with requirements in that table.

Condition, performance and modification

3. A vehicle or brake does not comply with a requirement relating to condition, performance or modification set out in:
   - VIRM: In-service certification, section 8-1, heavy PSV.

Note 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 manufacturers specifications. See Technical bulletin 29 for further information on SRS/ABS declarations.

Table 8-1-2. Heavy-vehicle brakes compliance requirements for class MD3, MD4, ME, NB and NC vehicles

1
**Conditions applying** | **Requirements**
---|---
Imported, and  
- first registered in New Zealand 1 March 2007 to 30 June 2008, and  
- operated in a combination with a GM$^2 >$39d44 t |  
- HVBS(2) Heavy Vehicle Braking Specification of 6 December 1998, or  
- HVBC(2) Heavy Vehicle Brake Code, second edition, or  
- HVBNZ New Zealand Heavy Vehicle Brake Specification, or  
- At least one approved standard in **Table 8-1-3**

Manufactured in New Zealand, and  
- first registered in New Zealand 1 March 2007 to 30 June 2008, and  
- operated in a combination with a GM$^2 >$39d44 t |  
- HVBS(2) Heavy Vehicle Braking Specification of 6 December 1998, or  
- HVBC(2) Heavy Vehicle Brake Code, second edition, or  
- HVBNZ New Zealand Heavy Vehicle Brake Specification

Imported$^4$ first registered in New Zealand on or after 1/7/2008 |  
- At least one approved standard in **Table 8-1-3**

Manufactured in New Zealand, and  
- first registered on or after 1 July 2008, and  
- with a towing connection for towing a heavy trailer |  
- HVBNZ, New Zealand Heavy Vehicle Brake Specification

Manufactured in New Zealand and  
- first registered on or after 1 July 2008, and  
- with no towing connection for towing a heavy trailer |  
- HVBNZ New Zealand Heavy Vehicle Brake Specification, or  
- stopping tests in 6.1(2)(b) of Heavy-vehicle Brake Rule

---

1 Not applicable to mobile cranes except those constructed using a commercial truck chassis.

3 GM means gross mass.

4 Imported in this case includes heavy PSVs that are manufactured in New Zealand from imported transport frame/chassis which comply with an approved brake standard in **Table 8-1-3**.

**Table 8-1-3. Approved brake standards for class MD3, MD4, ME, NB and NC vehicles**

<table>
<thead>
<tr>
<th>UN-ECE Regulation no.</th>
<th>EEC/EC Directive</th>
<th>FMVSS</th>
<th>ADR</th>
<th>Japan</th>
</tr>
</thead>
<tbody>
<tr>
<td>13</td>
<td>98/12 2002/78</td>
<td>105 (Hydraulic and Electric Brake Systems); or 121 (Air Brake Systems)</td>
<td>35</td>
<td>TS for brake systems of trucks and buses (Japan); or TS for anti-lock brake system (Japan) Article 12</td>
</tr>
</tbody>
</table>

* 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.

- **Technical bulletin 31** clarifies brake standards requirements for class MD3, MD4, ME, NB and NC vehicles.

**Summary of legislation**

Applicable legislation

- **Land Transport Rule: Heavy-vehicle Brakes 2006**.
Mandatory equipment
1. Vehicles must comply with the requirements relating to mandatory equipment out in:
   - VIRM: In-service certification, section 8-1, heavy PSV.

2. The brakes on class MD3, MD4, ME, NB and NC vehicles must comply with the requirements in Table 8-1-2.

Condition, performance and modification
3. Brakes must be easily adjustable to compensate for wear and must be maintained in good condition and efficient working order.

4. Vehicles and brakes must also comply with the requirements relating to condition, performance and modification out in:
   - VIRM: In-service certification, section 8-1, heavy PSV.

8-1 Service brake and park brake (heavy trailers)

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 5-1.

2. A vehicle in Table 8-1-4 has not been certified as set out in that table.

Condition, performance and modification
3. 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 5-1.

Table 8-1-4. Heavy-vehicle brakes compliance requirements for class TC and TD vehicles

<table>
<thead>
<tr>
<th>Conditions applying</th>
<th>Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operated in a combination with a GM(^1) &gt;39d44 t, and</td>
<td>• Breakaway brake, and</td>
</tr>
<tr>
<td>• first registered in New Zealand 1 March 2007 to 30 June 2008</td>
<td>• HVBS(2) Heavy Vehicle Braking Specification of 6 December 1998, or</td>
</tr>
<tr>
<td></td>
<td>• HVBC(2) Heavy Vehicle Brake Code, second edition, or</td>
</tr>
<tr>
<td></td>
<td>• HVBNZ New Zealand Heavy Vehicle Brake Specification</td>
</tr>
<tr>
<td>First registered on or after 1 July 2008</td>
<td>• Breakaway brake, and</td>
</tr>
<tr>
<td></td>
<td>• HVBNZ New Zealand Heavy Vehicle Brake Specification</td>
</tr>
</tbody>
</table>

1 GM means gross mass.
2 The appropriate brakes standard code must be entered into the standards code field in the ILOAD screen on LANDATA (refer to page 3-1-1 of the LATIS agents manual).

Summary of legislation

Applicable legislation

Mandatory equipment
1. Vehicles must comply with the requirements relating to mandatory equipment set out in the VIRM: In-service certification, section 5-1.

2. The brakes on class TC and TD vehicles must comply with requirements in Table 8-1-4.
Condition, performance and modification

3. Brakes must be easily adjustable to compensate for wear and must be maintained in good condition and efficient working order.

4. Vehicles and brakes must also comply with the requirements relating to condition, performance and modification set out in the VIRM: In-service certification, section 5-1.

8-2 Inspection specifications

Technical information

**IMPORTANT** Any parts that require removal or disassembly in order to carry out the inspection of brakes and brake components must be removed or disassembled.

Exceptions to this requirement are as follows:

a) no removal or disassembly is required for vehicles presented for re-registration that were manufactured before 1991 and previously registered in New Zealand before 1 January 1991.

b) For new vehicles and scratch-built low volume vehicles, it is not necessary to disassemble any brake components.

c) For vehicles with rear drum brakes that are less than two years old and that have travelled less than 40,000km, only the front brakes must be disassembled initially. If the front brakes are up to standard, and there are no signs of problems with the rear brakes, disassembly of the rear brakes is not required.

d) No removal or disassembly is required for class LA and LB vehicles, new, used or being re-registered.

Procedure

**Entry-level brake inspection process for class LC, LD, LE vehicles, and group M or N light vehicles**

The vehicle inspector must personally carry out the brake inspection of all vehicles according to the following specifications. The alternative method for motorcycles may be used if the vehicle inspector is unfamiliar with the disassembly or reassembly of the braking system.

**Master cylinder**

1. Check the condition of the brake fluid in the master cylinder reservoir, and calliper or wheel cylinder for contaminants. If there are visible signs of dirt in the fluid, the fluid must be replaced.

2. Check the master cylinder for leaks.

**Underbody brake components**

1. Brake components underneath the vehicle must be inspected using a hoist, pit or ramp that allows the vehicle inspector to comfortably walk under the vehicle.

2. Check the park brake cable by examining exposed cable for signs of knotting, corrosion or fraying or the use of auxiliary tensioning devices.

3. Examine any brake rods for excessive corrosion or wear.

**Wheels, brake drums and disc pads**

1. Remove all wheels, brake drums and disc pads.

   a) Only the front brakes need to be disassembled initially, if the vehicle:

      - is less than two years old, and
      - has travelled less than 40,000km, and
      - is fitted with drum brakes at the rear.

   Provided there are no problems detected with the front brakes and the rear brakes exhibit no external sign of a problem (eg uneven braking, leaks, noises), no further disassembly is required.

   b) Brake components do not need to be disassembled during the entry certification inspection if the vehicle is new (Note 1) or a scratch-built low volume vehicle.

**Note 1**
‘New’ means a vehicle that has not been registered and operated in any country, and has not been operated on a road in any
country as a demonstration or courtesy vehicle or used for training or test purposes. It must not be a scratch-built vehicle that
contains components which have been fitted to a vehicle operated on a road in any country.

c) Any brake discs or drums and their friction materials, which are used for park brakes only, do not have to be inspected in
detail, or have compliance verified. No further disassembly is required provided the brakes do not show any external signs
of a problem and meet performance and condition requirements set out in the VIRM: In-service certification section 8-1.

2. Check the run out of the disc rotors, the minimum thickness of the discs and any variation in disc thickness using calibrated
measuring equipment (Note 2).

3. Check the drums for ovality using calibrated measuring equipment.
Measurements must be checked against the manufacturer’s specifications. If the manufacturer’s specifications are not
available, the following maximum runout and ovality are permitted:

- runout on a disc brake rotor with a single acting hydraulic piston 0.1mm
- runout on a disc brake rotor with opposing hydraulic pistons 0.2mm
- ovality on a brake drum for light vehicles 1.0mm.

Note 2
If an entry certifier wishes to use a roller brake machine to detect disc/rotor runout, they must be able to demonstrate this ability
to a Transport Agency officer.

If machining is required, both of the drums or discs on a common axis must be machined. If it is found that a disc brake rotor
requires machining or replacing, the brake friction material that was originally fitted to the vehicle may be re-used, provided it is
within safe tolerance of the vehicle manufacturer’s specifications. The entry certifier must consider the thickness and condition
of the remaining brake friction material, and whether or not the vehicle manufacturer permits the re-fitting of brake friction
material to new or re-surfaced brake rotors.

Wheel cylinders and callipers
1. Check wheel cylinders and callipers for fluid leaks.

2. Check that the calliper or cylinder pistons have not seized, and are able to slide or swing on their mountings as appropriate.

Brake pipes
1. Ensure that brake pipes are secure and supported.

Hoses and connections
1. Inspect all hoses and connections (under pressure) for condition. Flexible brake hoses must be rejected if:

- they leak brake fluid, or
- they are insecure, or
- they bulge under pressure, or
- they are twisted, or
- they have been stretched, or
- the outer covering is chafed or cracked, particularly in the area of the crimp.

Brake friction material
1. Visually inspect the brake friction material to verify that the material was supplied by the vehicle manufacturer. The name or
logo of the vehicle manufacturer or a brake friction material manufacturer (listed in Figure 8-2-1) will be marked on the backing
plate or the edge of the friction material.

If the material cannot be identified as being supplied by the vehicle manufacturer, the vehicle must not be certified until
replacement brake friction material has been fitted, which:

- has been supplied by a recognised supplier (Note 3), or
- is accompanied by a statement completed by the supplier (see Reference material 42), or
- is accompanied by a ‘Brake repair declaration’ (see Reference material 42) completed by a recognised brake
repairer.

A correctly completed ‘Brake repair declaration’ is acceptable evidence for replaced brake friction material.

If the brake friction material fitted to a vehicle is not known to be original equipment (OE), it may be accepted if it was made by
a manufacturer that is known to produce OEM or OES brake parts.

If brake friction material does not meet these criteria, it must be removed and replaced with parts that return the vehicle’s
brakes to within safe tolerance of the manufacturer’s specifications. When disc pads or linings are replaced, the material on
both the left and right side of an axle must be replaced using identical material with the same co-efficient of friction.
Table 8-2-1. Limits for wear on brake friction material

<table>
<thead>
<tr>
<th>Material</th>
<th>Minimum thickness</th>
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<tbody>
<tr>
<td>Disc pads</td>
<td>3.0mm</td>
</tr>
<tr>
<td>Shoe linings (bonded)</td>
<td>2.0mm</td>
</tr>
<tr>
<td>Shoe linings (riveted)</td>
<td>2.0mm above the head of the rivet minimum thickness</td>
</tr>
</tbody>
</table>

Note 3
A recognised supplier is a supplier recognised by the entry certifier as being reputable and competent to supply material that ensures the braking system will be returned to within safe tolerance of its state when manufactured.

Note 4
These limits for wear do not apply if the manufacturer has specified a greater minimum thickness for specific vehicle makes and models.

Note 5
For further information, please refer to Technical bulletin 1 – Replacement parts.

Important: Entry certifiers are required to include a regular audit of brake repairers in their procedures to ensure that information contained in declarations is correct.

Markings not found in published data
Where brake friction material is found with markings that cannot be found in published data, but the entry certifier believes the material to be OEM (or acceptable manufacturer’s alternative) and otherwise fit for further service, it can be accepted. The entry certifier will need to provide evidence of how they determined that the friction material is OEM (or acceptable manufacturer’s alternative) (if asked).

Reassembly
Where components are removed as part of the inspection process, an entry certifier must have procedures in place to ensure that those components are re-assembled correctly.

Brake performance
1. Once components have been accepted, carry out a service brake system performance test using an NZTA-approved brake machine.
2. Record the braking effort achieved.
3. Check that the performance meets the requirements specified in the VIRM: In-service certification, section 8-1.

Re-checking brakes that fail inspection
If a vehicle is failed due to brake imbalance on one or more axles, each axle in question must be re-checked, as the failure may have occurred on either side, not just the side where brake force was lower.

If a vehicle is failed due to poor performance, the whole brake system must be re-checked to ensure that the repair has not affected other brakes and impaired the vehicle’s braking performance.

Vehicles returning for recheck following brake repair are not expected to be dismantled again for invasive inspection if a declaration from a recognised brake repairer is supplied. A sample Brake repair declaration is shown in Reference material 42.

Note 6
Brake parts that meet UN/ECE Regulation 90R are acceptable for vehicles undergoing entry certification. The vehicle inspector must retain documented evidence that the brake parts meet UN/ECE 90R and are suitable for the particular vehicle (in the location where they are fitted) on the vehicle file.

Alternate method for motorcycle brake inspections
In cases where a vehicle inspector is not familiar with the disassembly or reassembly of the motorcycle’s braking system, a relevant person or company, recognised by the entry certifier as being reputable and competent to carry out this work, may be employed to strip, inspect and reassemble motorcycle brake systems in accordance with the above inspection specifications.

This recognised person or company must supply the entry certifier with documentation confirming that the brake system and
components are within safe tolerance of their state when manufactured.

If the motorcycle is required to comply with an approved brake standard, the documentation must also confirm that the brakes still comply with the original equipment brake standard to which the motorcycle was manufactured.

The recognised person or company must issue a declaration confirming that:

1. the motorcycle brake system has been dismantled, and
2. all brake components have been inspected, and
3. measurements have been taken and recorded, and
4. the brake system has been reassembled with no repairs required

OR

any component(s) not within safe tolerance of the manufacturer’s specifications is repaired or replaced, and the brake system has been reassembled.

If the motorcycle brake components are dismantled away from the inspection site, the brake component measurements must be recorded by the recognised person or company, or the vehicle inspector must be present during the dismantling process to record details.

The motorcycle owner/importer may take the vehicle to the recognised person or company.

Tables and images

Figure 8-2-1. Recognised brake friction material manufacturers (Note 7)
Table 8-2-2. Approved brake parts suppliers *(Note 7)*

<table>
<thead>
<tr>
<th>Legal name of business</th>
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<tr>
<td>Allparts International Ltd</td>
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<td>Automotive Supplies NZ Ltd (including AutoStop and AutoStar)</td>
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<td>Challenge Auto Parts</td>
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<td>Cockram Motors (Chch) Ltd</td>
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<td>Collins Motors Ltd</td>
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<td>Owens Suspension and Brake Specialists Ltd</td>
<td>Owens Suspension and Brake Specialists Ltd</td>
</tr>
<tr>
<td>Partmaster Ltd</td>
<td>Partmaster</td>
</tr>
<tr>
<td>Pembroke Fram Ltd</td>
<td>Union Yamaha</td>
</tr>
<tr>
<td>Precision Brake and Clutch Services Ltd</td>
<td>Precision Brake and Clutch Services Ltd</td>
</tr>
<tr>
<td>R and J E Hull Ltd</td>
<td>Brake Specialists</td>
</tr>
<tr>
<td>Rawson Parts Ltd</td>
<td>Partnership Auto One</td>
</tr>
<tr>
<td>Red Baron (NZ) Ltd</td>
<td></td>
</tr>
<tr>
<td>Redwood Investments Ltd</td>
<td>Bikes ’n’ Bits</td>
</tr>
<tr>
<td>Legal name of business</td>
<td>Trading name used on invoice</td>
</tr>
<tr>
<td>----------------------------------------</td>
<td>---------------------------------------</td>
</tr>
<tr>
<td>Repco Auto Parts Ltd (incorporating</td>
<td>Wanganui Toyota</td>
</tr>
<tr>
<td>Appco Auto Parts and DAS Car Parts)</td>
<td></td>
</tr>
<tr>
<td>River City Auto World</td>
<td></td>
</tr>
<tr>
<td>Robbie’s Speedy Exhaust and Brakes Shop Ltd</td>
<td>Robbie’s Speedy Exhaust and Brake Shop Ltd</td>
</tr>
<tr>
<td>RTJ Industries</td>
<td>Brake Service Centre</td>
</tr>
<tr>
<td>Safe R Brakes Ltd</td>
<td>Safe R Brakes Ltd</td>
</tr>
<tr>
<td>SAS Autoparts Limited</td>
<td>SAS Autoparts</td>
</tr>
<tr>
<td>Segedins Auto Parts Ltd</td>
<td>Segedins Auto Parts Ltd</td>
</tr>
<tr>
<td>Sims Brake Services Ltd</td>
<td>Sims Brake Services Ltd</td>
</tr>
<tr>
<td>Southern Brakes and Driveline Ltd</td>
<td>Southern Brakes and Driveline Ltd</td>
</tr>
<tr>
<td>Speedy Parts (NZ) Ltd</td>
<td>Speedy Parts (NZ) Ltd</td>
</tr>
<tr>
<td>Sterling Brake and Clutch Specialists</td>
<td>Sterling Brake and Clutch Specialists</td>
</tr>
<tr>
<td>Styles Autoparts Ltd</td>
<td>Hawera Autospares</td>
</tr>
<tr>
<td>Suvic Engineering Ltd</td>
<td>Suvic Engineering Ltd</td>
</tr>
<tr>
<td>T B and J F Bell Partnership</td>
<td>Redhills Benz</td>
</tr>
<tr>
<td>Taupo Auto One Ltd</td>
<td>Taupo Auto One</td>
</tr>
<tr>
<td>Transport Brake and Clutch Ltd</td>
<td>Transport Brake and Clutch</td>
</tr>
<tr>
<td>Triumph Promotions Ltd</td>
<td>Jim Wright Nissan</td>
</tr>
<tr>
<td>Vehicle Testing and Compliance Ltd</td>
<td>Vehicle Testing and Compliance Ltd</td>
</tr>
<tr>
<td>Waikato Bonding Services Ltd</td>
<td></td>
</tr>
<tr>
<td>Waikato Clutch and Brake Specialists Ltd</td>
<td>Waikato Clutch and Brake Specialists Ltd</td>
</tr>
<tr>
<td>Whakatane Brake and Clutch Centre Ltd</td>
<td>Whakatane Brake and Clutch Centre Ltd</td>
</tr>
<tr>
<td>W. White Wholesale Ltd.</td>
<td>Whites Powersports</td>
</tr>
</tbody>
</table>

**Note 7**

If you would like information added to this page please email [vehicles@nzta.govt.nz](mailto:vehicles@nzta.govt.nz) with the following information:

- documentation from the manufacturer proving the parts meet the requirements of the [Land Transport Rule: Light Vehicle Brakes 2002](mailto:Land Transport Rule: Light Vehicle Brakes 2002), section 3.3(3) (i.e. that they comply with UN/ECE Regulation 90)
- the manufacturers logo
- the legal name of your business and the trading name used on invoices.

The Transport Agency will review your submission and add to this page if satisfied.

Page amended 1 June 2018 (see amendment details).
9 Steering and suspension

9-1 Steering and suspension systems

**IMPORTANT** If a vehicle’s suspension system has been damaged beyond the threshold specified in [Vehicle structure – 3:4 Threshold for requiring repair certification](#) it must be certified by a specialist repair certifier before entry certification.

Reasons for rejection

Mandatory and permitted equipment

1. A vehicle that is not covered by an exemption has the steering column to the left of the longitudinal centre line of the body of the vehicle.

2. A vehicle does not comply with a requirement relating to mandatory equipment set out in:

   - [VIRM: In-service certification, section 9-1, general vehicles](#)
   - [VIRM: In-service certification, section 9-1, heavy vehicles](#)
   - [VIRM: In-service certification, section 9-1, light PSVs](#)
   - [VIRM: In-service certification, section 9-1, heavy PSVs](#).

Compliance with approved standards

3. A vehicle that is required to comply with an approved steering system standard in respect of its steering system did not comply, or cannot be demonstrated to have complied, at the time of manufacture, with

   a) the steering system standard(s) listed in at least one of the four columns in [Table 9-1-1](#), or

   b) at least one of the frontal impact standard(s) listed in [Table 3-2-1](#) of this manual.

Condition, performance and modification

4. A steering or suspension system does not comply with a requirement relating to condition, performance or modification set out in:

   - [VIRM: In-service certification, section 9-1, general vehicles](#)
   - [VIRM: In-service certification, section 9-1, heavy vehicles](#)
   - [VIRM: In-service certification, section 9-1, light PSVs](#)
   - [VIRM: In-service certification, section 9-1, heavy PSVs](#).

Note 1

Refer to [Pre-registration and VIN 5 – Left-hand drive vehicles](#) for information on left-hand drive vehicles and reproductions of New Zealand Gazette notices 1851 (1998) and 1478 (1999).

### Table 9-1-1. Approved steering system standards*

<table>
<thead>
<tr>
<th>UN-ECE Regulation no.</th>
<th>EEC/EC Directive</th>
<th>FMVSS</th>
<th>ADR</th>
<th>Japan</th>
</tr>
</thead>
<tbody>
<tr>
<td>12 and 79</td>
<td>74/297 or 91/662 and one of: 70/311 92/62 99/7</td>
<td>203 and 204</td>
<td>10</td>
<td>TS for steering system impact Article 11</td>
</tr>
</tbody>
</table>

* A steering system that is required to comply with an approved steering system standard must comply with the standard(s) listed in at least one of the four columns.

Summary of legislation

Applicable legislation

- [Land Transport Rule: Steering Systems 2001](#)
- Traffic Regulations 1976, Reg 70
Mandatory and permitted equipment

1. Vehicles must have the steering column to the right of the longitudinal centre line of the body of the vehicle, except for exempted vehicles. Exempted vehicles are listed in the New Zealand Gazette notices appending the Pre-registration and VIN 5 – Left-hand drive vehicles section of this manual.

2. Vehicles must also comply with the requirements relating to mandatory equipment set out in:
   - VIRM: In-service certification, section 9-1, general vehicles
   - VIRM: In-service certification, section 9-1, heavy vehicles
   - VIRM: In-service certification, section 9-1, light PSVs
   - VIRM: In-service certification, section 9-1, heavy PSVs.

Compliance with approved standards

3. The steering systems on the following vehicles must comply with one or more of the approved steering system standards in Table 9-1-1:
   a) vehicles of class MA manufactured on or after 1 January 1992
   b) vehicles of class MB manufactured on or after 1 March 1999
   c) vehicles of class MC manufactured on or after 1 March 1998.

Condition, performance and modification

4. Steering and suspension systems must comply with the requirements relating to condition, performance and modification set out in:
   - VIRM: In-service certification, section 9-1, general vehicles
   - VIRM: In-service certification, section 9-1, heavy vehicles
   - VIRM: In-service certification, section 9-1, light PSVs
   - VIRM: In-service certification, section 9-1, heavy PSVs.

Page amended 1 June 2019 (see amendment details).

9-2 PSV steering (light PSV)

Reasons for rejection

Prohibited equipment

1. A vehicle entering service as a PSV has its steering column to the left of the longitudinal centreline of the body of the vehicle.

Summary of legislation

Applicable legislation


Prohibited equipment

1. A left-hand drive vehicle may not enter service as a PSV.

Page added 1 October 2012 (see amendment details).

9-2 PSV steering (heavy PSV)

Reasons for rejection

Prohibited equipment

1. A vehicle entering service as a PSV has its steering column to the left of the longitudinal centreline of the body of the vehicle.

Summary of legislation

Applicable legislation


Prohibited equipment
1. A left-hand drive vehicle may not enter service as a PSV.

Page added 1 October 2012 (see amendment details).

# 10 Tyres, wheels and hubs

## 10-1 Tyres and wheels

### Reasons for rejection

#### Mandatory equipment

1. A vehicle, tyre or wheel does not comply with a requirement relating to mandatory equipment set out in:

   - VIRM: In-service certification, section 10-1, general vehicles
   - VIRM: In-service certification, section 10-1, heavy vehicles

#### Compliance with approved standards

2. A new tyre that is required to comply with an approved new tyre standard did not comply, or cannot be demonstrated to have complied, with at least one of the standards listed in **Table 10-1-1** at the time the tyre was manufactured.

3. A retreaded tyre that is required to comply with an approved retread tyre standard did not comply, or cannot be demonstrated to have complied with at least one of the standards listed in **Table 10-1-2** at the time the tyre was retreaded.

4. A temporary-use spare tyre that is required to comply with an approved temporary-use spare tyre standard did not comply, or cannot be demonstrated to have complied, with at least one of the standards listed in **Table 10-1-3** at the time the tyre was manufactured.

#### Condition and modification

5. A tyre or wheel does not comply with a requirement relating to condition or modification set out in:

   - VIRM: In-service certification, section 10-1, general vehicles
   - VIRM: In-service certification, section 10-1, heavy vehicles

#### Space-saver tyres

6. A space-saver tyre does not have a safety warning label permanently attached to the outside of the wheel.

7. A space-saver tyre warning label (see **Figure 10-1-3** for label examples) does not meet all of the following:

   - have safety instructions that are clearly printed in English
   - identify that the tyre is for temporary use only
   - specify that the vehicle must not be operated at a speed of more than 80km/h or at a lesser speed specified by the tyre manufacturer
   - have information on the recommended inflation pressure of the tyre when in use.

**Note 1**

To decode the date of manufacture codes for tyres under ECE, FMVSS and ADR, the requirements are as follows:

- for tyres manufactured before 1 January 2000, codes are three-digit numbers. The first two digits represent the week of the year, the last digit represents the year itself. For example, the code 267 means the 26th week of 1997
- for tyres manufactured on or after 1 January 2000, codes are four-digit numbers. The first two digits represent the week of the year, the last two digits represent the year itself. For example, the code 2501 means the 25th week of 2001.

**Note 2**

A new tyre is a tyre that has not been retreaded.

**Note 3**

New or retreaded tyres fitted to vehicles that are towed at speeds not exceeding 30 km/h are not required to comply with approved standards.

**Note 4**

New or retreaded tyres fitted to groundspreaders or dedicated groundsprayers are not required to comply with approved standards.

**Note 5**

New or retreaded tyres fitted to all-terrain vehicles are not required to comply with approved standards.
Note 6
New or retreaded tyres fitted to vehicles that are more than 30 years old are not required to comply with approved standards.

Note 7
Class LE2 vehicles have been omitted in the rule in the table for new tyres.

Note 8
Makers of Dunlop and Goodyear brand tyres in Japan.

Note 9
Makers of BF Goodrich and RIKEN brand tyres in Japan.

Note 10
Isuzu NNR250, NPR250 and NPR 300 model trucks (all variants) imported by Isuzu New Zealand are fitted with these tyres.

New tyres
- NZS 5453 (although the tyre need not be marked with the standard)
- NZS 5464 (although the tyre need not be marked with the standard)
- ADR 23 (the tyre need not be marked with the standard but should be marked MADE IN AUSTRALIA)

Retreaded tyres
- NZS 5423
- AS 1973 (must be followed by 007, 103, 125 or 4007)
- BS AU 144

JATMA standards
Compliance is assured if the tyre markings contain the full company name or the brand name of one of the following manufacturers together with the words ‘Made in Japan’:

- Bridgestone Corporation
- Nitto Tire Co Ltd
- Michelin Okamoto Tire Corporation (Note 9)

- The Yokohama Rubber Co Ltd
- Sumitomo Rubber Industries Ltd (Note 8)

- The Ohtsu Tire and Rubber Co Ltd
- Toyo Tire and Rubber Co Ltd

Compliance is assured if the tyre markings contain the brand name Michelin, the size designation 195/85R16 XZA TL 114/112L together with the words ‘Made in Thailand’ (Note 10).

Compliance is assured if the tyre markings contain the brand name Bridgestone, the size designation 11R22.5 G540 together with the words ‘Made in Thailand’.

Table 10-1-1. Approved new tyre standards*

<table>
<thead>
<tr>
<th>UN/ECE Regulation no.</th>
<th>EEC/EC Directive</th>
<th>FMVSS</th>
<th>ADR</th>
<th>Japan</th>
<th>Others</th>
</tr>
</thead>
<tbody>
<tr>
<td>30</td>
<td>92/23</td>
<td>109</td>
<td>23</td>
<td>JIS D4203</td>
<td>NZS 5453</td>
</tr>
<tr>
<td>54</td>
<td>2001/43</td>
<td>119</td>
<td></td>
<td>JIS D4230</td>
<td>AS/NZS 2230</td>
</tr>
<tr>
<td>75</td>
<td>2005/11</td>
<td></td>
<td></td>
<td>Article 9</td>
<td>The standards of the Japan Automobile Tire Manufacturers’ Association, Inc. (JATMA)</td>
</tr>
</tbody>
</table>
A new tyre that is required to comply with an approved new tyre standard must comply with at least one of the standards listed in the table.

**Table 10-1-2. Approved retread tyre standards**

<table>
<thead>
<tr>
<th>UN-ECE Regulation no.</th>
<th>FMVSS</th>
<th>Others</th>
</tr>
</thead>
<tbody>
<tr>
<td>108</td>
<td>117</td>
<td>BS AU 144</td>
</tr>
<tr>
<td>109</td>
<td></td>
<td>AS 1973 NZS 5423</td>
</tr>
</tbody>
</table>

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

**Table 10-1-3. Approved temporary-use spare tyre standards**

<table>
<thead>
<tr>
<th>UN-ECE Regulation no.</th>
<th>FMVSS</th>
<th>ADR</th>
<th>Japan</th>
<th>Others</th>
</tr>
</thead>
<tbody>
<tr>
<td>64</td>
<td>109</td>
<td>71</td>
<td>JIS D4230 Article 9</td>
<td>The standards of the Japan Automobile Tire Manufacturer’s Association, Inc. (JATMA)</td>
</tr>
</tbody>
</table>

A temporary-use spare tyre that is required to comply with an approved temporary-use spare tyre standard must comply with at least one of the standards listed in the table.

**Table 10-1-4. Load indices**

The load index is a numerical code associated with the maximum load (kg) a tyre can carry at the speed indicated by its speed symbol under specified service conditions up to 210 km/h.

<table>
<thead>
<tr>
<th>Load index (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>70–335</td>
</tr>
<tr>
<td>71–345</td>
</tr>
<tr>
<td>72–355</td>
</tr>
<tr>
<td>73–363</td>
</tr>
<tr>
<td>74–375</td>
</tr>
<tr>
<td>75–387</td>
</tr>
<tr>
<td>76–400</td>
</tr>
<tr>
<td>77–412</td>
</tr>
<tr>
<td>78–425</td>
</tr>
<tr>
<td>79–437</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Load index (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>80–450</td>
</tr>
<tr>
<td>81–462</td>
</tr>
<tr>
<td>82–475</td>
</tr>
<tr>
<td>83–487</td>
</tr>
<tr>
<td>84–500</td>
</tr>
<tr>
<td>85–515</td>
</tr>
<tr>
<td>86–530</td>
</tr>
<tr>
<td>87–545</td>
</tr>
<tr>
<td>88–560</td>
</tr>
<tr>
<td>89–580</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Load index (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>90–600</td>
</tr>
<tr>
<td>91–615</td>
</tr>
<tr>
<td>92–630</td>
</tr>
<tr>
<td>93–650</td>
</tr>
<tr>
<td>94–670</td>
</tr>
<tr>
<td>95–690</td>
</tr>
<tr>
<td>96–710</td>
</tr>
<tr>
<td>97–730</td>
</tr>
<tr>
<td>98–750</td>
</tr>
<tr>
<td>99–775</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Load index (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>100–800</td>
</tr>
<tr>
<td>101–825</td>
</tr>
<tr>
<td>102–850</td>
</tr>
<tr>
<td>103–875</td>
</tr>
<tr>
<td>104–900</td>
</tr>
<tr>
<td>105–925</td>
</tr>
<tr>
<td>106–950</td>
</tr>
<tr>
<td>107–975</td>
</tr>
<tr>
<td>108–1000</td>
</tr>
<tr>
<td>109–1030</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Load index (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>110–1060</td>
</tr>
<tr>
<td>111–1090</td>
</tr>
<tr>
<td>112–1120</td>
</tr>
<tr>
<td>113–1150</td>
</tr>
<tr>
<td>114–1180</td>
</tr>
<tr>
<td>115–1215</td>
</tr>
<tr>
<td>116–1250</td>
</tr>
<tr>
<td>117–1285</td>
</tr>
<tr>
<td>118–1320</td>
</tr>
<tr>
<td>119–1360</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Load index (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>120–1400</td>
</tr>
<tr>
<td>121–1450</td>
</tr>
<tr>
<td>122–1500</td>
</tr>
<tr>
<td>123–1550</td>
</tr>
<tr>
<td>124–1600</td>
</tr>
<tr>
<td>125–1650</td>
</tr>
<tr>
<td>126–1700</td>
</tr>
<tr>
<td>127–1750</td>
</tr>
<tr>
<td>128–1800</td>
</tr>
<tr>
<td>129–1850</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Load index (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>130–1900</td>
</tr>
<tr>
<td>131–1950</td>
</tr>
<tr>
<td>132–2000</td>
</tr>
<tr>
<td>133–2060</td>
</tr>
<tr>
<td>134–2120</td>
</tr>
<tr>
<td>135–2180</td>
</tr>
<tr>
<td>136–2240</td>
</tr>
<tr>
<td>137–2300</td>
</tr>
<tr>
<td>138–2360</td>
</tr>
<tr>
<td>139–2430</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Load index (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>140–2500</td>
</tr>
<tr>
<td>141–2575</td>
</tr>
<tr>
<td>142–2650</td>
</tr>
<tr>
<td>143–2725</td>
</tr>
<tr>
<td>144–2800</td>
</tr>
<tr>
<td>145–2900</td>
</tr>
<tr>
<td>146–3000</td>
</tr>
<tr>
<td>147–3075</td>
</tr>
<tr>
<td>148–3150</td>
</tr>
<tr>
<td>149–3250</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Load index (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>150–3350</td>
</tr>
<tr>
<td>151–3450</td>
</tr>
<tr>
<td>152–3550</td>
</tr>
<tr>
<td>153–3650</td>
</tr>
<tr>
<td>154–3750</td>
</tr>
<tr>
<td>155–3875</td>
</tr>
<tr>
<td>156–4000</td>
</tr>
<tr>
<td>157–4125</td>
</tr>
<tr>
<td>158–4250</td>
</tr>
<tr>
<td>159–4375</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Load index (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>160–4500</td>
</tr>
<tr>
<td>161–4625</td>
</tr>
</tbody>
</table>

Speed symbols represent the following speed categories:

**Table 10-1-5. Speed symbols**
### Figure 10-1-1. Approved tyre standard markings

The following standard markings may assist in determining compliance with approved standards.

<table>
<thead>
<tr>
<th>Speed symbol – Speed category (km/h)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1 – 5</td>
</tr>
<tr>
<td>A2 – 10</td>
</tr>
<tr>
<td>A3 – 15</td>
</tr>
<tr>
<td>A4 – 20</td>
</tr>
<tr>
<td>A5 – 25</td>
</tr>
<tr>
<td>A6 – 30</td>
</tr>
<tr>
<td>A7 – 35</td>
</tr>
<tr>
<td>A8 – 40</td>
</tr>
<tr>
<td>B – 50</td>
</tr>
<tr>
<td>C – 60</td>
</tr>
<tr>
<td>D – 65</td>
</tr>
<tr>
<td>E – 70</td>
</tr>
<tr>
<td>F – 80</td>
</tr>
<tr>
<td>G – 90</td>
</tr>
<tr>
<td>H – 100</td>
</tr>
<tr>
<td>J – 100</td>
</tr>
<tr>
<td>K – 110</td>
</tr>
<tr>
<td>L – 120</td>
</tr>
<tr>
<td>M – 130</td>
</tr>
<tr>
<td>N – 140</td>
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<tr>
<td>P – 150</td>
</tr>
<tr>
<td>Q – 160</td>
</tr>
<tr>
<td>R – 170</td>
</tr>
<tr>
<td>S – 180</td>
</tr>
<tr>
<td>T – 190</td>
</tr>
<tr>
<td>U – 160</td>
</tr>
<tr>
<td>V – 240</td>
</tr>
<tr>
<td>W – 270</td>
</tr>
<tr>
<td>Y – 300</td>
</tr>
<tr>
<td>ZR – over 240</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>E2</th>
<th>Economic Commission for Europe (ECE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>e4</td>
<td>European Economic Commission (EEC)</td>
</tr>
<tr>
<td>JIS</td>
<td>Federal Motor Vehicle Safety Standards (FMVSS)</td>
</tr>
</tbody>
</table>

1 The DOT marking may appear below the rest of the marking.

### Figure 10-1-2. Identifying tyre markings

The following diagram and tables help identify and explain tyre markings.

### Figure 10-1-3. Common space-saver tyre labels

- Tyre section width in mm
- Section height to section width ratio
- Rim diameter in inches
- Speed symbol
- Tyre construction (R = radial)
- Load index
- Approval number
- Date of manufacture
- Tyre type code (optional)
- Tyre size
- Manufacturer's identification mark
Note These are labels that were previously approved by the NZTA. Labels no longer need NZTA approval, so other labels are acceptable provided they contain the required safety instructions printed clearly in English.

Summary of legislation

Applicable legislation


Mandatory equipment

1. Vehicles, tyres and wheels must comply with the requirements relating to mandatory equipment set out in the VIRM: In-service certification, section 10-1.

Compliance with approved standards

2. The following new tyres (Note 2) must comply with one or more of the new tyre standards in Table 10-1-1, except if one or more of Notes 3 to 6 apply:
   a) tyres manufactured on or after 1 October 2002 that are fitted to vehicles of class LC, LD, LE1, LE2, TA and TB (Note 6)
   b) tyres manufactured on or after 1 January 1992 that are fitted to vehicles of class MA, MB, MC, MD1, MD2 and NA
   c) tyres manufactured on or after 1 October 2004 that are fitted to vehicles of class MD3, MD4, ME, NB, NC, TC and TD.

3. The following retreaded tyres must comply with one or more of the retread tyre standards in Table 10-1-2, except if any of Notes 3 to 6 apply:
   a) tyres retreaded on or after 1 October 2002 that are fitted to vehicles of class TA and TB
   b) tyres retreaded on or after 1 January 1995 that are fitted to vehicles of class MA, MB, MC, MD1, MD2 and NA
   c) tyres retreaded on or after 1 October 2004 that are fitted to vehicles of class MD3, MD4, ME, NB, NC, TC and TD.

4. Temporary-use spare tyres manufactured on or after 1 October 2002 must comply with one or more of the temporary-use spare tyre standards in Table 10-1-3.
Condition and modification

5. Tyres and wheels must comply with the requirements relating to condition and modification set out in the **VIRM: In-service certification, section 10-1**.

Page amended 1 July 2013 (see amendment details).

10-2 Hubs and axles

Vehicles must comply with the requirements relating to condition, performance and modification set out in:

- **VIRM: In-service certification, section 10-2, general vehicles**
- **VIRM: In-service certification, section 10-2, heavy vehicles**.

There are no additional requirements in respect of hubs and axles for the inspection and certification of vehicles for entry into service.

10-3 Mudguards

Vehicles must comply with the requirements relating to mandatory equipment and condition set out in:

- **VIRM: In-service certification, section 10-3, general vehicles**
- **VIRM: In-service certification, section 10-3, heavy vehicles**.

There are no additional requirements in respect of mudguards for the inspection and certification of vehicles for entry into service.

11 Exhaust

11-1 Exhaust system and silencer

Reasons for rejection

Mandatory equipment

1. A vehicle does not comply with the requirements relating to mandatory equipment set out in:

- **VIRM: In-service certification, section 11-1, general vehicles**
- **VIRM: In-service certification, section 11-1, heavy vehicles**
- **VIRM: In-service certification, section 11-1, light PSVs**
- **VIRM: In-service certification, section 11-1, heavy PSVs**.

Compliance with approved standards

2. A class LC, LD, LE, MA, MB, MC, MD1, MD2, MD3, MD4, ME, NA, NB or NC vehicle, other than one listed in **Table 11-1-1**, manufactured on or after 1 January 1985 and certified for entry on or after 1 June 2008:

   a) did not comply, or cannot be demonstrated to have complied, with at least one of the approved standards listed in **Table 11-1-2** at the time the vehicle was manufactured, or

   b) exceeded the noise limits in **Table 11-1-2** when it was tested in accordance with the standards in **Table 11-1-2** at the time the vehicle was manufactured, or

   c) does not have evidence that the vehicle has passed an LVVTA objective noise test, for instance:

      i. the owner cannot produce a valid Objective exhaust noise emission test certificate (**Figure 11-1-1**), or

      ii. the exhaust system tailpipe is not fitted with a valid LVVTA noise test label (**Figure 11-1-2**).

Condition and performance

3. A vehicle does not comply with the requirements relating to condition and performance set out in:

- **VIRM: In-service certification, section 11-1, general vehicles**
- **VIRM: In-service certification, section 11-1, heavy vehicles**
- **VIRM: In-service certification, section 11-1, light PSVs**
- **VIRM: In-service certification, section 11-1, heavy PSVs**.

**Table 11-1-1. Vehicles deemed to comply with approved noise standards and drive-by noise limits**
Evidence of compliance with an approved noise standard and noise limit is not required for the following vehicles:

- any vehicle that may be entry certified because it already meets all other approved vehicle standards applicable to the vehicle
- any vehicle manufactured for a market that requires compliance with FMVSS, ECE, EEC, ADR or Japanese standards

Table 11-1-2. List of approved noise standards and drive-by noise limits

A vehicle manufactured on or after 1985 for which evidence of compliance with an approved standard and noise level is required must comply with the following:

<table>
<thead>
<tr>
<th>Approved noise standard</th>
<th>Vehicle class</th>
<th>Maximum noise level (dBA)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ISO 362</td>
<td>LC, LD, LE (engine capacity of 125 cc or less)</td>
<td>82</td>
</tr>
<tr>
<td>BS 3425</td>
<td>LC, LD, LE (engine capacity more than 125 cc)</td>
<td>86</td>
</tr>
<tr>
<td>SAE J1470</td>
<td>MA, MB, MC, MD1, MD2, NA</td>
<td>81</td>
</tr>
<tr>
<td>ADR 28/01</td>
<td>MD3, MD4, ME, NB, NC (power output 150 kW or less)</td>
<td>86</td>
</tr>
<tr>
<td>TRIAS 20</td>
<td>MD3, MD4, ME, NB, NC (power output more than 150 kW)</td>
<td>88</td>
</tr>
</tbody>
</table>

Figure 11-1-1. Objective exhaust noise emission test certificate
Summary of legislation

Applicable legislation


Mandatory equipment

1. A vehicle must comply with the requirements relating to mandatory equipment set out in:
   - VIRM: In-service certification, section 11-1, general vehicles
   - VIRM: In-service certification, section 11-1, heavy vehicles
   - VIRM: In-service certification, section 11-1, light PSVs
   - VIRM: In-service certification, section 11-1, heavy PSVs.

Compliance with approved standards

2. A class LC, LD, LE, MA, MB, MC, MD1, MD2, MD3, MD4, ME, NA, NB or NC vehicle manufactured on or after 1 January
1985 and certified for entry on or after 1 June 2008 must comply with:

a) an approved standard and not exceed the relevant noise limit, as specified in Table 11-1-2, or

b) the LVVTA objective noise test.

**Condition and performance**

3. The exhaust system and silencer must comply with the requirements relating to condition and performance set out in the relevant section of the VIRM: In-service certification, section 11-1.

**Modification**

4. A vehicle must comply with the requirements relating to modifications set out in:

- VIRM: In-service certification, section 11-1, general vehicles
- VIRM: In-service certification, section 11-1, heavy vehicles
- VIRM: In-service certification, section 11-1, light PSVs
- VIRM: In-service certification, section 11-1, heavy PSVs.

**11-2 Exhaust emissions**

**Reasons for rejection**

**Compliance with approved standards**

1. A vehicle that is required to comply with an approved exhaust emission standard did not comply or cannot be demonstrated to have complied with at least one of the standards listed in the following tables at the time the vehicle was manufactured:

- **Table 11-2-1.** Approved exhaust emission standards for used vehicles certified for use on New Zealand roads before 3 January 2008
- **Table 11-2-2.** Approved exhaust emission standards for used petrol-, CNG- and LPG-powered vehicles certified for use on New Zealand roads on or after 3 January 2008
- **Table 11-2-3.** Approved exhaust emission standards for used diesel-powered vehicles certified for use on New Zealand roads on or after 3 January 2008
- **Table 11-2-4.** Approved exhaust emission standards for new petrol-, CNG- and LPG-powered vehicles
- **Table 11-2-5.** Approved exhaust emission standards for new diesel-powered vehicles.

**Performance and modification**

2. A class MA, MB, MC, MD1, MD2, MD3, MD4, ME, NA, NB or NC vehicle does not pass the prescribed metered emissions test (see section 11-3, Metered emissions test specifications).

3. The exhaust system does not comply with requirements relating to performance set out in the VIRM: In-service certification, section 11-2.

**Note 1**

A transitional provision of the Rule allows vehicles border checked for entry into New Zealand before 1 February 2008 to meet earlier requirements, as set out in Table 11-2-1.

**Note 2**

Technical bulletin 28 describes methods of proving compliance with approved emissions standards, and explains how to record the information in LANDATA.

**Note 3**

The Land Transport Rule: Vehicle Exhaust Emissions does not apply to ancillary engines that do not power the vehicles wheels.

**Note 4**

The following vehicles are not required to meet an emissions standard:

- Tractors (for the purpose of the Land Transport Rule: Vehicle Exhaust Emissions, a tractor means a motor vehicle, other than a traction engine, constructed principally for towing an agricultural trailer or for powering agricultural implements)
- Class L vehicles
- Class MA or MC motorsport vehicle
- Class MA special interest vehicles
- Immigrants vehicles
- Mobile cranes
- Low volume production vehicles that comply with the emissions requirements of the Low Volume Vehicle Code.
Reference material 61 describes the option to repower a heavy vehicle to meet emission requirements.

A vehicle more than 20 years old is not required to comply with an exhaust emission standard or have a metered tailpipe test.

**Table 11-2-1. Approved exhaust emission standards for used vehicles certified for use on New Zealand roads before 3 January 2008**

<table>
<thead>
<tr>
<th>UN-ECE Regulation No.</th>
<th>EEC/EC Directive</th>
<th>ADR</th>
<th>Japan</th>
<th>Others</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 83</td>
<td>70/220</td>
<td>36 37 79/00 80/00</td>
<td>Japan Safety Regulations for Road Vehicles, Article 31</td>
<td>Federal Regulation 40 CFR Part 86 Title 13 of the California Code of Regulations Mean Value Standards for Motor Vehicle Exhaust Emissions, No. 129</td>
</tr>
</tbody>
</table>

**Diesel-powered vehicles**

<table>
<thead>
<tr>
<th>UN-ECE Regulation No.</th>
<th>EEC/EC Directive</th>
<th>ADR</th>
<th>Others</th>
</tr>
</thead>
<tbody>
<tr>
<td>24 and one of: 15 83 49</td>
<td>72/306 and one of: 70/220 88/77</td>
<td>ADR 30 and one of: 70/00 79/00 80/00</td>
<td>Federal Regulation 40 CFR Part 86 Title 13 of the California Code of Regulations The Mean Value Standards for Motor Vehicle Exhaust Emissions, No. 129 Japan Safety Regulations for Road Vehicles, Article 31</td>
</tr>
</tbody>
</table>

**Low volume vehicles**

As defined in the Low Volume Vehicle Code

**Table 11-2-2. Approved exhaust emission standards for used petrol-, CNG- and LPG-powered vehicles certified for use on New Zealand roads on or after 3 January 2008**

<table>
<thead>
<tr>
<th>Certified for entry into service</th>
<th>Approved vehicle emissions standards</th>
</tr>
</thead>
<tbody>
<tr>
<td>On or after 1 January 2012 (Note 7)</td>
<td>Light vehicles</td>
</tr>
<tr>
<td>ADR 79/02, or</td>
<td>ADR 80/02, or</td>
</tr>
<tr>
<td>Euro 4, or</td>
<td>Euro IV, or</td>
</tr>
<tr>
<td>Japan 05, or</td>
<td>Japan 05, or</td>
</tr>
</tbody>
</table>

**Note 7**

A transitional provision of *Land Transport Rule: Vehicle Exhaust Emissions 2007* allows vehicles border checked for entry into New Zealand before 1 February 2008 to meet earlier requirements (as set out in Table 11-2-1).

**Note 8**

Under a transitional provision of *Land Transport Rule: Vehicle Exhaust Emissions 2007*, a vehicle that complied with the
Japan 98 Idling Standard when it was manufactured or modified and has a Japanese emissions code of GF, HK, GG, or HL is deemed to have complied with Japan 98.

**Table 11-2-3. Approved exhaust emission standards for used diesel-powered vehicles certified for use on New Zealand roads on or after 3 January 2008**

<table>
<thead>
<tr>
<th>Certified for entry into service</th>
<th>Approved vehicle emissions standards</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Light vehicles</td>
</tr>
<tr>
<td>On or after 1 January 2010</td>
<td>ADR 30/01 and ADR 79/01, or Japan 05, or US 2004</td>
</tr>
<tr>
<td>(Note 9)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Heavy vehicles</td>
</tr>
<tr>
<td></td>
<td>ADR 30/01 and ADR 80/02, or Japan 05, or US 2004</td>
</tr>
</tbody>
</table>

**Note 9**

A transitional provision of *Land Transport Rule: Vehicle Exhaust Emissions* allows vehicles border checked for entry into New Zealand before 1 February 2008 to meet earlier requirements (as set out in **Table 11-2-1**).

**Table 11-2-4. Approved exhaust emission standards for new petrol-, CNG- and LPG-powered vehicles**

<table>
<thead>
<tr>
<th>Date of manufacture</th>
<th>Approved vehicle emissions standard</th>
</tr>
</thead>
<tbody>
<tr>
<td>New model</td>
<td>Light</td>
</tr>
<tr>
<td>Existing model</td>
<td></td>
</tr>
<tr>
<td>New model</td>
<td>Heavy</td>
</tr>
<tr>
<td>Existing model</td>
<td></td>
</tr>
<tr>
<td>Before 3 January 2008</td>
<td>ADR 79/01, or Euro 3, or Japan 00/02, or US 2001</td>
</tr>
<tr>
<td>On or after 3 January 2008 and before 1 January 2009</td>
<td>ADR 79/01, or Euro 3, or Japan 00/02, or US 2001</td>
</tr>
<tr>
<td>On or after 1 January 2009 and before 1 January 2010</td>
<td>ADR 80/02, or Euro IV, or Japan 00/02, or US 98P</td>
</tr>
<tr>
<td>On or after 1 January 2010 and before 1 January 2011</td>
<td>ADR 80/02, or Euro IV, or Japan 00/02, or US 98P</td>
</tr>
<tr>
<td>Date Range</td>
<td>Japan 05, or US 2004</td>
</tr>
<tr>
<td>------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>On or after 1 January 2011 and before 1 January 2012</td>
<td>ADR 79/02, or Euro 4, or Japan 05, or US 2004</td>
</tr>
<tr>
<td>On or after 1 January 2012 and before 1 November 2013</td>
<td>ADR 79/02, or Euro 4, or Japan 05, or US 2004</td>
</tr>
<tr>
<td>On or after 1 November 2013 and before 1 January 2014</td>
<td>ADR 79/03, Euro 5, Japan 05, or US 2004</td>
</tr>
<tr>
<td>On or after 1 January 2014 and before 1 January 2015</td>
<td>ADR 79/03, Euro 5, Japan 05; Japan 09, or US 2007</td>
</tr>
<tr>
<td>On or after 1 January 2015 and before 1 November 2016</td>
<td>ADR 79/03, Euro 5, Japan 05; Japan 09, or US 2007</td>
</tr>
<tr>
<td>On or after 1 November 2016</td>
<td>ADR 79/04, Euro 5, Japan 05; Japan 09, or US 2007</td>
</tr>
</tbody>
</table>

Notes to Table 11-2-4 and Table 11-2-5

1. New-model vehicle means a new motor vehicle that has a date of manufacture occurring in the same calendar year as that in which the particular model of the vehicle was first manufactured.

2. Existing-model vehicle means a new vehicle that is not a new-model vehicle.

3. To help confirm emissions standards compliance, see Technical bulletin 28 Exhaust emissions standards compliance.

4. To help confirm emissions standards compliance for new heavy vehicles imported by the manufacturers New Zealand representative, refer to Reference material 43.

Table 11-2-5. Approved exhaust emission standards for new diesel-powered vehicles
<table>
<thead>
<tr>
<th>Date of manufacture</th>
<th>Approved vehicle emissions standard</th>
<th>Light</th>
<th>Heavy</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>New model</td>
<td>Existing model</td>
</tr>
<tr>
<td>Before 3 January 2008</td>
<td></td>
<td>ADR 79/01 and ADR 30/01, or Euro 4, or Japan 02/04, or US 2004 ADR 79/01 and ADR 30/01, or Euro 4, or Japan 02/04, or US 2004</td>
<td>ADR 80/00 and ADR 30/01, or Euro III, or Japan 02/04, or US 2004 ADR 80/00 and ADR 30/01, or Euro III, or Japan 02/04, or US 2004</td>
</tr>
<tr>
<td>On or after 3 January 2008 and before 1 January 2009</td>
<td></td>
<td>ADR 79/01 and ADR 30/01, or Euro 4, or Japan 05, or US 2004 ADR 79/01 and ADR 30/01, or Euro 4, or Japan 05, or US 2004</td>
<td>ADR 80/02 and ADR 30/01, or Euro IV, or Japan 05, or US 2004 ADR 80/02 and ADR 30/01, or Euro IV, or Japan 05, or US 2004</td>
</tr>
<tr>
<td>On or after 1 January 2009 and before 1 January 2010</td>
<td></td>
<td>ADR 79/01 and ADR 30/01, or Euro 4, or Japan 05, or US 2004 ADR 79/01 and ADR 30/01, or Euro 4, or Japan 05, or US 2004</td>
<td>ADR 80/02 and ADR 30/01, or Euro IV, or Japan 05, or US 2004 ADR 80/02 and ADR 30/01, or Euro IV, or Japan 05, or US 2004</td>
</tr>
<tr>
<td>On or after 1 January 2010 and before 1 January 2011</td>
<td></td>
<td>ADR 79/01 and ADR 30/01, or Euro 4, or Japan 05, or US 2004 ADR 79/01 and ADR 30/01, or Euro 4, or Japan 05, or US 2004</td>
<td>ADR 80/03, or Euro IV, or Japan 05, or US 2007 ADR 80/02, or Euro IV, or Japan 05, or US 2004</td>
</tr>
<tr>
<td>On or after 1 January 2011 and before 1 January 2012</td>
<td></td>
<td>ADR 79/01 and ADR 30/01, or Euro 4, or Japan 05, or US 2004 ADR 79/01 and ADR 30/01, or Euro 4, or Japan 05, or US 2004</td>
<td>ADR 80/03, or Euro IV, or Japan 05, or US 2007 ADR 80/02, or Euro IV, or Japan 05, or US 2004</td>
</tr>
<tr>
<td>On or after 1 January 2012 and before 1 November 2013</td>
<td></td>
<td>ADR 79/01 and ADR 30/01, or Euro 4, or Japan 05, or US 2004 ADR 79/01 and ADR 30/01, or Euro 4, or Japan 05, or US 2004</td>
<td>ADR 80/03, or Euro V, or Japan 05, or US 2007 ADR 80/02, or Euro V, or Japan 05, or US 2004</td>
</tr>
<tr>
<td>On or after 1 November 2013 and before 1 January 2014</td>
<td></td>
<td>ADR 79/03, Euro 5, Japan 05, or US 2004 ADR 79/01 and ADR 30/01, or Euro 4, or Japan 05, or US 2004</td>
<td>ADR 80/03, Euro V, Japan 05, or US 2004 ADR 80/03, Euro V, Japan 05, or US 2004</td>
</tr>
<tr>
<td>On or after 1 January 2014 and before 1 January 2015</td>
<td></td>
<td>ADR 79/03, Euro 5, Japan 09, or US 2007 ADR 79/01 and ADR 30/01, or Euro 4, or Japan 09, or US 2007</td>
<td>ADR 80/03, Euro V, Japan 09, or US 2007</td>
</tr>
<tr>
<td>Date of manufacture</td>
<td>Approved vehicle emissions standard</td>
<td>Light</td>
<td>Heavy</td>
</tr>
<tr>
<td>---------------------</td>
<td>------------------------------------</td>
<td>-------</td>
<td>-------</td>
</tr>
<tr>
<td>New model</td>
<td>Existing model</td>
<td>New model</td>
<td>Existing model</td>
</tr>
<tr>
<td>On or after 1 January 2015 and before 1 November 2016</td>
<td>ADR 79/03, Euro 5, Japan 09, or US 2007</td>
<td>ADR 79/01 and ADR 30/01, Euro 4, Japan 09, or US 2007</td>
<td>ADR 80/03, Euro V, Japan 09, or US 2007</td>
</tr>
<tr>
<td>On or after 1 November 2016</td>
<td>ADR 79/04, Euro 5, Japan 09, or US 2007</td>
<td>ADR 79/04, Euro 5, Japan 09, or US 2007</td>
<td>ADR 80/03, Euro V, Japan 09, or US 2007</td>
</tr>
</tbody>
</table>

Notes to Table 11-2-4 and Table 11-2-5
1. New-model vehicle means a new motor vehicle that has a date of manufacture occurring in the same calendar year as that in which the particular model of the vehicle was first manufactured.
2. Existing-model vehicle means a new vehicle that is not a new-model vehicle.
3. To help confirm emissions standards compliance, see Technical bulletin 28_Exhaust emissions standards compliance.
4. To help confirm emissions standards compliance for new heavy vehicles imported by the manufacturer’s New Zealand representative, refer to Reference material 43.

Summary of legislation
Applicable legislation

Compliance with approved standards
1. A used vehicle of class MA, MB, MC, MD1, MD2, MD3, MD4, ME, NA, NB or NC, less than 20 years old and:
   a) certified for entry into New Zealand before 3 January 2008 must comply with one or more of the approved exhaust emission standards in Table 11-2-1
   b) powered by petrol, CNG or LPG and border checked for entry into New Zealand on or after 3 January 2008 must comply with one or more of the approved exhaust emission standards in Table 11-2-2 (Note 1)
   c) powered by diesel and border checked for entry into New Zealand on or after 3 January 2008 must comply with one or more of the approved exhaust emission standards in Table 11-2-3 (Note 1).
2. New petrol, CNG or LPG powered vehicles of class MA, MB, MC, MD1, MD2, MD3, MD4, ME, NA, NB or NC, less than 20 years old must comply with one or more of the approved exhaust emission standards in Table 11-2-4.
3. New diesel-powered vehicles of class MA, MB, MC, MD1, MD2, MD3, MD4, ME, NA, NB or NC, less than 20 years old must comply with one or more of the approved exhaust emission standards in Table 11-2-5.

Performance
4. Class MA, MB, MC, MD1, MD2, MD3, MD4, ME, NA, NB or NC vehicles manufactured on or after 1 January 1990 and first certified for entry into New Zealand on or after 1 May 2008 must pass a prescribed metered test (see section 11-3, Metered test specifications).
5. The exhaust system must comply with requirements relating to performance set out in the VIRM: In-service certification, section 11-2.

Page amended 1 December 2016 (see amendment details).
11-3 Metered emissions test specifications

Applicable legislation


Application

Group M or N vehicles less than 20 years old (Note 4) and certified for entry on or after 1 May 2008 must pass a prescribed metered exhaust emissions test, according to the following procedures and requirements.

Note 1

This requirement does not apply to tractors, class MA or MC motorsport vehicles, or a vehicle certified to the low-volume vehicle standard exhaust gas emissions 9010(00).

Note 2

This requirement does not apply to vehicles being re-registered or new vehicles.

Note 3

The entry inspector must personally carry out the tail-pipe test. Other staff may prepare the vehicle for testing but the test must be carried out by the entry inspector.

Note 4

Less than 20 years old means a motor vehicle first registered outside of New Zealand, or manufactured, 20 years or less before its date of certification for entry into service.

Procedure for measuring exhaust emissions of petrol, LPG or CNG vehicles

1. The test equipment must be warmed up and calibrated before use, in accordance with the equipment manufacturers instructions.

2. Ensure the vehicle has reached normal operating temperature, as recommended by the vehicle manufacturer.

3. Insert the sampling probe (ie the exhaust gas sampling part of the measuring equipment) far enough into the exhaust pipe to prevent the admission of open air. This is to ensure that only exhaust gas is sampled.

4. For the duration of the test:
   a) the vehicles engine must be idling, and
   b) the accelerator pedal must be released, and
   c) the handbrake must be applied, and
   d) the vehicles transmission must be
      i. in neutral, or
      ii. if the vehicle is an automatic, in park.

Pass requirements

A petrol, LPG or CNG vehicle must not exceed the applicable maximum carbon monoxide and hydrocarbon emissions limits set out in below.

<table>
<thead>
<tr>
<th>Vehicle</th>
<th>Carbon monoxide</th>
<th>Hydrocarbons (parts per million)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A motor vehicle powered by a four-stroke or rotary engine</td>
<td>1%</td>
<td>300</td>
</tr>
<tr>
<td>A motor vehicle powered by a two-stroke engine</td>
<td>4.5%</td>
<td>7800</td>
</tr>
</tbody>
</table>

Re-testing

If a vehicle fails the test, it may be necessary to ensure the vehicle has reached normal operating temperature, as recommended by the manufacturer.
Procedure for measuring exhaust emissions of diesel vehicles (using an opacimeter)

Pre-testing
1. The vehicle must be brought to the normal operating temperature as recommended by the manufacturer.
2. The equipment must be readied before use, in accordance with the equipment manufacturer's instructions.

During testing
For the duration of the test:
   a) the vehicle must be stationary, and
   b) the handbrake must be applied, and
   c) the vehicle's transmission must be:
      i. in neutral, or
      ii. if the vehicle is an automatic, in park.

Operation of the vehicle while testing
During the test procedure, the vehicle operation cycle must follow these phases (refer to Figure 11-3-1):
1. Purge
   a) Residual smoke must be purged from the vehicle's exhaust system before the vehicle's diesel smoke is sampled.
2. Inserting probe
   a) The probe (the exhaust gas sampling part of the measuring equipment) must be inserted sufficiently into the exhaust pipe to prevent outside air from entering the probe and ensure that only exhaust gas is sampled.
3. Idling before testing
   a) The engine must be run at idle for five or six seconds before the first test cycle.
4. Test cycle
   a) The accelerator pedal must be fully and rapidly depressed, held in this state for two seconds, then released for three seconds (refer to Figure 11-3-2).
   b) Despite the above, if the opacimeter has a function allowing the measurement of the engine revolutions per minute (RPM), the accelerator pedal should only be depressed until the maximum available RPM is indicated by the opacimeter (rather than for the fixed period of two seconds).
   c) The exhaust emissions must be sampled throughout this (five-second) period.
5. Idling between test cycles
   a) The engine must be run at idle for 410 seconds between each test cycle that is performed.

Measured values
1. One, two or three test cycles must be performed as necessary.
   a) If the result of measurement 1 is:
      i. less than or equal to an optical absorption coefficient (OAC) of 0.64m-1, the vehicle passes the test,
      ii. more than an OAC of 0.64m-1, the test cycle must be repeated.
   b) If the result of measurement 2 is:
      i. less than or equal to an OAC of 0.64m-1, the vehicle passes the test,
      ii. more than 0.64m-1, the test cycle must be repeated.
   c) If the average of the three measurements is:
      i. less than or equal to an OAC of 0.80m-1, the vehicle passes the test,
      ii more than an OAC of 0.80m-1, the vehicle fails the test.
2. To avoid doubt, if the vehicle does not meet the prescribed standard after three test cycles, the vehicle fails the test.
Procedure for measuring exhaust emissions of diesel vehicles (using filter paper test equipment)

Pre-testing
1. The test equipment must be warmed up and calibrated before use, in accordance with the equipment manufacturers instructions.
2. Insert the sampling probe (ie the exhaust gas sampling part of the measuring equipment) far enough into the exhaust pipe to prevent the admission of open air. This is to ensure that only exhaust gas is sampled.

Operation of the vehicle during testing
For the duration of the test:
   a) the vehicle must be stationary, and
   b) the handbrake must be applied, and
   c) the vehicles transmission must be:
      i. in neutral, or
      ii. if the vehicle is an automatic, in park.

During the test procedure, the vehicle operation cycle must follow these phases (refer to Figure 11-3-2 over the page):
1. Racing purge
   a) When the engine is idling, rapidly depress the accelerator to the maximum available RPM.
   b) Immediately after the engine reaches its maximum available RPM, release the accelerator to return the engine to idling.
   c) Repeat this two more times.
2. Idling phase
   a) Run the engine at idle for five or six seconds.
3. Measuring phase

Figure 11-3-1. Diesel exhaust emission test vehicle operation cycle using an opacimeter
a) Fully depress the accelerator and hold for two seconds.

b) Release the accelerator for 13 seconds and sample the diesel smoke during this period.

c) Repeat this two more times.

**Diesel sampling requirements**

1. A sample of 0.33 litres must be absorbed through a filter paper by means of a pump-type exhaust smoke sampling device.

2. Class 5A filter paper (or equivalent) must be used.

3. The extent the filter paper is polluted by the smoke contained in the vehicles exhaust emissions must be measured by a prescribed exhaust smoke analyser measurement device.

4. The final result must be calculated as an average of the three measured values obtained during the test procedure.

**Pass requirements**

A diesel vehicle must not exceed 25% opacity.

---

**Figure 11-3-2 Diesel exhaust emission test vehicle operation cycle**

---

12 Towing

**12-1 Towing connections**

Vehicles must comply with the requirements relating to mandatory equipment and condition set out in:

- VIRM: In-service certification, section 12, general vehicles
- VIRM: In-service certification, section 12, heavy vehicles
- VIRM: In-service certification, section 12, light PSVs
- VIRM: In-service certification, section 12, heavy PSVs.

There are no additional requirements in respect of towing connections for the inspection and certification of vehicles for entry into service.
13 Miscellaneous items

13-1 Engine and drive train

Vehicles must comply with the requirements relating to condition, performance and modification set out in:

- VIRM: In-service certification, section 13-1, general vehicles
- VIRM: In-service certification, section 13-1, heavy vehicles
- VIRM: In-service certification, section 13-1, light PSVs
- VIRM: In-service certification, section 13-1, heavy PSVs.

There are no additional requirements in respect of the engine and drive train for the inspection and certification of vehicles for entry into service.

13-2 Fuel system

Vehicles must comply with the requirements relating to condition, performance and modification set out in the VIRM: In-service certification, section 13-2.

There are no additional requirements in respect of the fuel system for the inspection and certification of vehicles for entry into service.

13-2 Fuel system (light PSV)

Reasons for rejection

Mandatory requirements
1. A PSV is not fitted with a device to compensate the internal pressure without fuel overflow and without fuel spillage, even in the case of roll-over of the PSV (Note 1).

Mandatory equipment
2. A vehicle does not comply with the requirements relating to mandatory equipment set out in the VIRM: In-service certification, section 13-2.

Condition and performance
3. A vehicle does not comply with a requirement relating to condition or performance set out in the VIRM: In-service certification, section 13-2.

Note 1
A fuel cap, similar to a car one, with a valve in it, or a valve fitted to the top of the tank will meet this requirement. If there is doubt, the vehicle inspector must obtain evidence that the vehicle does comply.

Summary of legislation

Applicable legislation


Mandatory requirements
1. The design and location of fuel tanks must:
   a) for a vehicle which entered service as a PSV in New Zealand on or after 1 July 2000, incorporate a device to compensate the internal pressure without fuel overflow and without fuel spillage, even in the case of roll-over of the PSV, or
   b) for a vehicle which entered service as a PSV in New Zealand before 1 July 2000, ensure that any fuel overflow will not accumulate on any part of the vehicle.

Mandatory equipment
2. A vehicle must comply with the requirements relating to mandatory equipment set out in the VIRM: In-service certification, section 13-2.

Condition and performance
3. A vehicle must comply with the requirements relating to condition and performance set out in the VIRM: In-service certification, section 13-2.
13-2 Fuel system (heavy PSV)

Reasons for rejection

Mandatory requirements
1. A PSV is not fitted with a device to compensate the internal pressure without fuel overflow and without fuel spillage, even in the case of roll-over of the PSV (Note 1).

Mandatory equipment
2. A vehicle does not comply with the requirements relating to mandatory equipment set out in the VIRM: In-service certification, section 13-2.

Condition and performance
3. A vehicle does not comply with a requirement relating to condition or performance set out in the VIRM: In-service certification, section 13-2.

Note 1
A fuel cap, similar to a car one, with a valve in it, or a valve fitted to the top of the tank will meet this requirement. If there is doubt, the vehicle inspector must obtain evidence that the vehicle does comply.

Summary of legislation

Applicable legislation

Mandatory requirements
1. The design and location of fuel tanks must:
   a) for a vehicle which entered service as a PSV in New Zealand on or after 1 July 2000, incorporate a device to compensate the internal pressure without fuel overflow and without fuel spillage, even in the case of roll-over of the PSV, or
   b) for a vehicle which entered service as a PSV in New Zealand before 1 July 2000, ensure that any fuel overflow will not accumulate on any part of the vehicle.

Mandatory equipment
2. A vehicle must comply with the requirements relating to mandatory equipment set out in the VIRM: In-service certification, section 13-2.

Condition and performance
3. A vehicle must comply with the requirements relating to condition and performance set out in the VIRM: In-service certification, section 13-2.

13-3 Electrical wiring (light PSV)

Vehicles must comply with the requirements relating to condition and performance set out in the VIRM: In-service certification, section 13-4.

There are no additional requirements in respect of LPSV electrical wiring for the inspection and certification of vehicles for entry into service.

13-3 Electrical wiring (heavy PSV)

Reasons for rejection

Mandatory requirements
1. Electrical equipment fitted in a PSV which operates at voltages of more than 32 volts AC or 115 volts DC (eg a trolley bus or plug-in hybrid electric vehicle).
   a) There is no evidence that an inspection has been carried out by a person registered under section 75 (registered electrician) or section 77 (registered electrical inspector) of the Electricity Act 1992.

Condition and performance
2. A vehicle does not comply with a requirement relating to condition or performance set out in the VIRM: In-service certification, section 13-4.
Summary of legislation

Applicable legislation
- **Land Transport Rule: Passenger Service Vehicles 1999.**

Mandatory requirements

1. Electrical equipment fitted in a PSV which operates at voltages of more than 32 volts AC or 115 volts DC:
   a) inspections must be carried out by a person registered under section 75 or section 77 of the **Electricity Act 1992.**

Condition

2. A vehicle must comply with the requirements relating to condition set out in the **VIRM: In-service certification, section 13-4.**

13-5 Electric and hybrid vehicle electrical system

Vehicles must comply with the requirements relating to mandatory condition and modification set out in:

- **VIRM: In-service certification, section 13-5, general vehicles**
- **VIRM: In-service certification, section 13-5, heavy vehicles**
- **VIRM: In-service certification, section 13-5, vehicles**
- **VIRM: In-service certification, section 13-5, general vehicles**

There are no additional requirements in respect of alternative fuel systems for the inspection and certification of vehicles for entry into service.

Page added 1 December 2016 (see amendment details).

14 Alternative fuel system

14-1 Alternative fuel systems

Vehicles must comply with the requirements relating to mandatory equipment, condition and modification set out in the **VIRM: In-service certification, section 13-3.**

There are no additional requirements in respect of alternative fuel systems for the inspection and certification of vehicles for entry into service.

15 Load restraints

15-1 Load restraints

Vehicles must comply with the requirements relating to mandatory equipment, condition and modification set out according to their vehicle type in:

- **VIRM: In-service certification, section 14, Heavy vehicles**
- **VIRM: In-service certification, section 14, Light PSVs**
- **VIRM: In-service certification, section 14, Heavy PSVs.**

There are no additional requirements in respect of load restraints for the inspection and certification of vehicles for entry into service.

16 Certificate of loading

16-1 Certificate of loading (heavy vehicles)

Reasons for rejection

Mandatory requirements

1. Relevant HV specialist certification, where this is required, eg for towing connections, has not been obtained prior determining loading and weights, ie the vehicle has not been:
   a) issued with a valid **LT400 certificate,** or
   b) fitted with a valid certification plate.
2. When the loading and weights were determined by the vehicle inspector, the vehicle was not correctly identified by all of the following:
   a) Registration number (Note 1)
   b) Make, model and sub-model
   c) Vehicle identification number or chassis number, as applicable.

3. The relevant loading and weights in Table 16-1-1 have not been determined, or have been determined incorrectly.

4. The relevant loading and weights specified in Table 16-1-1 have not been recorded, or have been recorded incorrectly, on the LATIS systems ILOAD and ICORE screens (refer to LATIS agents manual).

5. The certificate of loading:
   a) has not been printed (Note 1), or
   b) is not valid, eg it displays incorrect information.

Note 1
This only applies when the vehicle has been registered using a TCERT authority. Certificates of loading cannot be issued for unregistered vehicles.

Table 16-1-1. General loading, weights and other information to be determined

| All vehicles | • Gross vehicle mass (GVM)  
|             | • Unladen vehicle mass (tare weight)  
|             | • Wheelbase  
|             | • Number of axles  
|             | • Axle spacings (for multi-axle groups)  
|             | • Front axle weight ratings (if available)  
|             | • Rear axle group weight ratings (if available)  
|             | • Front axle tyre designation and tyre capacity  
|             | • Rear axle group tyre designation and tyre capacity  
|             | • Relevant endorsements or statements provided in applicable legislation (eg towing standards, brake standards)  
|             | • Overdimension information (if applicable)  
|             | • Further details and conditions that have been specified for the vehicles operation  
| Additional for vehicles fitted with a towing connection | • Gross combination mass (braked)  
| | • Gross combination mass (unbraked)  
| | • Maximum towed mass (braked)  
| | • Maximum towed mass (unbraked)  

Summary of legislation

Applicable legislation
- Land Transport Rule: Vehicle Standards Compliance 2002

Mandatory requirements
1. A vehicle must have a chassis rating.

2. A vehicles loading and weight limits may be verified and recorded only if a record of determination has been made confirming that the relevant HV specialist certification has been obtained for a specific aspect of the vehicle.

3. The following information that identifies the vehicle must be determined:
   a) Its registration number, and
   b) Its make, model and sub-model, and
   c) Its vehicle identification number or chassis number.
4. The loading and weights listed in Table 16-1-1 must be determined.

5. A vehicle inspector must make a record of the relevant loading and weight limits listed in Table 16-1-1 and provide this to the NZTA on the ILOAD and ICORE screens within the LATIS computer system (refer to LATIS agents' manual).

6. When a vehicle inspector has provided a record under Summary of legislation 4, the inspecting organisation must issue a certificate of loading.

7. A certificate of loading (CoL) must contain:
   a) information that identifies the vehicle, and
   b) the date on which the CoL was issued, and
   c) other information relevant to loading and weight specifications specified by the NZTA.

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

**Reasons for rejection**

**Mandatory requirements**

1. Relevant LVV specialist certification, or accepted overseas certification, where this is required, eg for retrofitted seats or seatbelts, has not been obtained prior determining loading and weights, ie the vehicle is not fitted with a valid low volume vehicle certification plate or does not have evidence of overseas specialist certification.

2. When the loading and weights were determined by the vehicle inspector, the vehicle was not correctly identified by all of the following:
   a) Registration number (Note 1)
   b) Make, model and sub-model
   c) Vehicle identification number or chassis number, as applicable.

3. The relevant loading and weights in Table 16-1-1 and Table 16-1-2 have not been determined, or have been determined incorrectly.

4. The relevant loading and weights specified in Table 16-1-1 and Table 16-1-2 have not been recorded, or have been recorded incorrectly, on the LATIS system’s ILOAD, ICORE and IPASS screens (refer to LATIS agents' manual).

5. The certificate of loading:
   a) has not been printed (Note 1), or
   b) is not valid, eg it displays incorrect information.

**Note 1**
This only applies when the vehicle has been registered using a TCERT authority. Certificates of loading cannot be issued for unregistered vehicles.

**Note 2**
The internal height may be 1.80m if the CoL allows only primary- and intermediate-school pupils to stand on the passenger service vehicle.

**Note 3**
Dedicated wheelchair position means a seating position for transporting a wheelchair and its occupant that is unavailable for other passengers when it is not occupied by a wheelchair.

**Table 16-1-1. General loading and weights to be determined**
### All vehicles

- Gross vehicle mass (GVM) (This must be as provided by the manufacturer or set by the Transport Agency.)
- Unladen vehicle mass (tare weight)
- Wheelbase
- Number of axles
- Axle spacings (for multi-axle groups)
- Relevant endorsements or statements provided in applicable legislation (e.g., towing standards)
- Overdimension information (if applicable)
- Further details and conditions that have been specified for the vehicle’s operation

### Additional for vehicles fitted with a towbar

- Gross combination mass (braked)
- Gross combination mass (unbraked)
- Maximum towed mass (braked)
- Maximum towed mass (unbraked)

### Additional for MD1 and MD2 vehicles

- Front axle weight ratings (if available)
- Rear axle group weight ratings (if available)
- Front axle tyre designation and tyre capacity
- Rear axle group tyre designation and tyre capacity

### Additional for vehicles fitted with a roof rack

- Maximum roof rack load

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

<table>
<thead>
<tr>
<th>General requirements for determining occupant loading</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>All vehicles</strong></td>
</tr>
<tr>
<td>The <strong>deemed mass</strong> of each occupant is:</td>
</tr>
<tr>
<td>- 80kg for adult occupants</td>
</tr>
<tr>
<td>- 65kg for secondary-school pupils</td>
</tr>
<tr>
<td>- 55kg for intermediate-school pupils</td>
</tr>
<tr>
<td>- 42kg for primary-school pupils</td>
</tr>
<tr>
<td>For a PSV with 9 or fewer seats, the passenger capacity on the CoL may be calculated using the number of installed seating positions.</td>
</tr>
<tr>
<td>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.</td>
</tr>
<tr>
<td><strong>Note:</strong> 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.</td>
</tr>
</tbody>
</table>

| **MD1 and MD2 vehicles**                               |
| 1. The maximum deemed occupant loading is calculated from the maximum number of passengers allowed in the CoL plus the driver and any crew and their deemed mass. |
| 2. The GVM 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 ([InformationChassisRatings@nzta.govt.nz](mailto:InformationChassisRatings@nzta.govt.nz)). 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. |
| 3. The axle ratings (where specified on the CoL) must not be exceeded when the vehicle is loaded with the maximum deemed occupant loading. |

| **PSVs with a dedicated**                              |
| 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. |
Seated passengers

Maximum number of seated passengers to be determined, as appropriate to the vehicle:

- Adult passengers
- Secondary-school pupils
- Intermediate-school pupils
- Primary-school pupils

Calculation

1. The PSV must comply with all relevant seat, aisle and other measurements and requirements before loads are calculated. Any seats in excess of the permitted maximum number of passengers must be removed (a non-complying front middle seat may be made unusable if removal is not reasonably possible).

2. The maximum number of seated passengers must be calculated as follows:
   a. one person per seating position, and
   b. in the case of seats providing at least 900 mm shoulder room, either:
      i. according to the number of fitted seatbelts, or
      ii. if the seats are not fitted with seatbelts, three primary- or intermediate-school pupils to two seating positions.

Note In a PSV carrying only seated passengers, the maximum number of passengers may also or instead, at the written request of the operator or manufacturer to the inspecting organisation, be displayed on the certificate of loading as a combination of:

- adult passengers, and
- primary- or intermediate-school pupils.

Standing passengers

Maximum number of standing passengers to be determined, as appropriate to the vehicle:

- Adult passengers
- Secondary-school pupils
- Intermediate-school pupils
- Primary-school pupils

Calculation

1. Maximum number of the standing passengers = the area available for the standing passengers divided by the area required for each standing passenger.

2. The following areas are not available for standing passengers:

   - an area which has an obvious boundary, extending at least 300mm behind the driver’s seat, with a sign stating that passengers must not stand in that area
   - an area where the internal height is less than 1.83m (Note 2), with a sign stating that passengers must not stand in that area
   - an area where the gradient of the aisle is steeper than 1 in 12.5, with a sign stating that passengers must not stand in that area
   - the area occupied by seats or dedicated as foot room for sitting passengers
   - stairwells, ramps and the area swept by the doors
   - all areas on a single-decked open-bodied vehicle
   - the area of a motor vehicle in which every seat must be fitted with a seatbelt
   - an area, in a vehicle that entered service as a PSV on or after 1 December 2012, extending at least 300mm inboard of the area swept by a rear door, with a sign or other device to warn passengers not to stand in the area.

3. The area for standing passengers must have no dimension less than:
for adult passengers and secondary-school pupils, 380mm, and
for primary- and intermediate-school pupils, 300mm.

4. The minimum area required for each standing passenger is:
   - 0.17m² for mixed loads of adults, secondary-, intermediate- and primary-school pupils, and
   - 0.15m² for primary- and intermediate-school pupils.

Summary of legislation

Applicable legislation
- Land Transport Rule: Vehicle Standards Compliance 2002

Mandatory requirements
1. A vehicle’s loading and weight limits may be verified and recorded only if a record of determination has been made confirming that the relevant LVV specialist certification has been obtained for a specific aspect of the vehicle.

2. The following information that identifies the vehicle must be determined:
   a) its registration number, and
   b) its make, model and sub-model, and
   c) its vehicle identification number or chassis number.

3. The loading and weights listed in Table 16-1-1 and Table 16-1-2 must be determined.

4. A vehicle inspector must make a record of the relevant loading and weight limits listed in Table 16-1-1 and Table 16-1-2 and provide this to the NZTA on the ILOAD, ICORE and IPASS screens within the LATIS computer system (refer to LATIS agents' manual).

5. When a vehicle inspector has provided a record under SoL 4, the inspecting organisation must issue a certificate of loading.

6. A certificate of loading (CoL) must contain:
   a) information that identifies the vehicle, and
   b) the date on which the CoL was issued, and
   c) other information relevant to loading and weight specifications specified by the NZTA.

Page amended 1 November 2017 (see amendment details).

16-1 Certificate of loading (heavy PSV)

Reasons for rejection

Mandatory requirements
1. Relevant HV specialist certification, where this is required, has not been obtained prior determining loading and weights, ie the vehicle has not been issued with a valid LT400 certificate.

2. When the loading and weights were determined by the vehicle inspector, the vehicle was not correctly identified by all of the following:
   a) registration number (Note 1)
   b) make, model and sub-model
   c) vehicle identification number or chassis number, as applicable.

3. The relevant loading and weights in Table 16-1-1 and Table 16-1-2 have not been determined, or have been determined incorrectly.

4. The relevant loading and weights specified in Table 16-1-1 and Table 16-1-2 have not been recorded, or have been recorded incorrectly, on the LATIS systems ILOAD, ICORE and IPASS screens (refer to LATIS agents manual).

5. The certificate of loading:
   a) has not been printed (Note 1), or
b) is not valid, eg it displays incorrect information.

Note 1
This only applies when the vehicle has been registered using a TCERT authority. Certificates of loading cannot be issued for unregistered vehicles.

Note 2
**Double-decked vehicle** means a vehicle that has an upper and lower passenger compartment, and the floor of the upper passenger compartment is equal to or above the ceiling of the lower passenger compartment.

Note 3
PSVs previously issued with CoLs with reduced passenger capacity due to insufficient GVM:
- Any PSV with 10 or more seats must not exceed the GVM but may have their chassis rating reviewed on application to NZTA (Vehicles Unit). 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.
- Any seats in excess of the permitted passenger capacity must be removed.

Note 4
The internal height may be 1.80m if the CoL allows only primary- and intermediate-school pupils to stand on the passenger service vehicle.

Note 5
**Dedicated wheelchair position** means a seating position for transporting a wheelchair and its occupant that is unavailable for other passengers when it is not occupied by a wheelchair.

**Table 16-1-1 General loading and weights to be determined**

<table>
<thead>
<tr>
<th>All vehicles</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>✷ Gross vehicle mass (GVM) (<a href="#note3">Note 3</a>)</td>
<td>✷ Gross combination mass (braked)</td>
</tr>
<tr>
<td>✷ Unladen vehicle mass (tare weight)</td>
<td>✷ Gross combination mass (unbraked)</td>
</tr>
<tr>
<td>✷ Wheelbase</td>
<td>✷ Maximum towed mass (braked)</td>
</tr>
<tr>
<td>✷ Number of axles</td>
<td>✷ Maximum towed mass (unbraked)</td>
</tr>
<tr>
<td>✷ Axle spacings (for multi-axle groups)</td>
<td></td>
</tr>
<tr>
<td>✷ Front axle weight ratings (if available)</td>
<td></td>
</tr>
<tr>
<td>✷ Rear axle group weight ratings (if available)</td>
<td></td>
</tr>
<tr>
<td>✷ Front axle tyre designation and tyre capacity</td>
<td></td>
</tr>
<tr>
<td>✷ Rear axle group tyre designation and tyre capacity</td>
<td></td>
</tr>
<tr>
<td>✷ Relevant endorsements or statements provided in applicable legislation (eg</td>
<td></td>
</tr>
<tr>
<td>towing standards, brake standards)</td>
<td></td>
</tr>
<tr>
<td>✷ Overdimension information (if applicable)</td>
<td></td>
</tr>
<tr>
<td>✷ Further details and conditions that have been specified for the vehicles</td>
<td></td>
</tr>
<tr>
<td>operation</td>
<td></td>
</tr>
</tbody>
</table>

| Additional for vehicles fitted with a towbar                                 |                                                                 |
| ✷ Maximum roof rack load                                                     |                                                                 |

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

**General requirements for determining occupant loading**

<table>
<thead>
<tr>
<th>All vehicles</th>
<th>The <strong>deemed mass</strong> of each occupant is:</th>
</tr>
</thead>
<tbody>
<tr>
<td>✷ 80kg for adult occupants</td>
<td>✷ 65kg for secondary-school pupils</td>
</tr>
<tr>
<td>✷ 65kg for secondary-school pupils</td>
<td>✷ 55kg for intermediate-school pupils</td>
</tr>
<tr>
<td>✷ 55kg for intermediate-school pupils</td>
<td>✷ 42kg for primary-school pupils.</td>
</tr>
</tbody>
</table>
### Seated passengers

Maximum number of seated passengers to be determined, as appropriate to the vehicle:

- Adult passengers
- Secondary-school pupils
- Intermediate-school pupils
- Primary-school pupils

**Calculation**

1. The PSV must comply with all relevant seat, aisle and other measurements and requirements before loads are calculated. Any seats in excess of the permitted maximum number of passengers must be removed (a non-complying front middle seat may be made unusable if removal is not reasonably possible) (**Note 3**).

2. The maximum number of seated passengers must be calculated as follows:
   a) one person per seating position, and
   b) in the case of seats providing at least 900mm shoulder room, either:
      i. according to the number of fitted seatbelts, or
      ii. if the seats are not fitted with seatbelts, three primary- or intermediate-school pupils to two seating positions.

**Note:** In a PSV carrying only seated passengers, the maximum number of passengers may also or instead, at the written request of the operator or manufacturer to the inspecting organisation, be displayed on the certificate of loading as a combination of:

- adult passengers, and
- primary or intermediate school pupils.

### Standing passengers

Maximum number of standing passengers to be determined, as appropriate to the vehicle:

- Adult passengers
- Secondary-school pupils
- Intermediate-school pupils
- Primary-school pupils

**Calculation**

1. Maximum number of the standing passengers = the area available for the standing passengers divided by the area required for each standing passenger.

2. The following areas are not available for standing passengers:
   a) an area which has an obvious boundary, extending at least 300mm behind the drivers seat, with a sign stating that...
passengers must not stand in that area (Note 4)

b) an area where the internal height is less than 1.83m, with a sign stating that passengers must not stand in that area (Note 4)

c) an area where the gradient of the aisle is steeper than 1 in 12.5, with a sign stating that passengers must not stand in that area

d) the area occupied by seats or dedicated as foot room for sitting passengers

e) stairwells, ramps and the area swept by the doors

f) the upper deck of a double-decked vehicle (Note 2)

g) all areas on a single-decked open-bodied vehicle

h) an area, in a vehicle that entered service as a PSV on or after 1 December 2012, extending at least 300mm inboard of the area swept by a rear door, with a sign or other device to warn passengers not to stand in the area.

3. The area for standing passengers must have no dimension less than:

a) for adult passengers and secondary-school pupils, 380mm; and

b) for primary- and intermediate-school pupils, 300mm.

4. The minimum area required for each standing passenger is:

- 0.17m² for mixed loads of adults, secondary-, intermediate- and primary-school pupils, and
- 0.15m² for primary- and intermediate-school pupils.

Summary of legislation

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

Mandatory requirements

1. A heavy PSV must be issued with a chassis rating.

2. A vehicle’s loading and weight limits may be verified and recorded only if a record of determination has been made confirming that the relevant HV specialist certification has been obtained for a specific aspect of the vehicle.

3. The following information that identifies the vehicle must be determined:

a) Its registration number, and

b) Its make, model and sub-model, and

c) Its vehicle identification number or chassis number.

4. The loading and weights listed in Table 16-1-1 and Table 16-1-2 must be determined.

5. A vehicle inspector must make a record of the relevant loading and weight limits listed in Table 16-1-1 and Table 16-1-2 and provide this to the NZTA on the ILOAD, ICORE and IPASS screens within the LATIS computer system (refer to LATIS agents manual).

6. When a vehicle inspector has provided a record under Summary of legislation 4, the inspecting organisation must issue a certificate of loading.

7. A certificate of loading (CoL) must contain:

a) information that identifies the vehicle, and

b) the date on which the CoL was issued, and

c) other information relevant to loading and weight specifications specified by the NZTA.

Page amended 1 October 2012 (see amendment details).