

Correct as at 21st May 2019. It may be superseded at any time.

Extract taken from: NZTA Vehicle Portal > VIRMs > Heavy vehicle specialist certification > Local manufacturing

11 Local manufacturing

11-1 Local manufacturing

Certifier categories: [HVAD](#) | [HVCD](#) | [HVKD](#) | [HVLD](#) | [HVTD](#)

Reasons for rejection

1. A workshop is not a local manufacturer inspecting organisation (IO) and carries out certification ([Note 1](#)).
2. A local manufacturing certifier (VI) is not employed by a local manufacturing IO and carries out certification ([Note 1](#)).
3. A local manufacturing certifier carries out certifications in a category not held by that certifier.
4. A local manufacturing certifier carries out certifications and that certification is not supported by either:
 - a) Being a standard load anchorage from NZS 5444, or
 - b) Being covered by a Statement of Design Compliance (SoDC) from a HV engineering certifier, or
 - c) Being covered by an NZTA pre-approved engineering solution developed by the TTMF ([Note 2](#)), or
 - d) Being a worn or damaged fifth wheel replaced to the fifth wheel manufacturer's instructions for replacing bolt on requirements, or
 - e) Being a worn or damaged kingpin, replaced according to the kingpin manufacturer's instructions on replacement, or
 - f) An approval from the NZTA allowing a variation to the inspection requirements (see [Memo](#)).

Note 1

See [Introduction 6 Appointments: Local Manufacturer \(HVxD\)](#) for duties and responsibilities of local manufacturing certifier inspecting organisation and vehicle inspector responsibilities.

Note 2

A current list of pre-approved engineering solutions is available from the NZTA or TTMF.

Summary of legislation

Applicable references

- NZS 5413 1983, Code of Practice for Manufacture and Use of Stockcrates on Heavy Vehicles
- AS/NZS 1554 Welding
- NZS 5444, Load Anchorage Points for Heavy Vehicles
- AS/NZS 2980, Qualification of welders for fusion welding of steels
- Welding in the transport industry (NZTA publication) -
- AS/NZS 2980:2018: Qualification of welders for fusion welding of steels – Additional requirements for Australia and New Zealand
- AS/NZS ISO9606.1: 2017 Qualification testing of welders – Fusion Welding
- [Technical bulletin 10: Welding in the transport industry](#).

Applicable legislation

- [Land Transport Rule 35001: Vehicle Standards Compliance 2002](#)
- [Land Transport Rule 34001: Vehicle Repair 1998](#)
- [Land Transport Rule 31002: Heavy Vehicles 2004](#)
- [Land Transport Rule 32015: Heavy-vehicle Brakes 2006](#)
- Other [Land Transport Rules](#) relevant to the certification categories carried out.

(Previously Memo 23)

To assist with minimising delays in certifying repairs to heavy motor vehicles, the process for temporary permits, issued in place of a certificate of fitness (CoF) is outlined below. This process can only be used by a **local manufacturing certifier**.

If a minor fault is identified on a heavy vehicle at the time of CoF that is not covered by a pre engineered solution and would normally require input from an engineer before the repair can be certified, this temporary permit process is designed to allow the vehicle to remain in service until the normal certification process can be completed.



With the permit issued the vehicle is able to be operated on the road. Before the permit expires the normal certification process is to be undertaken so that an LT400 can be issued. It is important to note that only one permit per-repair will be issued and no extension given.

If the certification process is not completed before the expiry date, the vehicle is not allowed to operate after this date until the process is complete and a full CoF has been issued.

Note 1

The local manufacturing certifier documents the fault – documenting the exact location, type of failure and other relevant details in sketches, accurate descriptions of materials and photographs.

Note 2

Document the repair method – The applied technology (including electrode quality etc) and all relevant details regarding the repair method must be documented.

Note 3

Issuing a professional opinion – this is not a certification, so an LT400 **must not** be used. The professional opinion should be on your company letterhead and shall contain:

- Vehicle details
- Your details
- Details of the fault
- A statement stating that it has been repaired to industry best practice and is safe to operate on the road for up to 28 days
- Date and sign the document

Note 4

The normal certification process – an engineer or local manufacturing certifier can certify the final repair and issue a LT400.

A design will have to be undertaken, including any additional repairs needed to ensure the vehicle is safe and ensuring the reason for the fault has been addressed. The documentation the local manufacturing certifier made of the fault and repair will have to be made available to the engineer certifier. If a local manufacturing certifier is going to issue the LT400, an SoDC from an engineer certifier must be issued.

- The original local manufacturing certifier who undertook the initial repair to get the permit does not have to undertake the final repair and certification.

Questions

Why can only a CoF inspector issue the temporary 28 day permit?

The Vehicle Standards Compliance Rule (the Rule) does not allow for temporary certification to be issued by Specialist Certifiers. Clause 7.8(1) of the Rule allows a Vehicle Compliance Certifier (CoF Inspector) to issue a temporary permit, when a vehicle does not comply with all applicable requirements, but is nevertheless in a safe condition to be operated. Conditions on vehicle operations can be placed on the temporary permit.

Do I need to give a professional opinion?

If you do not wish to use this process and give a professional opinion you do not have to. You can use the normal certification process.

What does a certifier give to the CoF inspector when asked for a professional opinion?

Under this process the certifier is not issuing a certification. Do not use a LT400, a Statement of Design Compliance or a Procedure Documentation Sheet. The certifier is giving a professional opinion to the CoF inspector, based on their experience and knowledge of vehicles, whether they believe the vehicle to be safe to operate on the road while it awaits a fully certified repair. The information that should be placed in your professional opinion is stated in [Note 3 above](#).

Page amended **9 April 2018** (see [amendment details](#))