

# VIRM: Entry certification amendment

## 1 October 2023 amendment preview

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# Pre-registration and VIN

## 3 VIN assignment

### 3-1 Assigning a VIN

We're revising the requirement to print a dummy MR2A for identification purposes. This will only be required if a VIN plate needs to be affixed to the vehicle. If a vehicle has already been assigned a VIN, you won't need to print an MR2A.

A significant number of vehicles presented for re-entry (re-registration) now have an NZ 7A8 or 7AT VIN number already assigned. Removing the requirement to print a dummy MR2A for these vehicles will:

- reduce the VIN process timeframe
- reduce wastage of paper/ink
- revise an outdated process
- not affect vehicle safety.

Field	Should be set to ...
Certifier ID	<b>Blank</b> ; it is not applicable to the VIN assignment process. Nothing should be entered in this field until the vehicle has passed the entry-level inspection and certification process and the MR2A is to be printed.
Print MR2A	>Y< only to provide a VIN checksheet, <b>if a VIN plate is required to be affixed to the vehicle.</b> An MR2A printed at this stage must not be used as a registration document. Its sole purpose is to provide printed details of the vehicle and the VIN that has been assigned to it. <b>Note:</b> You don't have to print on an MR2A form, plain paper is acceptable.

# Inspection and certification

## 3 Vehicle structure

### 3-6 Roll-over strength (Heavy PSV)

We've added Note 1, explaining what type of documentation may be required to demonstrate compliance (for makes and models that aren't listed under Technical Bulletin 32).

#### 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 Waka Kotahi NZ Transport Agency for approval.

To be considered for approval by Waka Kotahi, 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 Waka Kotahi.

If documentation is unavailable or insufficient, an HVEC must be engaged by the manufacturer to demonstrate compliance.

## 4 Lighting

### Introduction

New UN/ECE Regulations 148, 149, 150 have been introduced for lighting. These are now accepted by Waka Kotahi as alternatives to the current UN/ECE Regs (such as 4, 6, 7) which are incorporated in the Land Transport Rule: Vehicle Lighting 2004.

We're adding these new regulations to the table, with supporting information above the table and under Note 1.

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

New UN/ECE Regulations 148, 149, 150 have been introduced for lighting standards, which amend and replace or incorporate a number of the older Regulations.

While the [Land Transport Rule: Vehicle Lighting 2004](#) is yet to be updated, these new Regulations are accepted by Waka Kotahi as alternatives ([Note 1](#)) to many UN/ECE Regulations below (such as 4, 6, 7) which are currently incorporated in the Rule.

	UN-ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan
Headlamps	1 31 82 5 56 98 8 57 112 20 72 113 76 123 <b>149</b>	76/761 89/517 99/17	108	46 54 55 77	JIS D5500 JIS D5504 TS for headlamps Article 32
Front fog lamps	19 <b>149</b>	76/762 99/18	108	50	JIS D5500 TS for front fog lamps Article 33
Daytime running lamps	87 <b>148</b>		108	45 76	
Forward-facing position lamps	7 50 <b>148</b>	76/758 89/516 97/30	108	49 53	TS for clearance lamps TS for front end-outline marker lamps TS for front and rear position lamps JIS D5500 Article 34
Rearward-facing position lamps	7 50 <b>148</b>	76/758 89/516 97/30	108	49 53	TS for front and rear position lamps TS for tail lamps TS for rear end-outline marker lamps JIS D5500 Article 34

Rearward-facing retroreflectors	3 150	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 50 148	76/759 89/277 99/15	108	6 53	TS for direction indicator lamps JIS D5500 Article 41
Stop lamps	7 50 148	76/758 89/516 97/30	108	49 53	TS for stop lamps JIS D5500 Article 39
High-mounted stop lamps	7 148	76/758 89/516 97/30	108	60	TS for auxiliary stop lamps JIS D5500 Article 39
Registration plate lamps	4 50 148	76/760 97/31	108	48 53	TS for number plate lamps JIS D5500 Article 36
Reversing lamps	23 148	77/539 97/32	108	1	TS for back-up lamps JIS D5500 Article 40
Rear fog lamps	38 148	77/538	108	52	JIS D5500 TS for rear fog lamps Article 37

Retroreflective material	104 150		108		
Side-marker lamps	91 148	76/758 89/516 97/30	108	45 74	JIS D5500 TS for side-marker lamps Article 35
End-outline marker lamps	7 148	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 1**

New UN/ECE regulations can be accepted as alternatives to a number of older Regulations.

The new regulations are the outcome of the World Forum for Harmonization of Vehicle Regulations (WP.29) decision to simplify the lighting and light-signalling Regulations based on the initial proposal by the European Union and Japan.

<b>New UN/ECE Regulation</b>	<b>Combines previous UN Regulations</b>	<b>Uniform provisions concerning</b>
<b>148</b>	4, 6, 7, 23, 38, 50, 77, 87 and 91	The approval of light-signalling devices (lamps) for power-driven vehicles and their trailers.
<b>149</b>	19, 98, 112, 113, 119 and 123	The approval of road illumination devices (lamps) and systems for power-driven vehicles.
<b>150</b>	3, 27, 69, 70 and 104	The approval of retro-reflective devices and markings for power-driven vehicles and their trailers.

# Technical bulletins

## 32 Static tilt stability and roll-over strength compliance

**Table 1: Vehicles meeting static tilt stability requirements**

We've added 'and roll-over strength' to the title of the bulletin and added a new model to Table 1: Vehicles meeting static tilt stability requirements.

Fuso	Rosa Custom Bus	BE740JRMUFBB(D)
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## 41 Entry certification procedures for certain modified vehicles

### Appendix 2: Information on American specialist-built vehicles

Changes throughout this appendix.

#### Appendix 2 : Information on **Recognised Coachbuilt Vehicles** **American specialist-built vehicles**

##### FMVSS acceptance for GM Cadillac and Ford Lincoln Conversion Chassis

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

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

##### General Motors

Master Coachbuilders modify XTS Professional Vehicle Chassis that GM Cadillac XTS vehicles are specifically engineered, designed, and built for heavy-duty applications and coachbuilder supplied to GM approved modification partners for conversion. For acceptance at entry into NZ the conversions must be have been completed by a certified Cadillac Master Coachbuilder. To find a list of Cadillac Master Coachbuilders go to: [www.gmfleet.com/resources/cadillac-master-coach-builders](http://www.gmfleet.com/resources/cadillac-master-coach-builders): an approved partner to remain in LHD format.

GM Cadillac models covered by this program currently are:

- W30 Extended Sedan
- V4U Limousine
- B9Q Hearse

##### Ford Motor Company

Ford Motor Company Qualified Vehicle Modifiers (QVM) Program assists approved manufacturers in developing a high-quality conversion process, the Ford and Lincoln conversion chassis vehicles are specifically designed by Ford to meet rigorous industry requirements. The conversions must be completed by a and are then supplied to a Ford Motor Company Qualified Vehicle Modifier (QVM). To find a list of Qualified Vehicle Modifiers go to: [www.fleet.ford.com/showroom/limo-livery-and-funeral/qualified-vehicle-modifiers](http://www.fleet.ford.com/showroom/limo-livery-and-funeral/qualified-vehicle-modifiers). The QVM Program ensures a high-quality conversion process that meets FMVSS requirements. For acceptance at entry into NZ the conversions must have been completed by an approved Qualified Vehicle Modifier (QVM) to remain in LHD format.

Ford Motor Company models covered by this program currently are:

- Lincoln MKT Towncar Hearse
- Lincoln MKT Towncar Limousine

The models listed above, when from these manufacturers that are modified or partially manufactured under their respective recognised coachbuilder programs, are can be accepted for entry without need for NZ specialist certification provided that:

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



## Reference materials

### 71 Examples of major structural damage and corrosion

#### 71-4 Damage to rocker panels and cant rails

We've added 'and cant rails' to the title of this section, along with reference photos.

#### Cant rails

