

VIRM: ENTRY CERTIFICATION AMENDMENT

April 2020 List of changes and preview pages

FEBRUARY 2020

In this amendment

- General clarifications
- Change to entry certification requirements for motorcycles regarding ABS from 1 April 2020 and 1 November 2021
- A number of changes to help clarify processes and requirements for pre-delivery inspections (PDIs)
- Updated emissions codes table.

LIST OF CHANGES

SECTION	CHANGE DESCRIPTION
Introduction	
4 The pre-registration process	<ul style="list-style-type: none"> • Changes regarding PDI clarifications
9 Definitions and abbreviations	<ul style="list-style-type: none"> • Used vehicle definition updated • New definitions added as a result of the introduction compulsory ABS on motorcycles
Pre-registration and VIN	
2-2 Vehicle attributes definitions	<ul style="list-style-type: none"> • Table 2-2-2 - used vehicle definition updated to align with the change in the Definitions section • Table 2-2-12 – two new gas codes added • Table 2-2-13 – missing test regime code for motorsport, immigrant's vehicles and special interest vehicles added
Inspection and certification	
1-1 Registering a vehicle for the first time in New Zealand	<ul style="list-style-type: none"> • Changes regarding PDI clarifications
8-1 Service brake and park brake	<ul style="list-style-type: none"> • New reason for rejection, summary of legislation and table added to incorporate the new requirements regarding ABS in motorcycles (staged introduction from 1 April 2020 and 1 November 2021)
16-1 Certificate of loading (heavy vehicles)	<ul style="list-style-type: none"> • Line added to Table 16-1-1 to remind certifiers that if the vehicle has been imported with an ECE R55 compliant fifth wheel then this should be recorded on the LATIS system's ILOAD screen
Technical bulletins	

25 Immigrants' vehicles	<ul style="list-style-type: none"> Updated to include changes brought about by the amendment to Land Transport Rule: Light Vehicle Brakes 2002. This change is that the ABS requirements to class LC, LD and LE vehicles do not apply to immigrants' vehicles
26 Special interest vehicles	<ul style="list-style-type: none"> Updated to include changes brought about by the amendment to Land Transport Rule: Light Vehicle Brakes 2002. This is the addition of a new category of vehicle – special interest motorcycle
28 Exhaust emissions standard compliance	<ul style="list-style-type: none"> Updated so that a certificate of conformity can be used to determine emission standards for heavy vehicles as well as light vehicles Emissions codes table updated to include the latest codes, including Euro 6 (Note that the EC directive documentation that these tables are based on has been included in the email consultation package.)
29 Declaration for supplementary restraint system, anti-lock braking system and ESC system inspections	<ul style="list-style-type: none"> Link added to the motorcycles brakes section
46 Parallel imports	<ul style="list-style-type: none"> New bulletin that contains the majority of the clarifications regarding PDI inspections
Reference materials	
50	<ul style="list-style-type: none"> DCCUAF06 <i>Application for recognition of immigrants' vehicles</i> form updated to include ABS for motorcycles
82	<ul style="list-style-type: none"> SIMCP <i>Application for a special interest motorcycle permit</i>

Introduction

4 The pre-registration process

3 Parallel-imported new vehicles

A new light vehicle (including a motorcycle) that has been parallel-imported by a private individual or independent dealer is required to meet applicable certification requirements. Compliance must be checked and determined by an entry certifier.

The pre-registration process for parallel-imported new vehicles may include:

- a pre-delivery inspection (PDI)
- repair certification (for damaged/written-off parallel imports)
- the VIN process
- vehicle inspection and certification.

3.1 Pre-delivery inspection (PDI) (Note 1) (Note 2) (Note 3)

Parallel-imported new vehicles must undergo a pre-delivery inspection (PDI) carried out by an agent appointed by the vehicle manufacturer. This verifies that any outstanding warranty or safety recalls have been attended to, and that various safety systems are armed and checked for operation before the vehicle goes into service.

An entry certifier must retain a copy of the PDI checksheet as evidence that a PDI was carried out.

Note 1

Any imported vehicle that has not been previously registered (regardless of mileage covered) will need to have evidence that a PDI has been carried out.

Note 2

A PPSR alone is not considered to be valid proof of registration for an import from Australia. Any vehicle that appears to be new or is sold as a new write-off will be treated as a parallel imported new vehicle.

Note 3

When a parallel import is presented from the UK with a V308, a PDI is not required.

9 Definitions and abbreviations

Antilock brake system (ABS)	means a system that senses wheel slip and automatically modulates the pressure producing the braking forces at the wheel or wheels to limit the degree of wheel slip.
Combined brake system (CBS)	means: <ul style="list-style-type: none"> a) for vehicle classes LA and LC, a service brake system where at least two brakes on different wheels are operated by the actuation of a single control b) for vehicle classes LB and LE, a service brake system where the brakes on all wheels are operated by the actuation of a single control c) for vehicle class LD, a service brake system where the brakes on at least the front and rear wheels are operated by the actuation of a single control. If the rear wheel and sidecar wheel are braked by the same brake system, this is regarded as the rear brake.
Enduro motorcycle	means a motor vehicle of class LC that has the following properties— <ul style="list-style-type: none"> a) seat height greater than or equal to 900mm b) ground clearance equal to or greater than 310mm c) overall gear ratio in highest gear (primary gear ratio x secondary gear ratio in the highest speed x final drive ratio) equal to or greater than 6.0 d) unladen weight less than or equal to 15 kg e) no seating position for a passenger.

Farm motorcycle	<p>a) either:</p> <ul style="list-style-type: none"> (i) an engine capacity less than or equal to 250 cubic centimetres, or (ii) motive power wholly derived from an external source of electricity <p>b) ground clearance equal to or greater than 220mm</p> <p>c) overall gear ratio in highest gear (primary gear ratio x secondary gear ratio in the highest speed x final drive ratio) equal to or greater than 6.0</p> <p>d) unladen weight less than or equal to 150kg</p> <p>e) front wheel outer rim diameter equal to or greater than 482mm (nominally 19 inches) and larger than rear wheel outer rim diameter</p>
Special interest motorcycle	<p>means a vehicle of class LC, LD, or LE:</p> <ul style="list-style-type: none"> a) for which a valid special interest motorcycle permit has been issued in accordance, and b) that has been certified for entry on the basis of a special interest motorcycle permit.
Trial motorcycle	<p>means a motor vehicle of class LC that has the following properties—</p> <ul style="list-style-type: none"> a) seat height less than or equal to 700mm: b) ground clearance equal to or greater than 280mm: c) fuel tank capacity less than or equal to 4 litres: d) overall gear ratio in highest gear (primary gear ratio x secondary gear ratio in the highest speed x final drive ratio) equal to or greater than 7.5: e) unladen weight less than or equal to 100kg: f) no seating position for a passenger.
Used light vehicle	<p>means a light vehicle, including a light vehicle that has been used for the purpose of demonstration in connection with the sale of a similar vehicle that has, at any time, before being offered or displayed for sale been:</p> <ul style="list-style-type: none"> a) registered under: <ul style="list-style-type: none"> i. the Transport Act 1962, or ii. Part 17 of the Land Transport Act 1998, or iii. any corresponding legislation in any other country, or b) used for a purpose not connected with its manufacture or sale. <p>Notes</p> <ul style="list-style-type: none"> • any significant repair to a vehicle, such as one that requires specialist certification, is considered use after manufacture or sale. Therefore, any vehicle that has been damaged to the point that it requires any specialist certification for the repairs must be treated as used for entry into LANDATA and inspection requirements. However, the vehicle standards, emissions and ESC requirements remain the same as any other new vehicle. • See Technical bulletin 46: Parallel imports.

Pre-registration and VIN

2-2 Vehicle attributes definitions

Table 2-2-2. Valid registration indicators

Code	Indicator	Description
U	Used vehicle	<p>In relation to a vehicle, means a vehicle, including one that has been used for the purpose of demonstration in connection with the sale of a similar vehicle, that has, at any time before being offered or displayed for sale:</p> <ul style="list-style-type: none"> a) been registered under: <ul style="list-style-type: none"> i. the Transport Act 1962, or ii. Part 17 of the Land Transport Act 1998, or iii. any corresponding legislation in any other country, or b) been used for a purpose not connected with its manufacture or sale. <p>Notes</p> <ul style="list-style-type: none"> • Any significant repair to a vehicle, such as one that requires specialist certification, is considered use after manufacture or sale. Therefore, any vehicle that has been damaged to the point that it requires any specialist certification for the repairs must be treated as used for entry into LANDATA and inspection requirements. However, the vehicle standards, emissions and ESC requirements remain the same as any other new vehicle. • See Technical bulletin 46: Parallel imports. • For a motorcycle that is sold new in New Zealand but is not registered and is used off-road and later it is presented for registration: Provided there is proof of sale as a new vehicle in New Zealand a VIN screen is to be populated as if a new vehicle and then it is to be changed to 'used' before proceeding with the usual used vehicle certification process.

Table 2-2-13. Test regime codes

LANDATA test regime description	Technical bulletin 28 description	LANDATA code	# of FC values
<ul style="list-style-type: none"> • MA or MC motorsport vehicles • Immigrants' vehicles • MA special interest vehicles 	As defined in Land Transport Rule: Vehicle Exhaust Emissions 2002	EXEMPT	0

Table 2-2-12. Gas types

This list will be confirmed following consultation with manufacturers to create the initial load.

Code	Gas Description	SGG Type	Notes
G07	C02 (R744)	C02	
NOL	Not on list	N/A	Known gas but not on table

Inspection and certification

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

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, the original PDI shall be accepted provided the vehicle has been repair certified. A second PDI is not required.

8-1 Service brake and park brake

Reasons for rejection

Tables and images

Summary of legislation

6. A vehicle of class LC, LD or LE does not comply with the requirements of Table 8-1-2

Reasons for rejection

Tables and images

Summary of legislation

Table 8-1-2. ABS brake requirements for class LC, LD and LE vehicles

	A new class LC, LD and LE vehicle of a model or sub-model that was first manufactured on or after 1 April 2020	All other class LC, LD and LE vehicles (see exceptions below)
A class LC, LD or LE vehicle that is powered by either: <ul style="list-style-type: none"> • a combustion engine of capacity greater than 50 cubic centimetres up to and including 125 cubic centimetres; or • an electrically powered motor having net power output of greater than 4kW up to and including 11kW. 	Antilock braking systems or Combined braking systems required if first certified for entry into service in New Zealand on or after 1 April 2020 and before 1 November 2021	Antilock braking systems or Combined braking systems required if first certified for entry into service in New Zealand on or after 1 November 2021
A class LC, LD or LE vehicle that is powered by either: <ul style="list-style-type: none"> • a combustion engine of capacity greater than 125 cubic centimetres; or • an electric powered motor having net power output of greater than 11kW and a 	Antilock braking systems required if first certified for entry into service in New Zealand on or after 1 April 2020	Antilock braking systems required if first certified for entry into service in New Zealand on or after 1 November 2021

power to weight ratio of greater than 0.1kW/kg

Exceptions to Table 8-1-2

Advanced brake system requirements do not apply to:

- an enduro motorcycle; or
- a trial motorcycle; or
- a motorcycle that was first registered in any country before 1 January 1990; or
- an immigrant's vehicle; or
- a motorcycle for which a special interest motorcycle permit has been granted; or
- a farm motorcycle, or
- a low volume vehicle that was:
 - assembled or scratch-built in quantities of 500 or less in any one year (ie, not a uniquely modified low volume vehicle), and
 - not originally fitted with an antilock brake system or a combined brake system, and
 - is certified in accordance with the Low Volume Vehicle Code.

Reasons for rejection

Tables and images

Summary of legislation

6. A vehicle of class LC, LD or LE must comply with the requirements of Table 8-1-2.

16-1 Certificate of loading (heavy vehicles)

Reasons for rejection

Tables and images

Summary of legislation

Table 16-1-1. General loading, weights and other information to be determined

Additional for vehicles fitted with a towing connection

- Gross combination mass (braked)
- Gross combination mass (unbraked)
- Maximum towed mass (braked)
- Maximum towed mass (unbraked)
- If the vehicle has been imported with an ECE R55 compliant fifth wheel then this should be recorded on the LATIS system's ILOAD screen (refer to LATIS agents manual).

Technical bulletins

25 Immigrants' vehicles

Situation

- Under **Land Transport Rule: Frontal Impact Amendment 2008** and **Land Transport Rule: Vehicle Exhaust Emissions Amendment 2007**, a vehicle is not required to comply with an approved frontal impact standard or exhaust emissions standard if it is recognised as an immigrant's vehicle.
- Under **Land Transport Rule: Light Vehicle Brakes 2002**, class LC, LD and LE vehicles are not required to meet advanced brake systems requirements if it is recognised as an immigrant's vehicle.

Advanced brake system (ABS) requirements

ABS requirements do not apply to immigrants' vehicles of class LC, LD or LE.

26 Special interest vehicles and special interest motorcycles

Situation

- Under **Land Transport Rule: Frontal Impact Amendment 2008** and **Land Transport Rule: Vehicle Exhaust Emissions 2007**, a class MA vehicle is not required to comply with an approved frontal impact standard or exhaust emissions standard if it is granted a special interest vehicle permit.
- Under **Land Transport Rule: Light Vehicle Brakes 2002**, class LC, LD and LE vehicles are not required to meet advanced brake systems requirements if it is granted a special interest motorcycle permit.

Application

This document applies to any used or parallel-imported vehicle that is undergoing entry certification in New Zealand, which has been granted a special interest vehicle (SIV) or special interest motorcycle (SIMC) permit and is appropriate for certification to enter service in New Zealand.

Obtaining special interest vehicle and special interest motorcycle permits

To obtain an SIV or SIMC permit, an applicant must:

1. apply to the Transport Agency before the vehicle is certified for entry into service in New Zealand; and
2. pay the appropriate fees (if any) specified in accordance with regulations made under the Act.

Special interest motorcycle permits

A special interest motorcycle permit may be issued if the applicant:

- a) is a New Zealand citizen or resident, and
- b) has another vehicle for primary use that is a class LC, LD, LE, MA, MB, MC or NA vehicle registered in the applicant's name, leased by the applicant or is a company car, and
- c) has not been issued with a special interest motorcycle permit in the last two years, and
- d) does not have any other special interest motorcycle registered in his/her name, and
- e) has submitted a complete and correct application, including a signed declaration, and
- f) has paid the appropriate fees (if any) specified in accordance with regulations made under the Act.

Qualifying criteria for special interest motorcycle permits

- the Transport Agency considers that the motorcycle will be owned as a collector's item, and:
 - it is of historic value, or
 - The vehicle's make and model has been (or was) manufactured in annual volumes of 20,000 units or less and was not manufactured with either an antilock braking system or combined braking system

Conditions for special interest motorcycle permits

1. The NZTA may not issue more than 100 special interest motorcycle permits in any calendar year.
2. A special interest motorcycle ceases to be valid if the vehicle is not inspected at the border or certified for entry within six months of the date of issue.

Note 4

A special interest motorcycle permit that ceases to be valid in the calendar year it was issued will not be counted as part of the quota of 100 per annum.

Step 1 – Documentation

SIVs and SIMCs must still meet those standards applicable to the vehicle (according to age, etc).

Step 3 – Compliance inspection

SIVs and SIMCs must be inspected according to the requirements outlined in the VIRM: Entry certification.

28 Exhaust emissions standard compliance

Acceptable proof of exhaust emissions rule compliance for vehicles from Europe

2. If the vehicle is border checked for entry into New Zealand on or after 1 February 2008:
 - a) a statement of compliance listing an approved emissions standard, or an appropriate EC directive as shown in Table A or UN/ECE regulation as shown in Table B, or
 - b) a UN/ECE compliance plate listing an approved emissions standard or one of the UN/ECE regulations shown in Table B, or
 - c) an EC Certificate of Conformity (CoC) issued by the vehicle manufacturer for individual light vehicles that have undergone European Commission Whole Vehicle Type Approval (EC WVTA). The CoC is linked to the EC Whole Vehicle Approval Plate – if a vehicle has a CoC, it will also have a Whole Vehicle Approval Plate. A sample CoC is shown in Reference material 49. The emissions standard information is recorded in item 46.1 or 48 of the CoC, or

Note that the EC directive documentation that these tables are based on has been included in the email consultation package.

Table A. Translation information for EC Directives

EC Directive	Corresponds to Euro standard ...
Light vehicles (Note 1)	
1998/69B/EC	Euro 4
1998/77B/EC	
1999/102B/EC	
2001/1B/EC	
2001/100B/EC	
2002/80B/EC	
2003/76B/EC	
2005/21/EC	
2006/81B/EC	
2006/96B/EC	
715/2007/A-M/EC	Euro 5
692/2008/A-M/EC	
566/2011/A-M/EC	
459/2012/A-M/EC	
630/2012/A-M/EC	
143/2013/A-M/EC	
171/2013/A-M/EC	
195/2013/A-M/EC	
715/2007/N-ZZ/EC	Euro 6
566/2011/N-ZZ/EC	
459/2012/N-ZZ/EC	
630/2012/N-ZZ/EC	
143/2013/N-ZZ/EC	
171/2013/N-ZZ/EC	
195/2013/N-ZZ/EC	
136/2014/N-ZZ/EC	
45/2015/N-ZZ/EC	
427/2016/N-ZZ/EC	
646/2016/N-ZZ/EC	
1151/2017/N-ZZ/EC	
1221/2017/N-ZZ/EC	
1832/2018/N-ZZ/EC	

Heavy vehicles (Note 1)	
1999/96/B1 or B or C/EC	Euro IV
2001/27/B1 or B or C/EC	
2005/55/B1 or B or C/EC	
2005/78/B1 or B or C/EC	
2006/51/B1 or B or C/EC	
2006/81/B1 or B or C/EC	
2006/96/B1 or B or C/EC)	
1999/96/B2 or D-G and C (EEV) or H-K/EC	Euro V
2001/27/B2 or D-G and C (EEV) or H-K/EC	
2005/55/B2 or D-G and C (EEV) or H-K/EC	
2005/78/B2 or D-G and C (EEV) or H-K/EC	
2006/51/B2 or D-G and C (EEV) or H-K/EC	
2006/81/B2 or D-G and C (EEV) or H-K/EC	
2006/96/B2 or D-G and C (EEV) or H-K/EC	
2008/74/B2 or D-G and C (EEV) or H-K/EC	Euro VI
595/2009	
582/2011	
133/2014	
136/2014	
627/2014	
1242/2019	

Note 1

Some light vehicles may come with heavy compliance codes due to the differences between New Zealand and European classifications.

29 Declaration for supplementary restraint system, anti-lock braking system and ESC system inspections

Technical information

Additional contents

Vehicle inspection requirements manual references

This bulletin gives guidance to vehicle inspectors in applying the following requirements in the *VIRM: Entry certification*:

- **Vehicle interior – 7-6 Airbags**
- **Brakes – 8-1 Service brake and park brake - general vehicles**
- **Brakes – 8-1 Service brake and park brake - heavy vehicles**
- **Brakes – 8-1 Service brake and park brake - motorcycles**

45 Parallel imports

General requirements for parallel imports

Parallel imports are to be treated as a new vehicle for standards requirements but are subjected to the entry certification process of a used vehicle.

This means the following requirements are to be the same as for any other new vehicle:

- Vehicle standards compliance
- Emissions
- ESC (electronic stability control)
- Pre-delivery Inspection (PDI).

PDI requirements

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.

All new parallel imports must have evidence of at least one pre-deliver inspection (PDI). If no PDI is available, the applicant may apply for an exemption from the PDI requirements by applying for an exemption from the Vehicle standards compliance rule with the CA01 form. Any exemption given will require a strict and thorough inspection as defined in the conditions of the exemption.

Trim removal exemptions

As most new vehicles are unlikely to have a high risk of structural damage or corrosion an exemption to the trim removal stage of the entry inspection is likely to be given. The application form and instructions on how to apply can be found in reference material 18

Specific requirements for damaged or written off new parallel imports

Damaged or written off parallel imports are to be treated as used vehicles. However, the standards requirements for new vehicles will apply.

This means the following requirements are to be the same as for a new vehicle:

- Vehicle standards compliance
- Emissions
- ESC (electronic stability control)
- Pre-delivery Inspection (PDI)

PDI requirements

Any vehicle that has not been previously registered requires a pre-deliver inspection (PDI). (See proof of previous registration below)

Only a single PDI is needed for any vehicle. The PDI may be carried out before or after the damage has occurred.

If the PDI was carried out before the damage occurred the repair certification process is deemed to bring the car back to within safe tolerance of manufacture.

If no PDI was carried out before repair certification a full PDI must be completed by a manufacturer's approved representative before the vehicle may be entry certified.

If no PDI is available, the applicant may apply for an exemption from the PDI requirements by applying for an exemption from the Vehicle standards compliance rule with the CA01 form. Any exemption given will require a strict and thorough inspection as defined in the conditions of the exemption.

Proof of previous registration for PDI requirements

A PPSR with a state of registration recorded under the NEVDIS section is not sufficient to prove previous registration. The state of registration is often record before the vehicle has been issued with number plates and a PDI has been completed. A PPSR cannot be used to exempt a vehicle from PDI requirements.

Any vehicle presented with a V308 form does not require a PDI.

LANDATA/MVR entry

Damaged parallel imports are to be loaded as a used vehicle

The date of first registration is to be entered as the date of border inspection.

The vehicle year is to be entered as the year of manufacture.

VIRM references

See these sections of the VIRM for more on parallel imports:

- [Introduction: 4 The pre-registration process](#)
- [Required documentation and registration: 1-1 Registering a vehicle for the first time in New Zealand](#)
- [Vehicle structure 3-3 Inspection specifications](#)
- [Reference material 18: Request for an exemption to remove trim on an imported used vehicle](#)

Reference materials

50 DCCUAF05 Application for recognition of immigrants' vehicles form updated to include ABS for motorcycles

Will be available for download from 1 April 2020.

82 SIMCP Application for a special interest motorcycle permit

Will be available for download from 1 April 2020.