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# VIRM: In-service certification amendment 1 November 2015

7 October 2015

## ***List of changes and preview package (WoF only)***

In this amendment:

- General changes and tidy-ups
- Aftermarket wheel nuts made from aluminium are now a reason for rejection
- In the case of a motorcycle with a dedicated sidecar the rear tyre of the motorcycle and the tyre of the sidecar may have a car tyre fitted in certain circumstances
- Amendments based on Omnibus Rule 2015.

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# LIST OF CHANGES

Note that links below go to the current VIRM pages.

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

SECTION	CHANGE DESCRIPTION
<b>Introduction</b>	
<a href="#">3-1 Duties and responsibilities</a>	3.1.2: Note 1 (2) added LVVTA contact number: 04 238 4343.
<a href="#">3-3 Establishing whether the vehicle requires a WoF or CoF</a>	Added note "Note 1: A vehicle that does not require inspection for regular use still does not need inspection if operated in a transport service (eg rental mopeds)."
<b>General vehicles</b>	
<a href="#">3-1 Structure</a>	Table 3-1-1, Ute trays row added for clarification.
<a href="#">4-4 Daytime running lamps</a>	New Sol 3 "A retrofitted lamp must be symmetrically mounted as far towards each side of the vehicle as is practicable." (this is already in the Rfrs).
<a href="#">4-8 Side marker lamps</a>	New Rfrs and Sols regarding forwarding facing side-marker lamp light colour.
<a href="#">5-1 Glazing</a>	Table 5-1-5: "outside the CVA" added to the title for clarity.
<a href="#">7-5 Seatbelts and seatbelt anchorages</a>	<ul style="list-style-type: none"> <li>Deleted Note 19 (covered by Note 20)</li> <li>Added to Note 11 – For the purposes of this section, motorhomes and campervans are interchangeable terms.</li> </ul>
<a href="#">8-1 Brakes</a>	Table 8-1-1. Disability parking brake system row: Added "OE" to clarify that parking brakes are included, not just the electrical system.
<a href="#">10-1 Tyres and wheels</a>	Aftermarket wheel nuts made from aluminium are now a reason for rejection.
<a href="#">13-1 Engine and transmission</a>	Table 13-1-1 Modifications that do not require LVV certification Added to the list beside gearbox substitution: The braking system is not modified or changed, including the brake pedal
<a href="#">13-3 LPG/CNG fuel system</a>	Added LVV modification table specifying LVV certification is not required for an LPG/CNG fuel system
<b>Motorcycles</b>	
<a href="#">3-1 Structure</a>	For clarification, added Note 4 that says the addition of a side-car required LVV certification unless the side-car is OE.
<a href="#">10-1 Tyres and wheels</a>	In the case of a motorcycle with a dedicated sidecar the rear tyre of the motorcycle and the tyre of the sidecar may have a car tyre fitted in certain circumstances.
<b>General trailers</b>	
<a href="#">7-1 Tyres and wheels</a>	Aftermarket wheel nuts made from aluminium are now a reason for rejection.

<b>Forklifts</b>	
<a href="#">10-1 Tyres and wheels</a>	Aftermarket wheel nuts made from aluminium are now a reason for rejection.
<b>Tractors</b>	
<a href="#">10-1 Tyres and wheels</a>	Aftermarket wheel nuts made from aluminium are now a reason for rejection.
<b>Unclassified vehicles</b>	
<a href="#">10-1 Tyres and wheels</a>	Aftermarket wheel nuts made from aluminium are now a reason for rejection.

# PREVIEW PAGES

## Introduction

### 3-1 Duties and responsibilities

#### 2. Confirming LVV certification

Modifications can be confirmed as certified under the LVV Code by the following means:

- a) LVV certification plate riveted and glued to the vehicle in any one of the following positions:
  - i. within the engine compartment in a clearly visible position, or
  - ii. where there is insufficient available space within the engine compartment to enable the LVV certification plate to be fitted and remain clearly visible, in any one of the following locations:
    - (1) within the passenger compartment on the vehicle’s A-pillar or B-pillar, or
    - (2) in the case of a sedan, on the rear bulkhead or other prominent position within the boot area, or
    - (3) in the case of a van with an engine cover in the passenger compartment, on a non-removable panel steel part of the engine cover or seat frame, or
    - (4) in the case of a vehicle with a raised floor, on the vertical area of a step behind a door, or
    - (5) in the case of a hatchback or station wagon, in the spare wheel well which is accessible without the use of tools.
- b) LVV authority card, linking listed vehicle modifications to the special requirements of one person.

All enquiries about the LVV process, LVV certifier locations and the issuing of LVV certification plates should be directed to the NZTA (0800 587 287) or LVVTA (04 238 4343).

### 3-3 Establishing whether the vehicle requires a WoF or CoF

#### 3.3.1 Certificate of Fitness (CoF) (Note 1)

**Note 1**

A vehicle that does not require inspection for regular use still does not need inspection if operated in a transport service (eg rental mopeds).

## General vehicles

### 3-1 Structure (incl. frontal impact)

Reasons for rejection	Tables and images	Summary of legislation
<b>Table 3-1-1. Modifications that do not require LVV certification</b>		
Fitting of or modification to:	LVV certification is not required provided that:	
Ute trays	In-service requirements for performance and condition are met.	

## 4-4 Daytime running lamps

Reasons for rejection	Summary of legislation
	3. A retrofitted lamp must be symmetrically mounted as far towards each side of the vehicle as is practicable.

## 4-8 Side-marker lamps

Reasons for rejection	Tables and images	Summary of legislation
		3. A vehicle manufactured <b>before 1 January 2006</b> has a forward-facing side-marker lamp that emits light that is not substantially white or amber.
		4. A vehicle manufactured <b>on or after 1 January 2006</b> has a forward-facing side-marker lamp that emits light that is not substantially amber.

Reasons for rejection	Tables and images	Summary of legislation
		4. The light emitted from a forward-facing side-marker lamp on a vehicle manufactured <b>before 1 January 2006</b> is not substantially white or amber.
		5. The light emitted from a forward-facing side-marker lamp on a vehicle manufactured <b>on or after 1 January 2006</b> is not substantially amber.

## 5-1 Glazing

Reasons for rejection	Tables and images	Summary of legislation
		<b>Table 5-1-5. Types and maximum sizes of windscreen damage (outside the CVA) (Note 2).</b>

## 7-5 Seatbelts and seatbelt anchorages

<p><b>Note 11</b></p> <p><b>Motorhome</b> means a motor vehicle, other than a trailer, that is permanently equipped with features intended to make the vehicle suitable as a dwelling place, and must include at least one sleeping berth and one table, both of which may be of a design that allows them to be retracted or folded away.</p> <ul style="list-style-type: none"> <li>For the purposes of this section, motorhomes and campervans are interchangeable terms.</li> </ul>
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## 8-1 Brakes

Reasons for rejection	Tables and images	Summary of legislation
<b>Fitting of or modification to:</b>		<b>LVV certification is not required provided that:</b>
Disability parking brake system		<ul style="list-style-type: none"> <li>the system is a non-OE mechanical or electrical system for applying and releasing the OE parking brake, and:                             <ul style="list-style-type: none"> <li>– the parking brake performance is not compromised, and</li> <li>– in the case of electrical failure, the parking brake does not release.</li> </ul> </li> </ul>

## 10-1 Tyres and wheels

Reasons for rejection	Tables and images	Summary of legislation
22. A wheel nut is: <ul style="list-style-type: none"> <li>a) missing, or</li> <li>b) loose, or</li> <li>c) has deteriorated, or</li> <li>d) is of the incorrect type, or</li> <li>e) has insufficient thread engagement to the wheel stud, or</li> <li>f) is an aftermarket wheel nut made from aluminium.</li> </ul>		

## 13-1 Engine and transmission

Reasons for rejection	Tables and images	Summary of legislation
<b>Table 13-1-1. Modifications that do not require LVV certification</b>		
<b>Fitting of or modification to:</b>		<b>LVV certification is not required provided that:</b>

Gearbox substitution	<ul style="list-style-type: none"> <li>the OE gearbox cross-member has not been heated, cut or welded,</li> <li>the OE gearbox cross-member mounting to the OE body or chassis members is unchanged,</li> <li>no replacement gearbox cross-member is used,</li> <li>the OE driveshaft(s) is unmodified,</li> <li>no substantial modifications have occurred to the floor or gearbox tunnel area, other than provision for gear-shift mechanism,</li> <li>the braking system is not modified or changed, including the brake pedal.</li> </ul>
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### 13-3 LPG/CNG fuel system

Reasons for rejection
Tables and images
Summary of legislation

**Table 13-3-1. Modifications that do not require LVV certification**

Fitting or modification to:	LVV certification is never required
LPG/CNG fuel system	<ul style="list-style-type: none"> <li>in-service requirements for performance and condition must be met.</li> </ul>

## Motorcycles

### 3-1 Structure

Reasons for rejection
Tables and images
Summary of legislation

**Modification (Note 4)**

**Note 4**  
The addition of a side-car requires LVV certification unless the side-car is OE.

### 10-1 Tyres and wheels

Reasons for rejection
Tables and images
Summary of legislation

5. The vehicle has one or more of the following types of tyre fitted:

f) a tyre that is not suitable for a motorcycle, eg a car tyre fitted to a class LC motorcycle (Note 4).



18. A wheel or axle nut:

- a) is missing, or
- b) is loose, or
- c) is deteriorated, or
- d) is of the incorrect type, or
- e) has insufficient thread engagement to the wheel stud, or
- f) is an aftermarket wheel nut made from aluminium.

**Note 4**

In the case of a motorcycle with a dedicated sidecar the rear tyre of the motorcycle and the tyre of the sidecar may have a car tyre fitted providing that:

- The tyre is an appropriate size for the wheel rim
- The tyre is not an asymmetrical tread pattern
- The tyre is an appropriate fitment and design for the wheel rim
- The tyre has an appropriate load and speed rating for the vehicle
- When the sidecar is removed the rear tyre of the motorcycle must be fitted with an appropriate motorcycle tyre.

## General trailers

### 7-1 Tyres and wheels

Reasons for rejection

Tables and images

Summary of legislation

20. A wheel nut is:

- a) missing, or
- b) loose, or
- c) deteriorated, or
- d) the incorrect type, or
- e) has insufficient thread engagement to the wheel stud, or
- f) is an aftermarket wheel nut made from aluminium.

## 8-7 Heavy vehicle kingpin or socket coupling (for towing a semi-trailer)

Reasons for rejection	Tables and images	Summary of legislation
<p>3. A 50mm diameter kingpin and associated skid plate has not been certified to:</p> <ul style="list-style-type: none"> <li>a) NZS 5451, or</li> <li>b) All of the following:           <ul style="list-style-type: none"> <li>i. Australian/New Zealand Standard 4968.1-2003, and</li> <li>ii. Australian/New Zealand Standard 4968.2-2003, and</li> <li>iii. Australian Standard 2174-2006, or</li> </ul> </li> <li>c) UN/ECE Regulation 55 (if fitted to an imported, powered vehicle).</li> </ul>		

Reasons for rejection	Tables and images	Summary of legislation
<p>2. A 50mm diameter kingpin and associated skid plate fitted to a vehicle must comply with:</p> <ul style="list-style-type: none"> <li>a) NZS 5451, or</li> <li>b) all of the following:           <ul style="list-style-type: none"> <li>i. Australian/New Zealand Standard 4968.1-2003: Heavy-road vehicles – Mechanical coupling between articulated vehicle combinations – Design criteria and selection requirements for fifth wheel, kingpin and associated equipment, and</li> <li>ii. Australian/New Zealand Standard 4968.2-2003: Heavy-road vehicles – Mechanical coupling between articulated vehicle combinations – Testing and installation of fifth wheel and associated equipment, and</li> <li>iii. Australian Standard 2174-2006: Articulated Vehicles – Mechanical coupling between prime movers and semitrailers – Interchangeability requirements, or</li> </ul> </li> <li>c) Despite the requirements in 2b) above, an imported, powered vehicle that is constructed to tow a semi-trailer may be fitted with a 50mm diameter fifth wheel that complies with UN/ECE Regulation 55: Uniform Provisions Concerning the Approval of Mechanical Coupling Components of Combinations of Vehicles E/ECE/32 4 Rev.1/Add.54/Rev.1 E/ECE/TRANS/505A.</li> </ul>		

## Forklifts

### 10-1 Tyres and wheels

Reasons for rejection	Tables and images	Summary of legislation

19. A wheel nut is:

- a) missing, or
- b) loose, or
- c) deteriorated, or
- d) the incorrect type, or
- e) has insufficient thread engagement to the wheel stud, or
- f) is an aftermarket wheel nut made from aluminium.

## Tractors

### 10-1 Tyres and wheels

Reasons for rejection

Tables and images

Summary of legislation

13. A wheel nut:

- a) is missing, or
- b) is loose, or
- c) has deteriorated, or
- d) is the incorrect type, or
- e) has insufficient thread engagement to the wheel stud, or
- f) is an aftermarket wheel nut made from aluminium.

## Unclassified vehicles

### 10-1 Tyres and wheels

Reasons for rejection

Tables and images

Summary of legislation

19. A wheel nut is:

- a) missing, or
- b) loose, or
- c) deteriorated, or
- d) the incorrect type, or
- e) has insufficient thread engagement to the wheel stud, or
- f) is an aftermarket wheel nut made from aluminium.