

VIRM: Entry certification amendment

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Pre-registration and VIN

Vehicle attributes

2-2 Vehicle attributes definitions

Used Japanese vehicles entering New Zealand via the Australian market often don't have a gross vehicle mass (GVM) recorded on the de-registration papers, but we must record a GVM when any vehicle is certified for entry to NZ. The calculations used by Japanese regulations would be the best way for an entry certifier to determine the GVM for entry purposes.

We're adding a note to the GVM definition with the formula to use for these vehicles.

16 Gross vehicle mass (GVM)

In kilograms. Also called gross laden weight (GLW).

GVM is mandatory for:

- All MA, MB, MC, MD1, MD2, and NA class vehicles with petrol, diesel, LPG, or CNG engines and manufactured on or after 1 January 2000, except for special interest vehicles, motorsport vehicles or immigrants' vehicles.
- All heavy vehicles.

For heavy vehicles as rated by the vehicle manufacturer, modifier, Waka Kotahi or a Waka Kotahi-appointed certifier.

For used light vehicles, a figure from the previous registration or de-registration documents, or from the vehicle manufacturer's data, may be used. For light vehicles from Australia GVM figures from RVCS may be used and for class MA vehicles the GVM figures found in Redbook may be used (Redbook figures may only be used for class MA vehicles as the GVM may not be available in RVCS).

Note: If no GVM is recorded for a vehicle imported from Australia, but previously registered in Japan, please use the following formula:

- $55\text{kg (weight of passenger)} \times \text{number passengers} + \text{unladen weight (tare)} = \text{GVM}$

For new light vehicles the manufacturer's data may be used.

For vehicles that have undergone a multi-stage manufacturing process, the GVM to be recorded is the GVM assigned by the final stage manufacturer.

For used light vehicles where previous registration documents indicate the GVM may exceed 3,500kg, an official New Zealand chassis rating must be obtained (refer to Reference material 37 for chassis rating request forms).

VIN affixing

4-1 Methods for affixing a VIN

In June 2023 we removed the requirement for etching the VIN on to the rear windscreen from the in-service VIRM and amended the assignment and affixing instructions to provide more up to date methods and materials. We're updating this section of the Entry VIRM to align with those changes.

1 VIN plate

When affixing a VIN plate to a vehicle, print an MR2A with the vehicle details to use as a VIN checksheet.

1. Emboss the plate with the VIN specified on the VIN checksheet.
2. Check that the embossed VIN matches the VIN detailed on the VIN checksheet.
3. Clean the area of the vehicle where the VIN plate is to be affixed with **a suitable solvent or degreaser to remove any grease, silicon-based film or oil-based contaminant** ~~prepsol to remove any grease or oil-based contaminant~~. Wipe off with a clean rag.
4. ~~Scrub the same area with a non-woven fibre abrasive to remove any silicon-based film.~~
5. ~~Clean the area again with acetone or methyl ethyl ketone (MEK).~~
6. 4. Peel off the adhesive backing strip from the VIN plate and stick the strip to either the VIN checksheet or the vehicle attributes worksheet.
7. 5. Apply the VIN plate to the prepared area using **pressure** ~~a soft roller~~ to ensure there are no air bubbles under the plate.
8. 6. Drill two holes into the vehicle to match the rivet holes on the VIN plate, and rivet the plate to the vehicle.
9. 7. Have the QA controller check the embossed VIN against the VIN specified on the VIN checksheet. The QA controller must sign the VIN checksheet to confirm this verification.

Inspection and certification

Vehicle structure

3-4 Threshold for requiring specialist repair certification

We're updating this section to align with recent in-service amendments taking wooden materials into account when inspecting motorhomes and caravans.

We've adding this guidance to avoid a vehicle passing entry, then failing at the next in-service inspection.

Corrosion or wood laminate damage

- **Corrosion or wood rotting damage** is where a metal or wooden structure has been eaten away and could be seen as bubbling or pitting of the steel elements or by water damage, delamination or swelling of a wooden surface. The typical outward signs of such damage are lifting, bubbling or discolouring of painted surfaces. In extreme cases, the affected area will fall out and leave a hole.
- **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](#).

Lighting

Introduction

ADR 49 was omitted from a recent update to the list of approved standards for high-mounted stop lamps. We're amending this now.

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
[...]					
High-mounted stop lamps	7 148	76/758 89/516 97/30	108	60, or 49	TS for auxiliary stop lamps JIS D5500 Article 39

Technical bulletins

11 Inspection of motorhomes

We're removing the text under *Structural inspection* and using it as a heading for the subsequent sections.

Structural inspection

If a motorhome is of a van body type (monocoque construction), it will need to have the trim removed to enable a full structural inspection. If this is impracticable, the entry certifier/vehicle owner may apply to the Transport Agency for an exemption from trim removal requirements (see [Reference material 18](#)).

If a motorhome is of a cab/chassis body type with the body mounted on the chassis, the vehicle inspector is only required to visually inspect the vehicle (without disassembly) to ensure general safety requirements are met. However, if the motorhome body contains designated seating positions with certified seatbelt mountings (as is required for most motorhomes built after October 2003), it will need to have the trim removed to enable a full structural inspection. If this is impracticable, the entry certifier/vehicle owner may apply to the Transport Agency for an exemption from trim removal requirements (see [Reference material 18](#)).

Parallel-imported new (campervan/motorhome)

New parallel-imported (campervan/motorhome) as defined in the entry VIRM (see [2-2 Vehicle attributes definitions](#)).

- Trim does not need to be removed as part of the structural inspection if a vehicle is a new parallel-imported (campervan/motorhome). 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.
- Any vehicle identified as damaged during a border inspection will require a full invasive structural inspection.

39 Identifying class MB, MD1 or MD2 based on seats on Japanese deregistration certificates

Recent discussions with an inspecting organisation highlighted a misinterpretation of when a vehicle is required to have ESC fitted. We're updating Technical bulletin 39 to clarify this.

Background

Some vans are entering New Zealand with a number of seats stated on the Japanese deregistration certificate that would place them in vehicle class MD1 or MD2. There is a requirement that vehicles must be compliant in the class they sit in as imported. Therefore a van with a deregistration certificate that states 10-12 seats (and has a GVM not exceeding 3.5t) is an MD1 and one whose deregistration certificate states 13 or more seats (and has a GVM not exceeding 3.5t) is an MD2. Each must be entry certified as the class determined by the number of seats on the deregistration certificate.

However, some of these seating positions, as defined by Japan, are either wheelchair positions or occasional seats (often referred to as dickie seats or jump seats). In New Zealand, the occasional seats are not suitable as seating positions nor do they have the appropriate seatbelts. Also, many importers would prefer to remove the occasional seats and discard them. The issue is the vehicle would then become a 9-seater (or 12-seater) and therefore change class to an MB (or MD1). In both these situations these vehicles would be deemed non-compliant MD1s (or MD2s) and would either have to be brought in line to meet MD1 (or MD2) requirements or have an exemption application considered issued at a cost.

Application

The standards requirements for MD2, MD1 and MB class are identical providing the gross vehicle mass (GVM) is over 2500kg. However, technology requirements differ in that MB class vehicles require ESC. The following resolution is for vans with a GVM over 2500kg entering the country with a deregistration certificate stating more than nine seats:

- If these vehicles meet all the requirements (Note 1) for MB (or MD1) class apart from the number of seats stated on the deregistration certificate, they can be considered MB (or MD1) class providing that they have nine or fewer seats (or 12 or fewer in the case of a change from MD2 to MD1) that meet New Zealand requirements, and the seating is original equipment. Wheelchair positions or occasional seats that have been removed are to be excluded from the seat count.

Note 1

If changing from MD1 to MB, the vehicle must be fitted with ESC.

Reference materials

29 Sample European Community (EC) whole vehicle approval plates

We're adding KS18/858 to Note 3, which lists unacceptable directive numbers.

This has been submitted to us for a type approval, but it's for a small series vehicle (rather than an unlimited production run vehicle).

As with KS07/46, a large number of exemptions to land transport rules are required for the vehicle to enter in service in New Zealand, therefore this directive number is unacceptable.

Note 3

The following directive numbers are **not** acceptable to prove compliance with all standards. An exemption to land transport rules is required, which will require evidence such as a European certificate of conformity (CoC) and test reports to demonstrate that requirements have been substantially complied with and that further compliance is unnecessary.

KS/46	KS07/46	KS18/858
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