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# VIRM: Entry certification amendment

## 1 June 2018

May 2018

### ***List of changes and preview pages***

#### **In this amendment**

- Extra models added for some heavy vehicles from the USA that might be presented as light
- When you can change a vehicle class from MD2 to MD1 (with reference to wheelchair and dickie seats)
- Diesel vehicles registered in Singapore on or after 1 October 2006 will meet the Euro 4 exhaust emission standard
- Addition that ESC is not required for immigrant's vehicles
- New technical bulletin regarding rust prevention and under-sealing on late model cars from the UK.

# Contents

<b>List of changes .....</b>	<b>3</b>
<b>Preview pages .....</b>	<b>4</b>
Pre-registration and VIN .....	4
3-1 Assigning a VIN .....	4
Inspection and certification .....	5
1-1 Registering a vehicle for the first time in New Zealand .....	5
3-4 Threshold for requiring specialist repair certification .....	5
8-2 Inspection specifications .....	5
Technical bulletins .....	6
25 Immigrants' vehicles .....	6
28 Exhaust emissions standards compliance .....	6
39 Identifying class MB, MD1 or MD2 based on seats on Japanese deregistration certificates .....	7
43 Rust prevention or under-sealing on late model cars from the UK .....	8

# LIST OF CHANGES

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

SECTION	CHANGE DESCRIPTION
<b>Inspection and certification</b>	
1-1 Registering a vehicle for the first time in New Zealand	<ul style="list-style-type: none"> <li>Added items to 'a used vehicle manufactured for the USA market' regarding American vehicles to clarify that older Chevrolet/GMC pickup trucks with the model names "C20/K20" or "C30/K30" (where C=2WD and K=4WD) are almost always heavy vehicles and if one is presented with paperwork showing that it is light, it should be referred to the Transport Agency for further review.</li> <li>Changed in notes to 'a used vehicle manufactured for the USA market' 'should' be referred to Transport Agency to '<b>must</b>' be referred to Transport Agency</li> <li>Added to note below Table 1-1-4 that UD trucks began using 17 character ISO VINs for their Japanese domestic market vehicles in 2015)</li> </ul>
3-4 Threshold for requiring specialist repair certification	<ul style="list-style-type: none"> <li>Link to the new Technical bulletin 43 added</li> </ul>
8-2 Inspection specifications	<ul style="list-style-type: none"> <li>Information on how to request content is added to the page added.</li> </ul>
<b>Technical bulletins</b>	
25 Immigrants vehicles	<ul style="list-style-type: none"> <li>Electronic stability control provisions do not apply to immigrants' vehicles (Note: <i>Application for identification of an immigrant's vehicle</i> form also updated)</li> </ul>
28 Exhaust emissions standards compliance	<ul style="list-style-type: none"> <li>Diesel vehicles registered in Singapore on or after 1 October 2006 will meet the Euro 4 exhaust emission standard</li> </ul>
39 Identifying class MB, MD1 or MD2 based on seats on Japanese deregistration certificates	<ul style="list-style-type: none"> <li>Updated to also include moving the vehicle class from MD1 to MD2</li> </ul>
43 Rust prevention or under-sealing on late model cars from the UK	<ul style="list-style-type: none"> <li>New bulletin</li> </ul>

# PREVIEW PAGES

## Pre-registration and VIN

### 3-1 Assigning a VIN

Overview	Technical information								
<h4>2 Checking vehicle details</h4> <p>Once a VIN has been recognised or assigned to the vehicle and the vehicle details are displayed on the 'VIN allocation' screen, the entry certifier must ensure that the vehicle details that are mandatory for the vehicle type are correct and complete. If no vehicle details are displayed, the vehicle attributes recorded on the vehicle attributes checksheet must be entered.</p> <p>When all mandatory vehicle attributes are correct and complete, the entry certifier must ensure the following fields are set as explained below.</p> <table border="1"> <thead> <tr> <th>Field</th> <th>Should be set to ...</th> </tr> </thead> <tbody> <tr> <td>Certifier ID</td> <td><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.</td> </tr> <tr> <td>Print MR2A</td> <td>&gt;Y&lt; only to provide a VIN checksheet. 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.</td> </tr> <tr> <td>Approved for registration?</td> <td>&gt;N&lt;. The vehicle has not been approved for registration.</td> </tr> </tbody> </table>		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. 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.	Approved for registration?	>N<. The vehicle has not been approved for registration.
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Approved for registration?	>N<. The vehicle has not been approved for registration.								

## Inspection and certification

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

**Table 1-1-3. Proof of standards compliance**

Vehicle is...	Acceptable evidence of standards compliance
a used vehicle manufactured for the USA market	<ul style="list-style-type: none"> <li>a Federal Motor Vehicle Safety Standard (FMVSS) plate or label affixed to the vehicle. Example: See <a href="#">Reference material 30</a>.</li> </ul> <p><b>and</b></p> <ul style="list-style-type: none"> <li>original documents confirming the vehicle was first registered in the US <b>or</b></li> <li>in the case of a light vehicle, original documents confirming the vehicle was first registered in Canada is also acceptable.</li> </ul> <p><b>Notes</b></p> <ul style="list-style-type: none"> <li>This does not apply to low volume motorcycles. These motorcycles can be identified by the third character of the VIN, which will be a '9'.</li> <li>In the USA, utes, SUVs, and vans are often marketed with model numbers such as 10, 20, 30 or 150, 250, 350 or 1500, 2500, 3500 (eg <a href="#">Chevrolet K20</a>, Ford F150, Ram 3500). Generally only 150 or 1500 models are light vehicles. Therefore, any 20, 250, 2500, 30, 350, or 3500 models that have an FMVSS plate or label showing a GVM of under 3500kgs <b>must</b> be referred to <a href="mailto:vehicles@nzta.govt.nz">vehicles@nzta.govt.nz</a> for approval to process as light vehicles.</li> </ul>

**Table 1-1-4. Common class MA Japanese makes manufactured outside Japan**

- If a vehicle is affixed with a 17 character ISO VIN, it will not have been manufactured in Japan for the Japanese domestic market **with one exception:**
  - UD trucks began using 17 character ISO VINs for their Japanese domestic market vehicles in 2015).

### 3-4 Threshold for requiring specialist repair certification

#### Damage/deterioration that must be referred to a specialist repair certifier

##### Repaired damage

A vehicle must be referred to a specialist repair certifier if signs of repair, rust prevention or under-sealing to any part of the vehicle structure are evident (for exceptions to this requirement see [Technical bulletin 43: Rust prevention or under-sealing on late model cars from the UK](#)) (for rust heave on heavy vehicle chassis refer to [Figure 3-4-4](#)).

### 8-2 Inspection specifications

Technical information

Procedure

**Tables and images**

**Figure 8-2-1. Recognised brake friction material manufacturers (Note 7)**

**Table 8-2-2. Approved brake parts suppliers (Note 7)**

**Note 7**

If you would like information added to this page please email [vehicles@nzta.govt.nz](mailto:vehicles@nzta.govt.nz) with the following information:

- documentation from the manufacturer proving the parts meet the requirements of the **Land Transport Rule: Light Vehicle Brakes 2002**, section 3.3(3) (ie that they comply with UN/ECE Regulation 90)
- the manufacturers logo
- the legal name of your business and the trading name used on invoices.

The Transport Agency will review your submission and add to this page if satisfied.

## Technical bulletins

### 25 Immigrants' vehicles

#### Electronic stability control (ESC)

ESC provisions do not apply to immigrants' vehicles.

### 28 Exhaust emissions standards compliance

#### Acceptable proof of exhaust emissions rule compliance for used vehicles imported from Singapore

- Standards compliance for vehicles imported from Singapore can be demonstrated using the following documents :
  - a) a Singapore de-registration certificate, and
  - b) an outcome notification letter from an entry certifier head office advising that the Singapore LTA technical letter is acceptable documentation, and

**either**

  - c) if the vehicle is a used Japanese domestic vehicle , a Singapore Land Transport Authority (LTA) technical letter listing an approved Japanese emissions code as shown in **Table 1** or **Table 2** below, or
  - d) A Singapore Land Transport Authority (LTA) technical letter listing UN/ECE Regulation 83.05 or 98/69/EC [or later amendment] as the emissions test method , and containing a set of quoted emissions values that fall below the limits set out in **Table 28-1-1**, as applicable to the vehicle's gross vehicle mass. If "96/69/EC" is listed as the emissions test method, the quoted emissions values **cannot** be used and additional evidence of emissions standards compliance must be provided .

**Note:** Diesel vehicles registered in Singapore on or after 1 October 2006 will meet the Euro 4 exhaust emission standard.

**Note:** As of 1 January 2017, the *Singapore emissions exemptions* document, a Transport Agency list of exemption-eligible vehicles, ceased to be valid. The above advice replaces the previous exemptions procedure.

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

### Information

#### Reference

- [Introduction 5-5: Identifying the vehicle class](#)

#### 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, wheelchair positions are not considered seating positions and 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 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. 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 the requirements 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.

#### Examples

Vehicle class at import	Number of seats (incl. dickie seats and wheelchair positions)	Number of dickie seats/wheelchair positions removed	Updated number of seats	New vehicle class
MD1	10	1	9	MB
MD2	14	2	10	MD1

## 43 Rust prevention or under-sealing on late model cars from the UK

### Information

#### Vehicle inspection requirements manuals reference

- 3-4 Threshold for requiring specialist repair certification

#### Background

In the UK, roads are salted during the winter to reduce freezing. This causes vehicles to prematurely rust. Because of this, some new vehicle dealers will apply an extra coat of under-sealing prior to sale of a vehicle to protect the vehicle from corrosion.

#### Application

You do not have to refer to a specialist repair certifier a vehicle that has under-seal applied so long as:

- the vehicle has been imported from the UK, and
- the vehicle is less than 1 year old, and
- the vehicle has travelled less than 2000 km, and
- there is absolutely no sign of damage (if there is any doubt you must refer the vehicle to a specialist repair certifier), and
- you add notes to LANDATA explaining that under-seal has been observed and after close investigation no sign of damage repair could be seen.