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VIRM: Entry certification amendment 1 November 2014 – List of changes

Section	Change description
Introduction	
5-2 Inspection and certification	<ul style="list-style-type: none"> • “or fire” added with regard to damage.
5-11 Issuing the WoF or CoF label (‘evidence of vehicle inspection’)	<ul style="list-style-type: none"> • Clarification around CoF issuing for vehicles that do not require CoL.
Pre-registration and VIN	
1-1 Finding vehicle records	<ul style="list-style-type: none"> • What to do if a vehicle has two identifiers as the result of a repair.
1-2 Selecting a vehicle record	<ul style="list-style-type: none"> • Reference to LATIS manual added in Step 10.
2-2 Vehicle attributes definitions	<ul style="list-style-type: none"> • Added a new country code to LANDATA for Turkey (TUR)
4-1 Methods for affixing a VIN	<ul style="list-style-type: none"> • 2 Etching the rear windscreen “If the VIN has been assigned by the LANDATA system and affixed on a Transport Agency VIN plate riveted to the vehicle and the vehicle has a glazed rear windscreen, the VIN must be etched onto it” • Additional permitted VIN location
5-3 Completing the left-hand drive process	<ul style="list-style-type: none"> • “A copy of the completed MR2A showing the name of the person who the permit was issued to must be archived with the vehicle file.”
Inspection and certification	
1-1 Registering a vehicle for the first time in New Zealand	<ul style="list-style-type: none"> • A notarized copy can be acceptable if original is unavailable • Heading: Parallel-imported new vehicles “and new vehicles presented by the New Zealand distributor without an LT4085N” • Previously registered in Australia: “If a vehicle has been previously registered in Australia it will be shown in the “NEVDIS details” section of the PPSR certificate and the state where the vehicle was registered will also be shown.”
1-10 Vehicle rechecks	<ul style="list-style-type: none"> • Or awaiting original documentation added to quarantine system section
3-2 Determining frontal impact compliance	<ul style="list-style-type: none"> • Additional method for determining FIS compliance for class MA vehicles • TDN exemption added as reason for no TDN on class MA vehicles
3-3 Inspection specifications	<ul style="list-style-type: none"> • “specialist” added to repair certifier • When to use an LT307 • “or nominated” person added as per Rule changes.
3-4 Threshold for requiring repair certification	<ul style="list-style-type: none"> • A number of changes including new section “Heavy Motor Vehicle repairs that do not require a specialist repair certification (LT400)” • “specialist” added to repair certifier • Reference to <i>In-service VIRM</i> for rust heaves added • Heavy vehicles and damage flags.
8-1 Service brake and park	<ul style="list-style-type: none"> • Reference to Table 8-2-1 added

brake	<ul style="list-style-type: none"> • Table 8-1-1: “TS for two-wheeled vehicle brake systems Article 61”.
Technical bulletins	
2 Water or fire-damaged vehicles	<ul style="list-style-type: none"> • “specialist” added to repair certifier • Documentation section split into light and heavy vehicles.
11 Inspection of motorhomes	<ul style="list-style-type: none"> • NZ manufacture added regarding ADR approval plates.
25 Immigrants' vehicles	<ul style="list-style-type: none"> • Applicant must have lived outside NZ for 21 months continuously.
28 Exhaust emissions standard compliance	<ul style="list-style-type: none"> • New text regarding DEKRA certificates • From August 2009 production, all non-turbo I6 engines fitted to Ford Territory MkII will comply with Euro 4 emissions certifications standards • Table 2. Japan 09 and 10 added.
36 Removing a border damage flag	<ul style="list-style-type: none"> • Info about including an LY400 to cover repairs to vehicle added.
Reference materials	
16 Request for an exemption from border check requirements	<ul style="list-style-type: none"> • Form redesigned • Privacy statement added • Fees and payments updated • Fee now \$184 (per hour)
18 Request for an exemption to remove trim on an imported used vehicle	<ul style="list-style-type: none"> • Form redesigned • Privacy statement added • Fees and payments updated • Indicative fee now \$460 based on \$184 per hour
35 Sample EPA plates	<ul style="list-style-type: none"> • New sample plate added.
36 Application for an exemption from vehicle rules	<ul style="list-style-type: none"> • Form redesigned • Privacy statement added • Fees and payments updated • Indicative fee of \$184 or \$368 depending on type of vehicle and exemption
46 Application for special interest vehicle permit	<ul style="list-style-type: none"> • Title simplified • Form redesigned • Privacy statement added • Fees and payments updated • Fee now \$184 (per hour)
50 Application for identification of an immigrant's vehicle	<ul style="list-style-type: none"> • Title changed – ‘recognition’ becomes ‘identification’ • Form redesigned • Privacy statement added • Fees and payments updated • Fee now \$184 (per hour)
51 Category A left-hand drive vehicle permit application	<ul style="list-style-type: none"> • Form redesigned • Privacy statement added • Fees and payments updated • Fee now \$184 (per hour)
56 Alternative documents form	<ul style="list-style-type: none"> • Form redesigned • Privacy statement added • Fees and payments updated • Fee now \$184 (per hour)
58 Sample Canadian Motor Vehicle Safety Standard - CMVSS - compliance plate/label	<ul style="list-style-type: none"> • New sample motorcycle plate added.

66 NZ Customs 'Deed of undertaking'	<ul style="list-style-type: none"> • Import certificate added.
69 Sample auction invoices	<ul style="list-style-type: none"> • Grey's online auction sample added
70 Sample hpi and Experion reports	<ul style="list-style-type: none"> • Experion Autocheck sample added.
73a DEKRA Certificate of compliance - vehicles classes	<ul style="list-style-type: none"> • DEKRA certificates can be issued by either Autohub NZ, DEKRA Expert UK or VTNZ • Samples added.
73b Certificate of compliance - emissions standards	<ul style="list-style-type: none"> • DEKRA certificates can be issued by either Autohub NZ, DEKRA Expert UK or VTNZ.
79 Sample LT307 (No Repair Certification Required Declaration - Light Vehicle)	<ul style="list-style-type: none"> • New Reference material.
80 Old EC directives for exhaust emissions standards	<ul style="list-style-type: none"> • New Reference material detailing old standards.

Introduction

5-2 Inspection and certification

d) has not suffered water or fire damage as specified by the NZTA (see paragraph 2.5 below), and

2.5 Water- or fire-damaged vehicles (section 11.1 of the Rule)

The NZTA may, by way of notice in the New Zealand Gazette, specify the extent of water damage that makes it impractical to determine by way of an inspection whether a water- or fire-damaged vehicle is safe to be operated. A vehicle having sustained water or fire damage to the extent specified by the NZTA – whether that damage has been repaired or not – cannot be certified for entry into service in New Zealand (see [Technical Bulletin 2](#)).

2.6 Vehicle repair specialist inspection and certification (section 6.5(1)(a) of the Rule)

Vehicle repair specialist inspection and certification is required if a vehicle has been repaired because of, or following, significant damage or deterioration to its structure, chassis, body-to-chassis attachment, suspension or occupant protection system.

Vehicle structure – Threshold for requiring specialist repair certification (in the Inspection and certification section of this manual, section 3-4), sets out the degree of damage or repair permitted to a vehicle undergoing entry certification before repair certification is required.

Specialist repair certifiers may choose to accept variations from the vehicle manufacturer's specification for a vehicle's critical dimensions, provided it can be shown that any variation will not adversely affect the safety of the vehicle or its operation. Any variation must be noted and explained on the LT308 or LT400. An IO does not have to accept any variation if there is concern that safety has been compromised.

5-11 Issuing the WoF or CoF label ('evidence of vehicle inspection')

Information

Refer to the [VIRM: In-service certification, section 3.8](#).

Important: If a vehicle is unregistered, the WoF label must be completed with the VIN or chassis number, rather than the vehicle registration number, recorded on the reverse side of the label.

A CoF can be issued in the same way, but only for a vehicle that doesn't require a CoL, such as a light rental vehicle (other than PSVs or tow service vehicles).

Pre-registration and VIN

1-1 Finding vehicle records

1.3 VIN, chassis or frame number removed or damaged during repair

For all vehicles, if the VIN, chassis or frame number has been damaged or removed during repair or the vehicle has two identifiers as a result of the repair, a TSD agent must:

1. complete a 'VIN approval' form (Reference material 53), attach specific information relating to the repairs, and forward it to:

Delivery, Customer Access, Assessments

1-2 Selecting a vehicle record

10	Are there any notes to view?	YES	Type >notes< in the escape field and transmit Refer to the LATIS manual for procedures on viewing notes
		NO	Enter the vehicle attributes Refer to Pre-registration and VIN 2 - Vehicle attributes

4-1 Methods for affixing a VIN

2 Etching the rear windscreen

If the VIN has been assigned by the LANDATA system and affixed on a Transport Agency VIN plate riveted to the vehicle and the vehicle has a glazed rear windscreen, the VIN must be etched onto it. This includes vehicles that are fitted with a separate chassis such as some classic cars, muscle cars, hot rods, etc.

Technical information

Tables and images

Table 4-1-1. Permitted locations for a VIN to be affixed to a vehicle

Vehicle	Permitted VIN locations
Passenger car Off-road passenger vehicle that is not forward controlled	<ul style="list-style-type: none"> in the engine compartment on the right-hand side of the firewall in the engine compartment on the right-hand side adjacent to the mounting point of the front suspension in a location inside the engine compartment approved by the NZTA for a specified vehicle or vehicle model on the firewall or inner guards so it is visible from the front of the vehicle on the left "B" pillar below the manufacturer's ID decal (if fitted).

5-3 Completing the left-hand drive process

Once all the required documentation has been checked and the certification completed, the TSD agent prints an MR2A form and fills in the owner's name (Category A only) before handing it to the owner. A copy of the completed MR2A showing the name of the person who the permit was issued to must be archived with the vehicle file. The vehicle must be registered in the name of the person shown on the permit and the warrant of fitness is not to be issued until the vehicle is registered.

Inspection and certification

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

Under part 17 of the **Land Transport Act 1998**, a vehicle owner/importer must provide documentation that proves that they are legally entitled to lawful possession of the vehicle, and that the vehicle was designed and built to meet New Zealand's vehicle standards. All used vehicles must have original documentation showing the details of their previous registration. The vehicle inspector must be satisfied with all documents provided and may request confirmation or additional information.

- A notarized copy of an original document (signed by a notary public) can be accepted if the original is not available.

Parallel-imported new vehicles and new vehicles presented by the New Zealand distributor without an LT4085N

Australia	<ul style="list-style-type: none"> Original documents that prove both previous registration and provide an ownership trail that goes back to the previous registered owner of the vehicle in Australia. <p>Notes:</p> <p>If the current owner of the vehicle is not the last registered owner in Australia, the TSDA must request a vehicle PPSR certificate (which must give a clear title, ie no third party security interest) at the website www.ppsr.gov.au (see Reference material 75 for a sample PPSR report. The vehicle owner must still have invoices, etc that give them title to lawful possession of the vehicle.</p> <p>If the vehicle is border checked after 1 July 2013, the copy of the PPSR report will be available from the NZTA BIS database for all vehicles that have been flagged as damaged imports. There will not be a PPSR certificate in the BIS database for vehicles without a damage flag. To obtain a PPSR certificate (from the BIS database) for a vehicle border checked after 1 July 2013, contact the TSDA Head Office (Technical Manager). If a vehicle has been previously registered in Australia it will be shown in the "NEVDIS details" section of the PPSR certificate and the state where the vehicle was registered will also be shown.</p> <p>Manheim or Pickles Auctions invoice may be accepted for proof of legal entitlement but not for proof of previous registration.</p> <p>If a registration document or invoice contains the words 'statutory', 'write-off', 'salvage', 'junked' or 'non-repairable' the vehicle must be referred to a repair certifier</p> <p>If the vehicle is identified as a 'statutory write-off', the TSDA can contact the NZTA who will request the details regarding why the vehicle was written off.</p>
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imported from Singapore	<ul style="list-style-type: none"> the original Singapore de-registration certificate. Example: See Reference material 26. <p>and</p> <ul style="list-style-type: none"> the original Singapore Land Transport Authority (LTA) technical letter. <p>and</p> <ul style="list-style-type: none"> a letter from the NZTA (or appointed agent such as a TSDA Technical Manager) stating that the Singapore LTA technical letter is acceptable evidence of compliance. <p>See Technical bulletin 27 for alternative proof of compliance from 2/6/2008.</p>
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1-10 Vehicle rechecks

1 Quarantine system for entry-level certification vehicles

A TSD agent can operate a quarantine system for vehicles presented for re-inspection within three months of the original inspection. The quarantine system may be applied to vehicles that are immobile awaiting parts or repairs required to rectify defects found during entry-level inspection **or is awaiting original documentation**. If a vehicle within the quarantine system is presented within three months of the original inspection, it will not be required to undergo invasive structural or brake inspections.

2-2 Vehicle attributes definitions

Thailand	THA
Turkey	TUR
United Kingdom	GBR

3-2 Determining frontal impact compliance

A class MA vehicle	<ul style="list-style-type: none"> First registered in the United Kingdom in 10/2003 or later
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3-3 Inspection specifications

Overview

Technical information

The vehicle inspector must personally carry out a full structural inspection of the vehicle.

Every vehicle must be inspected for existing accident damage, structural repairs, corrosion or evidence of water or fire damage (see [Technical bulletin 2](#)). Any damage, deterioration or repairs to structural areas of the vehicle outside the limits set by the threshold must be recorded on LANDATA and the vehicle referred to a [specialist](#) repair certifier ([Note 11](#)).

The threshold for requiring [specialist](#) repair certification must be strictly met. See [Vehicle structure – 3-4 Threshold for requiring specialist repair certification](#).

If a vehicle was flagged for damage by the border inspection organisation (BIO) and then presented in a repaired state, it must be referred to a [specialist](#) repair certifier.

Damage or deterioration does not require either repair or specialist certification provided it is within the limits established in [Vehicle structure – 3-4 Threshold for requiring specialist repair certification](#).

If a vehicle is failed as a result of structural damage, it cannot be certified until the vehicle has been inspected and certified by a [specialist](#) repair certifier.

A three-dimensional (3D) chassis measurement must be carried out on all [light](#) vehicles undergoing repair certification, unless the vehicle has been referred to a [specialist](#) repair certifier as a result of corrosion damage. However, if the corrosion damage is extensive enough to cause distortion or partial collapse of the existing vehicle structure, 3D measurement must be carried out.

A vehicle referred to a [specialist](#) repair certifier may be returned with an LT307 No repair certification required declaration if the damage or previous repairs are assessed as minor/non-structural. See [Reference material 79](#) for a sample LT307. If the vehicle has a damage flag this can be lifted using the LT307 as a basis for the flag removal.

4 Trim removal exemption

Under some circumstances it is not practicable to remove the trim in a motor vehicle.

Examples of such cases are:

• chiller vans	• vehicles fitted with airbags in the roof or pillars
• motorhomes	• late-model, high specification, 'expensive' vehicles

In such instances, IOs may apply to the NZTA for an exemption from the requirement to remove the interior trim.

An IO must have an NZTA-approved alternative inspection procedure in place in order to process a trim removal exemption application.

Before the NZTA can process an exemption for a specific vehicle, the IO must structurally inspect the vehicle and complete an application for an exemption from trim removal requirements (see [Reference material 18](#)).

Once the NZTA has received the application, an NZTA reviewer or nominated person will contact the TSD agent to arrange a date and time for the vehicle to be inspected.

1. The vehicle should be available on a hoist. The Transport Agency staff member or nominated person will advise which items such as door rubbers, inner guards and under body panels need to be removed for the purposes of the inspection.
2. The IO must provide the reviewer with a copy of the structural inspection sheet.
3. The reviewer will physically inspect the vehicle. The NZTA will consider the following factors when processing an application for exemption from trim removal:

• the type of vehicle	• the condition of the vehicle
• the age of the vehicle	• whether the vehicle can be easily stripped
• the vehicle's safety features	• whether the vehicle can be partially stripped

4. If any evidence of structural damage, repairs or corrosion damage is found, the application will be declined.

Note 10

An application may be reconsidered if a specialist repair certifier inspects the vehicle and issues an LT307 certificate (for a light vehicle - see [Reference material 79](#) for a sample certificate) or a statement on letterhead from a heavy vehicle specialist certifier (for heavy vehicles) that confirms there is no damage, repairs or corrosion.

Note 11

Specialist repair certifier in this case means a light vehicle repair certifier or heavy vehicle specialist certifier as applicable to the vehicle class.

3-4 Threshold for requiring repair certification

The following information gives guidance to vehicle inspectors in determining whether or not a light vehicle (including motorcycles where applicable) and heavy vehicles undergoing entry certification in New Zealand requires repair certification by a specialist repair certifier.

Note 1

Specialist repair certifier in this case means a light vehicle repair certifier or heavy vehicle specialist certifier as applicable to the vehicle class.

Important: If the vehicle documentation (eg a registration document or invoice) contains the words 'statutory', 'write-off', 'salvage', 'junked' or 'non-repairable' the vehicle **must** be referred to a specialist repair certifier.

The criteria detailed below must be used when deciding if any damage or corrosion should be referred to a specialist repair certifier. All damage meeting this criteria and found in the energy management path areas must be referred to a specialist repair certifier.

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

Under-body impact damage

A vehicle must be referred to a specialist repair certifier if it has underbody damage as a result of a

- A vehicle must be referred to a specialist repair certifier if there is any discernible denting or distortion to the folds or swages in the dog leg, sill panel or structure of the inner/outer sill weld seam, other than minor scraping.
- A vehicle must be referred to a specialist repair certifier if rocker panels (outer sills) are dented or creased lengthways along the sill and the depth of the crease exceeds 25mm (see [Figure 3-4-1](#)).
- A vehicle must be referred to a specialist repair certifier if rocker panels (outer sills) are vertically dented or creased across the sill regardless of the depth of the crease or dent (see [Figure 3-4-1](#)).

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 rust heave on heavy vehicle chassis refer to **Figure 3-4-4**).

Heavy Motor Vehicle repairs that do **not** require a specialist repair certification (LT400)

This guide contains the list of repairs to heavy vehicles that do not require heavy vehicle specialist inspection and certification, ie an LT400.

1. Replacement of bolted components. Except for components that specifically require specialist inspection and certification. (eg log bolster attachments, drawbars and drawbeams, etc)

2. Repairs to the **first failures** of chassis cross-members that are **NOT** one of the following:

a) the first or last cross-member of the chassis

b) cross-members that are fitted within 500mm from engine or transmission mounts

c) cross-members that are fitted within 500mm from a suspension support (eg spring hanger)

d) cross-members to which a driveshaft centre bearing is fitted

e) cross-members that are fitted to support a:

- ball-race turntable
- tow coupling
- fifth-wheel
- king pin
- bolster attachment
- hoist, hydraulic cylinder of a tipping body, or any other devices that may place a concentrated load on the chassis.

3. Repairs to coaming rails that do not support certified load anchorage points, including stock crate j-hooks.

4. Tow-eyes fitted to the front of a vehicle for recovery purposes.

5. Repairs to a component of a freight or bus monocoque body (ie not a truck's driver/passenger cab) if the component is not part of the body framework. (eg body panels)

Note: The vehicle inspector may reject the component during the Certification of Fitness inspection if the welding that has been carried out as part of the repair is of poor quality, established by means of visual inspection.

Supplementary Restraint System (SRS): Airbags and seatbelt pretensioners

A vehicle must be referred to a **specialist** repair certifier if it has a deployed airbag or seatbelt pretensioner, or there is evidence of repairs to or tampering with airbag module covers. (including colour variations in plastic covers to steering wheels, dash panels, interior trim, or non-original stitching to seat mounted airbags).

Note 3

Unless there is evidence that the airbag has been deployed, it is not expected that the vehicle go to a **specialist** repair certifier if it has a sports steering wheel fitted with no airbag at entry and is failed and it is requested that the

Note 5

Corrosion damage includes any signs of 'rust bleed'.

Rust bleed is a rust coloured stain or mark that appears around an area of corrosion that may not be visible. Rust bleed is most commonly found where panels join or overlap when corrosion has started between the two surfaces and moisture has caused a rust stain or mark to run onto the external surface.

- **Perforated corrosion** is where the metal is corroded to the extent that it has holes, or holes are exposed when rust scale is removed. If metal is badly pitted causing a loss of metal thickness it must also be treated as perforated corrosion.
- **Rust heave on a heavy vehicle chassis** must be assessed in accordance with the requirements in the VIRM: **In-service certification 3-1 Structure (heavy vehicles)**. See also **Figure 3-4-4**.

Underbody impact damage

A vehicle is not required to be referred to a **specialist** repair certifier if it has minor underbody impact damage as a result of 'grounding' the vehicle or some scraping of the sill seams.

A vehicle is not required to be referred to a **specialist** repair certifier if there is crushing or tearing of floorpan stiffening members (**Note 5**), provided it does not affect any internal cross-members designed for side-impact protection.

Note 6

When distinguishing between floorpan stiffening members and cross-members, note that a member that runs through the line of a seat or occupant area will not be an energy absorbing member (ie its purpose is to reinforce the floorpan), while a member that runs alongside a seat or occupant area should be treated as an energy absorbing member (ie a chassis rail).

Denting or distortion

A vehicle is not required to be referred to a **specialist** repair certifier if rocker panels (outer sills) are dented or creased lengthways along the sill to a depth of less than 25mm.

Cross-members

A vehicle is not required to be referred to a **specialist** repair certifier if it has minor jacking damage to a cross-member, provided there is no indication of loss of steering or suspension alignment.

Repaired damage

A vehicle with repaired damage is not required to be referred to a **specialist** repair certifier if repairs are only to correct cosmetic damage to the outer body panels, provided the vehicle inspector is able to discern the extent of the damage and confirm that none of the vehicle manufacturer's seams or joints have been disturbed during the repair.

Vehicles flagged for damage at the border

When a Border Inspection Organisation identifies damage on a vehicle during the border check, the vehicle will be flagged as damaged on LANDATA. If the vehicle inspector determines that the damage does not exceed the threshold for requiring **specialist** repair certification, an application must be made to remove the damage flag.

A 'Request to remove border damage flag' form is available in **Reference material 17**. The vehicle inspector must complete this form and give it to the **IO** supervisor authorised to remove damage flags.

Repair certification and damage flags

A **light** vehicle may have a damage flag removed if it has been repaired in accordance with the requirements of the **VIRM: Light vehicle repair certification** and it has been requested by a repair certifier, as mentioned in the LT308.

A heavy vehicle may have a damage flag removed if it has been repaired and certified (LT400) by a heavy vehicle specialist certifier with the appropriate category.

8-1 Service brake and park brake

5. Brake friction material is:

- a) worn below **the limits shown in Table 8-2-1**, or

Table 8-1-1. Approved brake standards*

UN-ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan
13	71/320	105	31	TS for passenger motor vehicle braking systems, or
13-H	74/132	122	33	TS for two-wheeled vehicle brake systems
78	75/524	135	35	Article 12
	79/489			TS for two-wheeled vehicle brake systems
	85/647			Article 61
	88/194			
	91/422			
	98/12			
	2002/78			
	93/14			
	2006/27			

* A brake that is required to comply with an approved brake standard must comply with at least one of the standards listed in the table.

Technical bulletins

2 Water or fire-damaged vehicles

Note 2

Do not rule out the possibility that privately imported vehicles have suffered water **or fire** damage.

Vehicles flagged at the border

If water **or fire** damage is detected on a vehicle during a border inspection, the vehicle will be flagged as damaged and the details forwarded to the NZTA's Data Integrity team (Lead Specialist, Border Checks).

The Lead Specialist will then record a water or fire damage message in the vehicle notes on LANDATA. This message reads as follows:

'Water-damaged vehicle. Must be certified by a specialist repair certifier.'

or

'Fire damaged vehicle. Must be certified by a specialist repair certifier. Not to be certified by an IO without approval from NZTA NO.'

Any vehicle that has a water or fire damage message attached must be referred to a **specialist** repair certifier before processing for registration, as the vehicle may not be able to be economically repaired.

Note 3

Specialist repair certifier in this case means a light vehicle repair certifier or heavy vehicle specialist certifier as applicable to the vehicle class.

Documentation to be provided with water or fire damaged vehicles

Light vehicles

a) The following documents must be presented with a **water-damaged** vehicle before it can be processed for registration:

- An original **Light vehicle repair record of determination** (LT308) covering the repair has been carried out in accordance with the **VIRM: Light vehicle repair certification**.

b) The following documents must be presented with a **fire-damaged** vehicle before it can be processed for registration:

- An original **Light vehicle repair record of determination** (LT308) covering the repair has been carried out in accordance with the **VIRM: Light vehicle repair certification**, and
- An original letter (LT351F) from the NZ Transport Agency.

Heavy vehicles

Documentation to be provided with water or fire damaged vehicles: a) The following documents must be presented with a **water-damaged** vehicle before it can be processed for registration:

- An LT400

b) The following documents must be presented with a **fire-damaged** vehicle before it can be processed for registration:

- An LT400, and
- An original letter (LT351F) from the NZ Transport Agency.

Every repair certification of a fire-damaged vehicle is audited by the NZTA. The LT351F letter confirms that an audit has been conducted on the vehicle specified, and that the correct repair certification process has been followed. If a vehicle is presented without an LT351F, the IO must contact Technical Support, Access and Use, NZTA National Office.

11 Inspection of motorhomes

Any new or used imported motorhome, or motorhome that was manufactured in New Zealand that has an Australian Design Rules (ADR) approval plate (fitted by the motorhome manufacturer) can be accepted as complying with the relevant standards for that class of vehicle, except for exhaust emissions. Exhaust emission standard compliance can be verified by one of the methods specified in the [Technical Bulletin 28](#).

25 Immigrants' vehicles

Recognition of an immigrant's vehicle may be granted if:

- the applicant is a New Zealand citizen, or a New Zealand resident, or entitled to take up permanent residence in New Zealand under the Immigration Act 1987 ([Note 1](#)), and
- the applicant has lived outside New Zealand for at least 21 months [continuously](#) before arriving in or returning to New Zealand ([Note 3](#)), and

28 Exhaust emissions standard compliance

d) The Transport Agency has approved a process where the DEKRA confirm various European models imported to New Zealand from Japan as being Euro 4 emission compliant. Each vehicle will be issued with a DEKRA Exhaust Emissions Compliance Certificate. The DEKRA certificate will be endorsed by either Autohub or VTNZ. See [Reference material 73b](#) for a sample of the certificate.

- The TSDA must keep the original of this certificate on the vehicle file.
- From August 2009 production, all non-turbo I6 engines fitted to Ford Territory MkII will comply with Euro 4 emissions certifications standards.

Table 2. Acceptable exhaust emissions codes for diesel-powered vehicles from Japan

Emission standard	Description	Complying to ...	Acceptable emissions codes
Japan 05	Japan Safety Regulations for Road Vehicles, Article 31 – Emission Control Device, as revised by the Ministry of Land Infrastructure and Transport Notification No. 1317 of 26 September 2003.	2005 Regulations	Any three digit emissions code For example 'AAA', 'ABA', 'DAA'
Japan 09		2009 Regulations	Any three digit emissions code starting with: L,F,M,Q or R
Japan 10		2010 Regulations	Any three digit emissions code starting with: S or T

- The 'Test regime code' to be entered in LANDATA is the emissions code shown in the Table, with a J prefix (eg 'CBA' is recorded as 'JCBA').

36 Removing a border damage flag

Heavy vehicles

Once the appropriate heavy vehicle specialist certification has been carried out ([including an LT400 to cover the repairs to the vehicle](#)) the entry certifier must complete an application to remove the damage flag.

Reference materials

35 Sample EPA plates



58 Sample Canadian Motor Vehicle Safety Standard - CMVSS - compliance plate/label



66 NZ Customs 'Deed of undertaking'




Import Certificate Pre-Clearance

Reference:
Job Number:
Lodgment:

(40348184L)

Ship/Flight	Voyage	From	Arrival	Packages	Kgs	m ³	FCI's	Bill Numbers
HDEGH LONDON	51N	AU/FRE	09/07/14 NZAKL	1	1500	13.06		HDEGVS1AFAX0003 S00017216

AU 40348184L ROWA

Invoice No: [REDACTED]

Customs exchange rate: 0.91(AU)

Total GST + Duty + Levies Possible: 0.00 (incl. entry charges)

Lines: 1

Tariff	Description	Value	Qty	VFD Origin	Duty/Levy	Rate	CIF	GST
8703.24.80.050	2003 HOLDEN MARLOO	[REDACTED]	1.000			FREE	[REDACTED]	0
Totals:		[REDACTED]			0.00		[REDACTED]	0.00

I, the undersigned, being the importer of the vehicle/s declared in this import entry, undertake that should I sell or otherwise dispose of the vehicle/s within 2 years from the date of importation I will immediately pay NZ Customs the sum of \$, / / , / / or any lesser amount that may be required

.....
(Name and signature of importer)

McCULLOUGH LTD

10/07/14 7777 J

Page 1 of 1

8 Farnham Street, Parnell, Auckland
P.O. Box 37-104, Parnell, Auckland
Ph: (64-9) 303-0075 Fax: (64-9) 303-0072 www.mmnz.biz



Date: 10/07/2014

ENTRY NUMBER: [REDACTED]

Consignee Details:

[REDACTED]

Client Code: 40348184L

Auckland 0618

Email: [REDACTED]

Vessel Details:

Vessel: HOEGH LONDON
Voyage: SIN

POD: FREMANTLE
ETD: 28/06/2014

POA: AUCKLAND
ETA: 9/07/2014

Vehicle Information:

Year: 2003
Make: Holden
Model: Malibu
Chassis/VIN #: [REDACTED]
Date of Purchase: [REDACTED]

Purchase Info:

Purchase Price: AU [REDACTED] (valuation)
Depreciation: 50.00%
Customs Value: NZD [REDACTED]
Insurance & Freight: NZD [REDACTED]

Customs Charges payable under Concession 80 (c) [REDACTED]

I understand that the above GST of [REDACTED] would be required to be paid to NZ Customs if I did not meet the criteria of the concessional entry.
I also understand that, to the best of my knowledge, I qualify for the GST exemption

[REDACTED] (signed by client)

10-7-14 (date)

Kind regards
Ben Wood



1 Farnham Street, Parnell, Auckland, New Zealand P O Box 37 104 Parnell
☎ +64 9 303 0075 ☎ +64 9 303 0072 ☎ +64 27 517 5149 ☞ www.mccullough.co.nz

IMPORT MANAGEMENT CONSULTANTS

69 Sample auction invoices



19 HEWITT STREET
CHELTENHAM VIC 3192



A Division Of Grays (VIC) Pty Limited
ABN: 24 085 287 289
ACN: 085 287 289
Phone: (02) 9741 9600
Fax: (02) 9741 9648

AUCTIONEERS (AS AGENTS FOR THE VENDORS)
Terms As Per Conditions Of Sale At Auction
WITH ALL FAULTS, IF ANY

TAX INVOICE

INVOICE NO: 3004611-22-1
18/12/2013

Page 1

Lot	Units	Description	Qty Per Unit	Each Rate	Total Incl. GST
1	1	* 2008 Nissan Patrol Service Body 4x4 Turbo Diesel (Body Type: Cab Chassis Build Date: Not Sighted Compliance: 01/2008 Fuel Type: Diesel Engine Capacity: 3.0L 4 Cylinder Turbo Diesel Transmission: Manual Odometer: 125168 Keys: Yes Spare Keys: Yes Owner's Manual: Yes Service History: Good Exterior colour: White Interior Colour: Grey VIN: JN1UEL61A0500552 Engine Number: ZD30145300K Vehicle Location: 19 Hewitt Street, Cheltenham, VIC, 3192 Note: Please see attached report. Features: Air Conditioning, CD Player, Flares, Power Steering, Alarm, Remote Central Locking, Bull Bar, Electric Winch, Snorkel, Tow Bar, Cruise Control (73006-269) Warranty: No Warranty Applies *BUYER PREMIUM	1.00		

TOTAL GST COMPONENT OF THIS INVOICE:

Grand Total
Payment \$0.00
Balance Payable

GST HAS BEEN CHARGED ON ITEMS MARKED WITH AN *
E. & O.E. NOTE: TITLE TO THIS INVOICE DOES NOT PASS UNTIL PAID FOR IN FULL.

70 Sample hpi and Experion reports

Experian AutoCheck
A word of insight

Logged in as: Account Details
Franchise Details

USED VEHICLES AutoCheck Report

Vehicle Summary

VIN	PH428VD
Make	JAGUAR
Model	XF LUXURY D AUTO
Colour	WHITE
Body type	4 DOOR SALOON
Transmission	DATA NOT PROVIDED
Engine no.	
Engine capacity	2,179 cc
Seat	163
Fuel type	DIESEL
Year of manufacture	2012
First registered in UK	30/09/2012
Previous keepers	0
CO ₂ emissions	149 g/km

Report created on **29/04/2014** at **15:09**
This report reflects information held against this vehicle by Experian at the time of the transaction.

Mileage

NOTICES
Mileage data not requested / Not available

Data Insurance Details

Data Insurance has been purchased for this vehicle

Value (£K)	Months	Date/Time
1.0	12	29/04/2014 - 15:09:22

This data insurance policy provides protection from financial loss in the event that Experian provides specific inaccuracies in the data. As the policyholder you have agreed that this indemnity meets your demands and needs.

Source: Experian

Previous Searches - 15 previous searches

73a DEKRA Statement of compliance - vehicles classes

Samples

DEKRA certificates can be issued by either Autohub NZ, DEKRA Expert UK or VTNZ.
See samples below.

73b DEKRA Statement of compliance - emissions standards

Samples

DEKRA certificates can be issued by either Autohub NZ, DEKRA Expert UK or VTNZ.

See samples below.



DEKRA Automobil Test Center der DEKRA Automobil GmbH (P 00006)
Senftenberger Straße 30, 01998 Kletzwitz

DEKRA Expert Ltd.
14 New Street
London
EC2M 4HE

DEKRA Automobil GmbH
Technology Center
Automobil Test Center

Technischer Dienst
Prüflabor gemäß ISO 17025
Inspektionsstelle gemäß ISO 17020
IT-Sicherheit / VDA-Prototypenschutz
gemäß ISO 27001

Telefon +49 35754/7344-500
Telefax +49 35754/7345-500
E-Mail datc@dekra.com
web www.datc.de

DEKRA	DEKRA Expert Ltd Unit 12, Tamar Business Units River Tamar Way Holworthy Industrial Estate Holworthy Devon EX22 6HL Tel: +44(0) 1409 255998 Fax: +44(0) 1409 255624
Name: _____	
Signature: _____	

Seite 1/2

EU/EEC - Certificate about the accordance of a autocar with the directive of the European Union and the arrangements of the Economic commission for Europe – ECE - for export to New Zealand - Nr.: 2014323340004

Steiergeffektangaben zum Fahrzeug / Data to vehicle:

Fahrzeug / Vehicle	LKW / N1
Hersteller / Manufacturer	MERCEDES
Typ, Model / Type, Model	SPRINTER 311 CDI MWB
Fahrzeug-Ident.-Nr. / VIN	_____
Motornummer oder Typ / Engine number or type	64698551678206
Antriebsart / Mode of drive	DIESEL
Tag der Erstzulassung / First registration date	20.10.2009

Das oben genannte Fahrzeug entspricht hinsichtlich seiner technischen Einrichtungen folgenden EU-EEC-Vorschriften
This vehicle corresponds to the following EEC-EEC-regulation.

Geräuschemission / Sound levels:	70/157/EWG idF 1999/101/EG
Abgasemission / Emissions:	EURO 4 2005/68*2005/78B 72/306/EWG idF 2005/21/EG
Lenkanlage / Steering effort:	70/311/EWG idF 1999/7/EG
Bremsanlage / Braking:	ECE-R 13H
Original Gurtverankerung/ O/E Seat belt anchorages :	ECE-R 14-05
Original Rückhaltesysteme / O/E seat belts :	ECE-R 16-04

Diese Bestätigung erfolgte ohne weitere Besichtigung des Fahrzeuges. Diese Bestätigung hat nur dann Gültigkeit, sofern sich das Fahrzeug in den Teilen, für die die Bestätigung ausgefertigt ist, im Originalzustand befindet.
This document was prepared without checking the vehicle.
This document is only valid if all parts of this vehicle are original.



Dipl.-Ing. René Köling
Fachspezialist

Kletzwitz, den 07.04.2014

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Hohenfurterstraße 19
70669 Stuttgart
Telefon +49 711 7961-0
Telefax +49 711 7961-2249
www.dekra.com

Stz Stuttgart, Außenamt Stuttgart,
9898-Nr. 21529
Bankverbindung:
Commerzbank AG vormals Dresdner Bank AG
(BLZ 600 600 00) Kto.-Nr. 9 010 251 00
Landesbank Baden-Württemberg
(BLZ 600 501 61) Kto.-Nr. 2 019 525

Vorsitzender des Aufsichtsrates:
Stefan Kötter
Geschäftsführer:
Christine Köhler (Vorstandes)
Guido Kutschera
Widmung: Lizenziert
Dr. Gerd Neumann

DEKRA
 DEKRA Expert Ltd
 Unit 12, Tamar Business Units
 River Tamar Way
 Holworthy Industrial Estate
 Devon EX22 6HL
 Tel: +44(0) 1409 255998
 Fax: +44(0) 1409 255624



DEKRA Automobil Test Center der DEKRA Automobil GmbH (P 00006)
 Senftenberger Straße 30, 01958 Klettwitz

DEKRA Automobil GmbH (P 00006)
 C.F. PNY (L) -
 Signature: *C.F. PNY*

Seite 2/2

Bestätigung Nr. / Confirmation No.: 201432346004
Fz.-Ident.-Nr. / VIN: WDF906633ZE017283
Das oben genannte Fahrzeug entspricht hinsichtlich seiner technischen Einrichtungen folgenden EU-/ECE-Vorschriften
This vehicle corresponds to the following EEC-/ECE-regulation.

Beleuchtungseinrichtung / Lighting installations:	76/756/EWG idF 97/28/EG
Außenbeleuchtung / Exterior projections lighting:	76/756/EWG idF 97/28/EG
Scheinwerfer / Headlamps:	76/756/EWG idF 97/28/EG
Nebelscheinwerfer / Fog lamps (front):	76/756/EWG idF 97/28/EG
Begrenzungsleuchten vorn / Lamps (forward-facing positions):	76/756/EWG idF 97/28/EG
Begrenzungsleuchten hinten / Lamps (rearwards-facing positions):	76/756/EWG idF 97/28/EG
Reflektoren / Reflex reflectors:	76/756/EWG idF 97/28/EG
Fahrtrichtungsanzeiger / Direction indicators:	76/756/EWG idF 97/28/EG
Bremsleuchten / Lamps (stop):	76/756/EWG idF 97/28/EG
Zusatzebremsleuchte / Lamps (high-mounted stop):	76/756/EWG idF 97/28/EG
Kennzeichenbeleuchtung / Lamps (number plate):	76/756/EWG idF 97/28/EG
Rückfahrleuchte / Lamps (reversing):	76/756/EWG idF 97/28/EG
Nebelschlussleuchte / Fog lamps (rear):	76/756/EWG idF 97/28/EG
Konturmarkierung / retro-reflective material:	--
Seitenmarkierungsleuchten / Lamps (side marker):	76/756/EWG idF 97/28/EG
Türverriegelung / Door latches and hinges:	70/387/EWG idF 2001/31/EG
Original Sitze und Sitzbefestigung / O/E Seat strength:	ECE-R 17-07
Kopfstützen / Head restraints:	--
Montage der Bereifung / Tyres:	92/23/EWG idF 2005/11/EG
Rückspiegel / Rear visibility:	2003/97/EG idF 2005/27/EG
Sicherheits Scheiben / Safety glass:	92/22/EWG idF 2001/92/EG

Diese Bestätigung erfolgte ohne weitere Besichtigung des Fahrzeuges. Diese Bestätigung hat nur dann Gültigkeit, sofern sich das Fahrzeug in den Teilen, für die die Bestätigung ausgestellt ist, im Originalzustand befindet.
 This document was prepared without checking the vehicle.
 This document is only valid if all parts of this vehicle are original.



Klettwitz, den 07.04.2014

Dipl.-Ing. René Kollig
 Fachspezialist

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 Hindenburgstraße 19
 73093 Stuttgart
 Telefon +49 711 7801-0
 Telefax +49 711 7801-2240
 www.dekra.com

Sitz Stuttgart, Außenstelle Stuttgart,
 HES/AG 31239
 Betriebsleitung
 Commerzbank AG formerly Dresdner Bank AG
 (BLZ 600 800 00) Kto.-Nr. 8 010 001 00
 Landesbank Baden-Württemberg
 (BLZ 600 801 01) Kto.-Nr. 3 019 325

Vorsitzender des Aufsichtsrates
 Stefan Kötter
 Geschäftsführer
 Clemens Kline (Vorsitzender)
 Gerd Kutschera
 Wolfgang Linnemann
 Dr. Gerd Neumann

DEKRA Automobil Test Center der DEKRA Automobil GmbH (P 00006)
Senftenberger Straße 30, 01956 Klettwitz

DEKRA Automobil GmbH
Technology Center
Automobil Test Center

Vehicle Testing New Zealand Limited
Level 6
15 Willesdon St
6011 Wellington
New Zealand

Technischer Dienst
Prüflabor gemäß ISO 17025
Inspektionsstelle gemäß ISO 17020
IT-Sicherheit / VDA-Prototypenschutz
gemäß ISO 27001

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Seite 1/2

EU/EEC - Certificate about the accordance of a autocar with the directive of the European Union and the arrangements of the Economic commission for Europe – ECE - for export to New Zealand - Nr.: 2014335460004
SteeringeffoctAngaben zum Fahrzeug / Data to vehicle:

Fahrzeug / Vehicle	PKW/ M1
Hersteller / Manufacturer	VW
Typ, Model / Type, Model	GOLF (1K)
Fahrzeug-Ident.-Nr. / VIN	
BLR	BUB
Antriebsart / Mode of drive	BENZIN
Tag der Erstzulassung / First registration date	18.07.2008

Das oben genannte Fahrzeug entspricht hinsichtlich seiner technischen Einrichtungen folgenden EU/EEC-Vorschriften
This vehicle corresponds to the following EEC/EEC-regulation.

Geräuschemission / Sound levels:	-
Abgasemission / Emissions:	EURO 4 70/220/EWG idF 2003/76/EG Stufe B
Lenkanlage / Steering effort:	-
Bremsanlage / Braking:	-
Original Gurtverankerung/ O/E Seat belt anchorages :	-
Original Rückhaltesysteme / O/E seat belts :	-

Diese Bestätigung erfolgte ohne weitere Besichtigung des Fahrzeuges. Diese Bestätigung hat nur dann Gültigkeit, sofern sich das Fahrzeug in den Teilen, für die die Bestätigung ausgefertigt ist, im Originalzustand befindet.

This document was prepared without checking the vehicle.
This document is only valid if all parts of this vehicle are original.

Klettwitz, den 04.05.2014



Dipl.-Ing. René Kölling
Fachspezialist



vtnz
a DEKRA company

Name _____
Signature _____

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Landesbank Baden-Württemberg
(BLZ 630 501 01) Kto.-Nr. 9 519 535

Vorsitzender des Aufsichtsrates
Stefan Klein
Geschäftsführer:
Clemens Köhne (Vorsitzender)
Guido Kufelberg
Wolfgang Pfannkater
Dr. Gerd Neumann

80 Old EC directives for exhaust emissions standards

Translation information for EC Directives

EC Directive	Corresponds to Euro standard...	
Light vehicles		
70/220/EEC	Euro 0 (unless accompanied by another appropriate directive for Euro 1, Euro 2, Euro 3 or Euro 4)	
91/441/EEC	Euro 1	
93/59/EEC		
94/12/EC	Euro 2	
96/44/EC		
96/69/EC		
98/69A/EC	Euro 3	
98/77A/EC		
1999/102A/EC		
2001/1A/EC		
2001/100A/EC		
2002/80A/EC		
2003/76A/EC		
98/69/EC		Indeterminate – the default emissions level is Euro 3 unless otherwise indicated on compliance documentation
98/77/EC		
1999/102/EC		
2001/1/EC		
2001/100/EC		
2002/80/EC		
2003/76/EC		
Heavy vehicles		
88/77/EEC	Euro 0 (unless accompanied by another appropriate directive)	
91/542/EEC	Euro 1	
96/1/EC	Euro 2	
1999/96A/EC	Euro 3	
2001/27A/EC		
1999/96/EC	Indeterminate – the default emissions level is Euro 3 unless otherwise indicated on compliance documentation	
2001/27/EC		