

VIRM: In-service certification (WoF and CoF) amendment

1 April 2024 amendment preview

March 2024

Contents

General amendments.....	2
General vehicles	2
3-1 Structure (incl. frontal impact)	2
4-2 Front and rear fog lamps	3
10-2 Hubs and axles.....	3
13-1 Engine and transmission	4
Heavy vehicles	4
4-2 Front and rear fog lamps	4
Light PSVs.....	4
4-2 Front and rear fog lamps	4
7-2 PSV seating.....	4
10-2 Hubs and axles.....	5
Heavy PSVs.....	6
4-2 Front and rear fog lamps	6
Motorcycles.....	6
10-2 Hubs and axles.....	6
13-1 Engine and transmission	6
General trailers	6
10-2 Hubs and axles.....	6
Forklifts, Unclassified vehicles.....	6
10-2 Hubs and axles.....	6
13-1 Engine and drive train.....	6
Tractors	6
10-2 Hubs and axles.....	6
Technical bulletins.....	7
16 Seatbelt repair and re-webbing	7

General amendments

General vehicles

3-1 Structure (incl. frontal impact)

Some vehicle inspectors are not sure if the requirements for cargo hoists listed in Table 3-1-1 (Modifications that do not require LVV certification) include wheelchair stowing devices.

We're adding a new row to the table to clarify when these devices don't require LVV certification.

Ute trays	For vehicles registered in New Zealand on or after 1 January 2021 : The fitting has not weakened the vehicle structure (Note 10 ⓘ); and the tray has no sharp edges and radiuses of not less than 3mm on every external edge. See also Table 2-1-1
Wheelchair stowing devices	The device: <ul style="list-style-type: none">• is for stowing and/or deploying an unoccupied non-powered wheelchair, and• is securely attached to the vehicle, and• folds and locks in a position outside of the vehicle's passenger compartments, and• has no sharp protrusions (edges have a radius of at least 3mm), and• doesn't compromise the safe performance of the vehicle.

These requirements were communicated via letter in December 2023 as well, to provide guidance until we could make this amendment.


[Wheelchair stowing device letter to IOs – 19 December 2023](#)

4-2 Front and rear fog lamps

We're amending Reason for rejection 10g) in this section to align with our requirements for headlamps, and correcting Note 6 to refer to fog lamps.

These changes also apply to Heavy vehicles, Light PSVs and Heavy PSVs.

10. When switched on, a front fog lamp emits light that:

- a) is not projected to the front, or
- b) produces an incorrect beam pattern (Figure 4-2-1), or
- c) is not substantially white or amber to the front, or
- d) is not approximately equal in colour or intensity from the other lamp in the pair, or
- e) is not steady, or
- f) is not bright enough to illuminate the road ahead in conditions of severely reduced visibility, eg due to modification, deterioration, dirt or an incorrect light source, or
- g) is too bright, and could dazzle other road users, eg due to the fitment of an HID or LED conversion kit (Note 6 ) or other incorrect light source, or

Note 6

A high-intensity discharge (HID or Xenon HID) or LED conversion kit consists of an HID or LED bulb which fits into the original headlamp fog lamp unit in place of the original bulb with no change to the headlamp lens, reflector or housing.

It is illegal to fit an HID or LED conversion kit to a vehicle as it brings the headlamp out of standards compliance fog lamp out of specification by producing poor beam patterns and light that is often far too bright to be safe. The bulbs can also produce light that is noticeably blue and not the required substantially white or amber colour. Vehicle and headlamp Fog lamp manufacturers do not permit this modification, and these kits cannot be LVV certified.

It is permitted to replace a complete halogen headlamp fog lamp unit with a complete HID headlamp or LED fog lamp unit.

10-2 Hubs and axles

We're making minor changes to Reason for rejection 2 to improve detection of worn components.

These changes also apply to Light PSVs, Motorcycles, General trailers, Forklifts and Unclassified vehicles.

2. A wheel bearing:

- a) has play beyond the manufacturer's specifications, or
- b) is over-tight or sounds rough: binding, or
- c) feels/sounds rough when rotated.

13-1 Engine and transmission

We're broadening the wording of Reason for rejection 1 to include other driveline components.

Reasons for rejection	Tables and images	Summary of legislation
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Condition
1. The engine or gearbox is insecurely mounted: An engine, gearbox, transfer case, differential or other driveline mounting is insecure.

Heavy vehicles

4-2 Front and rear fog lamps

See General vehicles.

Light PSVs

4-2 Front and rear fog lamps

See General vehicles.

7-2 PSV seating

Amending RfR 10 and the summary of legislation to align with wording in the Rule around wheelchair restraint systems.

Reasons for rejection	Summary of legislation
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Wheelchair and wheelchair-occupant restraints

8. A PSV that entered passenger service in New Zealand on or after 1 July 2000, and is designed to carry a forward-facing wheelchair and occupant, is not fitted with a restraint system for a wheelchair.

9. A light PSV that entered passenger service in New Zealand on or after 1 July 2000 and that is designed to carry a rearward-facing wheelchair and occupant is not fitted with a backrest head support and a restraint system for a wheelchair.

10. A restraint system for a wheelchair, or for a wheelchair and occupant, on a vehicle that entered passenger service in New Zealand on or after 1 July 2000, or that was fitted with such equipment on or after 1 July 2000 ~~does not include~~ is not certified by an LVV specialist certifier, or doesn't meet all of the following requirements:

- a) a horizontal handrail adjacent to the wheelchair parking position for wheelchair occupants to steady themselves while the passenger service vehicle is moving, or
- b) a means of preventing the wheelchair from tipping backwards, or
- c) a head support if the back of the wheelchair occupant's head would be against a window, bulkhead or partition, or
- d) a means of preventing the wheelchair from swinging out of position or tipping over, or
- e) a sign adjacent to the wheelchair parking position stating that the restraint system must be secured and the wheelchair's brakes applied, or
- f) easily accessible quick-release mechanisms.

Wheelchair and wheelchair-occupant restraints

8. A restraint system for a wheelchair, or for a wheelchair and occupant, on a vehicle that entered passenger service in New Zealand on or after 1 July 2000, or that was fitted with such equipment on or after 1 July 2000, must comply with all of the following requirements:

- a) there must be a horizontal handrail adjacent to the wheelchair parking position for wheelchair occupants to steady themselves while the passenger service vehicle is moving; and
- b) the wheelchair must be prevented from tipping backwards; and
- c) a head support must be fitted if the back of the wheelchair occupant's head would be against a window, bulkhead or partition; and
- d) a restraint system must be fitted to prevent the wheelchair from swinging out of position or tipping over; and
- e) there must be a sign adjacent to the wheelchair parking position stating that the restraint system must be secured and the wheelchair's brakes applied; and
- f) the restraint system must include easily accessible quick-release mechanisms.

8. A restraint system for a wheelchair, or for a wheelchair and occupant, must:

- a) comply with the design and construction requirements of the version of AS 2942-1987 or the version of AS 29421994/Amdt 1-1998 that was applicable at the time it was attached; or
- b) be certified in accordance with Land Transport Rule: Vehicle Standards Compliance 2002 as complying with, or being equivalent to, the technical requirements of the version of AS 2942-1987 or the version of AS 29421994/Amdt 1-1998 that was applicable at the time it was fitted; or
- c) comply with all of the following requirements:
 - i. there must be a horizontal handrail adjacent to the wheelchair parking position for wheelchair occupants to steady themselves while the passenger service vehicle is moving; and
 - ii. the wheelchair must be prevented from tipping backwards; and
 - iii. a head support must be fitted if the back of the wheelchair occupant's head would be against a window, bulkhead or partition; and
 - iv. a restraint system must be fitted to prevent the wheelchair from swinging out of position or tipping over; and
 - v. there must be a sign adjacent to the wheelchair parking position stating that the restraint system must be secured and the wheelchair's brakes applied; and
 - vi. the restraint system must include easily accessible quick-release mechanisms; and
 - vii. a vehicle inspector must certify that the seatbelt anchorage or alternative wheelchair restraint system complies with the version of Australian Design Rule 5/03 which was applicable at the time it was installed, or can withstand equal loadings in the case of an alternative restraint system.

10-2 Hubs and axles

See General vehicles.

Heavy PSVs

4-2 Front and rear fog lamps

See General vehicles.

Motorcycles

10-2 Hubs and axles

See General vehicles.

13-1 Engine and transmission

See General vehicles.

General trailers

10-2 Hubs and axles

See General vehicles.

Forklifts, Unclassified vehicles

10-2 Hubs and axles

See General vehicles.

13-1 Engine and drive train

See General vehicles.

Tractors

10-2 Hubs and axles

See General vehicles.

Technical bulletins

16 Seatbelt repair and re-webbing

We're tidying up the wording throughout this bulletin, and adding a new sample to Figure 16-1-1.

Requirements for seatbelt repair

A seatbelt may only be legally repaired by the seatbelt manufacturer or their authorised agent.

There are currently **no** mass-manufacturers or agents repairing seatbelts in New Zealand.

Re-webbing a seatbelt is considered to be a repair.

Waka Kotahi has provided an exemption to the following companies to re-web seatbelts manufactured by other seatbelt providers:

- APV Australia
- Autosafe Ltd, Christchurch
- Belt Tech NZ Ltd, Wellington
- Seatbelts NZ Ltd
- Seatbelt Manufacturers NZ Ltd.

Further companies will be added to this list as they are approved.

Identifying compliant re-webbed seatbelts

To be compliant a re-webbed seatbelt **must** have a label with an exemption number ([Figure 16-1-1](#)) and either an exemption letter (paper copy in the vehicle) or be confirmed on the websites below.

- For Autosafe use the 'Look Up REGO' function found on the [Autosafe website](#)
- For Seatbelts NZ Ltd use the check vehicle function on the [Seatbelts NZ Ltd website](#)
- For Belt Tech NZ Ltd enter the last six digits of the vehicle's VIN to look up the vehicle on the [Belt Tech NZ Ltd website](#)
- For Seatbelt Manufacturers NZ Ltd an exemption letter is required
- APV are not actively re-webbing seatbelts but these must also have an exemption letter.

Identifying non-compliant re-webbed seatbelts

Seatbelts that are re-webbed without an exemption from Waka Kotahi may not be accepted for a WoF or CoF.

Most non-compliant re-webbed seatbelts are done in a way to hide that they are re-webbed. The following indicators are the best way to identify a non-compliant re-webbed seatbelt:

- incorrectly fitted hardware such as buckles on webbing that looks new
- new webbing, or webbing that looks newer than the other seatbelts in the vehicle, with the same compliance tags as the original seat belts
- the same identification tags as the original belts with a different stitch pattern
- a compliance label that is different to the other seatbelts that is not from a typical manufacturer
- no compliance labels fitted on new webbing or a new seatbelt.

If you identify a non-compliant re-webbed seatbelt, please take clear photos and report it to Waka Kotahi by emailing the details to vehicles@nzta.govt.nz

Getting a seatbelt re-webbed

If you are trying to help a vehicle owner to get their seatbelt re-webbed it is important that you only use an approved company. Waka Kotahi is aware that there are other companies who re-web seatbelts - this is an illegal activity. Autosafe Ltd, APV, Seatbelts NZ Ltd, Seatbelt Manufacturers NZ Ltd and Belt Tech NZ Ltd have been granted exemptions to re-web seatbelts, having been granted these exemptions under strict conditions.

Autosafe has a list of seatbelt installers on its website that is regularly updated. There are three specialist installers in Auckland, Wellington and Christchurch and a number of other organisations that can assist with seatbelt installations. The list is available at www.autosafe.co.nz

Sample labels

Figure 16-1-1. Sample Autosafe Ltd, Seatbelts NZ Ltd, Belt Tech NZ Ltd and Seatbelt Manufacturers NZ Ltd labels

