
VIRM: Entry certification amendment

1 May 2017

April 2017

List of changes and preview pages

In this amendment

- VIN assignment clarifications with scratchbuilt vehicles
- Incorporation of LVV changes from December 2016
- Clarifications around modification declarations
- Clarification around acceptable proof of brakes rule compliance for new or used vehicles manufactured for the Australian market

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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
Pre-registration and VIN	
3-1 Assigning a VIN	<ul style="list-style-type: none"> Clarification added that scratchbuilt vehicles with used donor parts from high volume production vehicles (eg Ford, Holden, Range Rover) should not be assigned any high volume VIN from the donor parts. If the VIN doesn't decode on LANDATA but you have the manufacturer's VIN decode information, you can now email it directly to FRR@nzta.govt.nz instead of calling.
Inspection and certification	
1-1 Registering a vehicle for the first time in New Zealand	<ul style="list-style-type: none"> A heavy vehicle first registered in the EU on or after 1 January 2009 will comply with the brake, exhaust emission and seatbelt anchorage standards for heavy vehicles Text reworded to remove confusion around statements of compliance and safety-related recalls.
1-6 Specialist certification	<ul style="list-style-type: none"> Incorporating recent LVV changes where the Transport Agency recognises some overseas certifications on modified vehicles. Clarification regarding modification declarations grandfathering previous modifications and re-entry into service.
16-1 Certificate of loading	<ul style="list-style-type: none"> Incorporating recent LVV changes where the Transport Agency recognises some overseas certifications on modified vehicles.
Technical bulletins	
31 Brakes standards compliance	<ul style="list-style-type: none"> Acceptable proof of brakes rule compliance for new or used vehicles manufactured for the Australian market. Note: If the ADR plate lists individual rules, ADR 35 must be listed for proof of compliance. New section of text: Acceptable proof of brakes rule compliance for used vehicles manufactured for the United Kingdom market A vehicle manufactured for the United Kingdom market and previously registered in in the United Kingdom on or after 1 May 2002 is compliant. A UK registration certification will show the date of first registration.
41 Entry certification procedures for certain modified light vehicles	<ul style="list-style-type: none"> Update to title: 'procedures' replaces 'changes' Deletion of no longer relevant text explaining dates of introduction
Reference materials	
32 Sample Australian Design Rules - ADR - compliance plates	<ul style="list-style-type: none"> ADR 35 added to the sample plate to align with the change to technical bulletin 31 (above)

PREVIEW PAGES

Pre-registration and VIN

3-1 Assigning a VIN

Overview	Technical information
Scratchbuilt vehicles with used donor parts from high volume production vehicles (eg Ford, Holden, Range Rover) should not be assigned any high volume VIN from the donor parts.	

Overview	Technical information
<p>1.2 17-character identifier not recognised by LANDATA</p> <p>If the identifier entered in the escape field of the 'VIN authority allocation/confirmation' screen is a 17-character identifier that LANDATA cannot decode, the 'VIN allocation' screen will display the message 'WARNING VIN does not decode – Contact TRC'.</p> <p>Some invalid VINs may be difficult to identify, as they look like a VIN and have the correct vehicle year recorded as the tenth character and a valid check digit as the ninth character. However, the world manufacturer identifier (WMI) belongs to someone other than the vehicle manufacturer. This problem is not identified until the VIN decode is investigated in detail. In such cases, the Freight & Register Records team may ask the importer to provide VIN decode information, and may advise that a '7AT' VIN be issued following investigation.</p> <p>Do not continue. Please refer all 17-digit numbers that do not decode to the Transport Agency (contact 0800 804 580). If you have the manufacturer's VIN decode information available email it directly to FRR@nzta.govt.nz.</p>	

Inspection and certification

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

2 Proof of compliance with vehicle standards	
Vehicle is...	Acceptable evidence of standards compliance
a heavy vehicle previously registered in the European Union	<ul style="list-style-type: none"> complies with with the brake, exhaust emission and seatbelt anchorage standards for heavy vehicles if the vehicle is registered on or after 1 January 2009.

2.1 Statement of compliance

A statement of compliance must be:

- completed as fully as possible. If a system or component is not certified as complying with a standard, it should be noted appropriately on the statement of compliance. However, vehicle manufacturers may attach a schedule listing the standards to which the vehicle was certified. In such cases, the statement of compliance should be annotated with 'see attached schedule' and must still be signed and completed
- issued by an authorised manufacturer's representative recognised on the New Zealand Motor Industry Association's (MIA) list (**Note 1**), or a manufacturer's representative holding an appropriate position (eg homologation manager) with the vehicle manufacturer.

A statement of compliance may mention if a vehicle is subject to any open safety-related recalls. Vehicles are not to undergo certification if they still have open safety-related recalls logged by the manufacturer. Vehicle inspectors must ensure that all outstanding safety-related recalls (recorded on the statement of compliance) are carried out prior to certification. The vehicle owner will need to provide a letter from either the manufacturer's representative (or a franchise dealer) stating that the recall has been carried out. A copy of the letter must be held on the vehicle file.

1-6 Specialist certification

2 Low volume vehicle certification

The Transport Agency recognises a limited number of overseas low volume vehicle certifications. Imported low volume vehicles presented for entry certification must be referred to a New Zealand LVV certifier unless:

- they are a light vehicle that has been modified and type certified to the "European Community Whole Vehicle Type Approval" (ECWVTA) system. See **Technical bulletin 41: Entry certification procedures for certain modified light vehicles**.

2.2 Modified production vehicles

If an entry certifier is presented with a modified production vehicle, the vehicle owner must provide evidence of LVV certification regardless of the date when the modifications were completed.

Note 3

From 1 November 2016 any light vehicle that has been modified and type certified to the "European Community Whole Vehicle Type Approval" (ECWVTA) system can be entry certified without requiring referral to an LVV certifier for specialist certification. See **Technical bulletin 41: Entry certification procedures for certain modified light vehicles**.

Note 4

A 'modification declaration' is not evidence of LVV certification. If a modified production vehicle is presented for re-entry certification with a modification declaration form, that vehicle must be referred to a LVV certifier. A modification declaration form ceases to be valid once a vehicle's registration has lapsed or the vehicle has had its registration cancelled (de-registered).

Note 5

There are some minor modifications that are excluded from LVV certification, provided they fall below the **VIRM: In-service certification** for modification thresholds. However, when the in-service modification threshold includes a grandfather clause (such as 'The modification was carried out before 1/3/1999'), that exclusion from LVV certification only applies to vehicles continuously registered in New Zealand from before that date. A grandfather clause is not a valid exclusion from LVV certification for the purposes of entry or re-entry.

16-1 Certificate of loading

Reasons for rejection

Tables and images

Summary of legislation

Mandatory requirements

1. Relevant LVV specialist certification, or accepted overseas certification, where this is required, eg for retrofitted seats or seatbelts, has not been obtained prior determining loading and weights, ie the vehicle is not fitted with a valid low volume vehicle certification plate or does not have evidence of overseas specialist certification.

Technical bulletins

31 Brakes standards compliance

Acceptable proof of brakes rule compliance for new or used vehicles manufactured for the Australian market

An ADR compliance plate on a vehicle manufactured on or after 1 July 1979. **Note:** If the ADR plate lists individual rules, ADR 35 must be listed for proof of compliance.

Example: See [Reference material 32](#).

Acceptable proof of brakes rule compliance for used vehicles manufactured for the United Kingdom market

A vehicle manufactured for the United Kingdom market and previously registered in in the United Kingdom on or after 1 May 2002 is compliant. A UK registration certification will show the date of first registration.

Example: See [Reference material 59](#).

41 Entry certification procedures for certain modified light vehicles

Background

The Transport Agency has introduced some changes to the certification of certain modified light vehicles entering the New Zealand fleet from overseas. Currently all modified light vehicles from overseas (except for certain motorhomes) must go through the Low Volume Vehicle certification process. It has been decided that this will not be necessary for certain modified light vehicles if they have been certified overseas to a process accepted by the Transport Agency.

Any light vehicle that has been modified and type certified to the "European Community Whole Vehicle Type Approval" (ECWVTA) system can be entry certified without requiring referral to an LVV certifier for specialist certification.

A sample of the certification documentation can be found in the [appendix](#) below.

Reference materials

32 Sample Australian Design Rules - ADR - compliance plates

For general use

AMVCB Third edition compliance plates
(in use after 1 July 1988 and until 1 July 1992)

General use Colour: Other than red, green, blue or yellow

DELTA GAMMA STATION WAGON
10/89 EAG162201G0015002

GVM kg SEATING CAP. 5

WAS MANUFACTURED BY
EPSILON PTY LTD
TO COMPLY WITH AUSTRALIAN DESIGN RULE
NOS
1, 2, 3A, 4D, 5B, 6, 7, 8, 10B, 11, 12, 14,
15, 16, 18A, 20, 21, 22A, 23B, 24A,
25A, 28A, 29, 31, 34A, 35, 37, 60/00

THIS PLATE IS AFFIXED WITH THE
APPROVAL OF THE
AUSTRALIAN MOTOR VEHICLE CERTIFICATION BOARD

Motor vehicles except motorcycles (90 mm x 90 mm)