

VIRM amendment preview: Entry certification

February 2025

These changes will be published on **Monday 10 March 2025**.

Contents

- 1-1 Registering a vehicle for the first time in New Zealand 2
- 1-11 Completing the inspection and certification process 3
- 2-1 External projections 3
- Technical bulletin 31: Brakes standards compliance 3

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

This change has been made to align with the changes to Technical bulletin 31 further below.

<p>manufactured for the Australian market , or manufactured to Australian standards for other markets</p>	<ul style="list-style-type: none">• an Australian Design Rules (ADR) plate or label (other than red, green, blue or yellow) affixed to the vehicle Example: See Reference material 32 <p>OR</p> <ul style="list-style-type: none">• Verification of compliance from using the process outlined in Technical bulletin 48: Verification of compliance with Australian Design Rules (ADRs) <p>OR</p> <ul style="list-style-type: none">• a statement of compliance, See Reference material 19) from the manufacturer, the manufacturer's official New Zealand representative, or an approved third party (such as SoC NZ Ltd.) <p>OR</p> <ul style="list-style-type: none">• an Australian Design Rules (ADR) second stage of manufacture (SSM) plate or label that meets the requirements of Technical bulletin 41: Entry certification procedures for certain modified vehicles affixed to the vehicle. <p>Note: An ADR plate/label (other than red, green, blue or yellow) that has a place to record an approval number must have an approval number to be acceptable.</p>
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Additional wording added advising that vehicles imported from the USA are not required to meet an approved external projections standard.

<p>a used vehicle manufactured for the USA market</p>	<ul style="list-style-type: none">• a Federal Motor Vehicle Safety Standard (FMVSS) plate or label affixed to the vehicle. Example: See Reference material 30. <p>and</p> <ul style="list-style-type: none">• original documents confirming the vehicle was first registered in the US <p>or</p> <ul style="list-style-type: none">• evidence obtained directly from an approved National Motor vehicle Title Information System (NMVTIS) website confirming previous registration in the USA (information must be obtained by the entry certifier) <p>or</p> <ul style="list-style-type: none">• in the case of a light vehicle, original documents confirming the vehicle was first registered in Canada is also acceptable. <p>Notes</p> <ul style="list-style-type: none">• A list of approved NVMTIS websites is available at https://vehiclehistory.bja.ojp.gov/nmvtis_vehiclehistory• 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'. Boss Hoss motorcycles with 1B9 VINs are an exception and not LVVs.• 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 Chevrolet K20, 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 must be referred to safervehicletechnical@nzta.govt.nz for approval to process as light vehicles. Include in the referral, photos of all identifiers and manufacturers data plates, and a photo of the entire vehicle.• Motor vehicles produced for (non-export models) and registered within the USA must comply with the U.S. Federal Motor Vehicle Safety Standards (FMVSS). Therefore, they are not required to comply with an exterior projection standard, if unmodified and a rear-view mirror standard is listed.
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New text to allow for the new UK type approval codes.

<p>manufactured for the United Kingdom (UK) market</p>	<ul style="list-style-type: none"> Any acceptable evidence for a vehicle manufactured for the European market or United Kingdom markets. Note *e#* or *E#* acceptance also includes *g#* or *G#* at the start of the type approval number. <p>or</p> <ul style="list-style-type: none"> A new (post Brexit) UK type approval plate (see Reference material 84), registration certificate (see Reference material 59), certificate of permanent export or Certificate of Conformity with a European style type approval code starting with *g* or *G* rather than *e* or *E* (eg g13*2018/858) <p>or</p> <ul style="list-style-type: none"> A provisional UK type approval plate (see Reference material 84), Registration certificate (see Reference material 59), certificate of permanent export or Certificate of Conformity with a European style type approval code starting with a “p” rather than the European “e” (eg p13*2007/46*1089).
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1-11 Completing the inspection and certification process

This change is to allow for the use of electronic signatures on check sheets.

To complete the inspection and certification process, the entry certifier must ensure that the original checksheet and LT4085 are signed by the person who completed the inspection of the vehicle:

To complete the inspection and certification process, the entry certifier must ensure that the person who completed inspection of the vehicle has signed the:

- approved check sheet, either in writing or electronically, and
- LT4085, in writing.

If a vehicle failed the initial inspection, the person who signs the checksheet and the LT4085 must be the person who carried out the recheck. This person is taking responsibility for the whole vehicle.

2-1 External projections

Additional wording added advising that vehicles imported from the USA are not required to meet an approved external projections standard.

Note 2

Motor vehicles produced for (non-export models) and registered within the USA must comply with the U.S. Federal Motor Vehicle Safety Standards (FMVSS). Therefore, they are not required to comply with an exterior projection standard, if unmodified and a rear-view mirror standard is listed.

Technical bulletin 31: Brakes standards compliance

The alignment to ECE13 for brakes instead of ADR35 means many more trucks of class NB and NC and trailers of TC and TD require electronic stability control to comply with that standard.

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

1. An EC whole vehicle approval plate

Example: See [Reference material 29](#), or

2. A UN/ECE compliance plate listing an approved brakes standard

Example: See [Reference material 28](#), or

3. A statement of compliance that lists UN/ECE13 as the approved brake standard.

- Note the SoC must be filled out as per [Reference material 19](#) and it must list the Electronic Stability Control standard.
 - ME class buses designed for standees are exempt the ESC requirement.
 - NC class trucks with 4 or more axles and a GVM of more than 21 tonnes and a tyre size of more than 19.5" are exempt the ESC requirement.

New text to allow for the new UK type approval codes.

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

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

Example: See [Reference material 59](#)

A vehicle manufactured for the UK after 2021 and a vehicle registered in the UK after 2021 may be type approved to the new (post-Brexit) UK type approval system. Any whole of vehicle type approval number on a document or vehicle plate where *gxx* or Gxx* is used will prove compliance with ECE 13 brake standards.