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

February 2025

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

Contents

Introduction 3-6 Check sheets

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

Applicable legislation: Land Transport Rule: Vehicle Standards Compliance 2002, section 2.3.

1. A check sheet that has been approved by the NZTA must be used. To get a checksheet approved, see:

- WoF check sheet specifications (PDF)
- CoF check sheet specifications (PDF).

2. The check sheet must ~~be completed fully and~~ accurately record all applicable requirements for the vehicle class,~~and~~ the writing must be ~~clearly~~ legible on all copies and be signed, either in writing or electronically, by the vehicle inspector~~the original and the duplicate page~~ . The vehicle inspector must sign the check sheet once they have completed the inspection and determined that the vehicle has either passed or failed the inspection.

3. Where parts of a vehicle are inspected by different people, all those inspecting the vehicle must be vehicle inspectors. The check sheet must record ~~which~~the inspector who inspected ~~which~~each part of the vehicle. One vehicle inspector must take overall responsibility for the inspection of the vehicle and that vehicle inspector must sign the check sheet (either in writing or electronically).

4. A vehicle inspector can determine one of two outcomes:

a) Passed inspection: record the 'determination' as stated in section 3-7 and issue a WoF label or CoF label or temporary permit

b) Failed inspection: record the 'determination' as stated in section 3-7 . The reasons for the failed inspection must be clearly stated on the check sheet.

5. The customer copy (usually the original) of the completed check sheet must be supplied to the vehicle owner or operator if a fail is recorded or the customer requests it. The agent copy (usually the duplicate) is retained by the inspecting organisation.

Introduction 3-8 Issuing the WoF or CoF label - 'evidence of vehicle inspection' - or temporary permit

This change is to allow for electronic check sheets to have the WoF label serial number recorded on the electronic check sheet, while stickers must still be applied to paper check sheets.

3.8.2 Completing and affixing the WoF or CoF label

Each WoF label has a unique serial number printed on three places of the reverse side. The ~~two small~~ serial number ~~stickers on the left are~~ is provided for cross referencing of the inspection documentation. The vehicle inspector must:

- (for paper check sheets) remove both serial number stickers and attach one to the customer copy and the other to the file copy ~~of the checksheet and the other to the customer's copy of the checksheet~~
- (for electronic checksheets) record the serial number on all copies.

Heavy vehicles 3-1 Structure

This update reflects the correct requirements as per the Land Transport Rule: Heavy vehicles 2004 to remove the ambiguity between certifications carried out prior to 2005 and those that now require certification from the 1 January 2025.

HVS certification is required	HVS certification is not required
1. Repairs to a structural component of a monocoque body. 2. From 1 January 2025 (Note 8) repairs or modifications to a chassis, including a chassis cross-member, ~~ie~~ which is: a) the first or last cross-member of the chassis b) a cross-member that is fitted within 500mm of an engine mount, transmission mount, or suspension support c) a cross-member to which a driveshaft centre bearing is fitted d) a cross-member that supports any of the following: i. ballrace turntable ii. tow coupling iii. fifth wheel iv. kingpin v. bolster attachment vi. hoist, hydraulic cylinder of a tipping body or any other device that may place a concentrated load on the chassis. 3. Repairs to a coaming rail that supports a certified load anchorage point or J-hook, or that secures a load-rated curtain. 4.Modifications carried out **on or after 1 April 2005** that may result in increased stress to a localised area of the chassis or significant redistribution of the load over the chassis (eg fitting of a hoist, crane, tipping body, or other special equipment, etc.). ...ns carried out **be**...it is up to the	1. Repairs to a non-structural component of a monocoque body (eg a body panel). 2. Repairs to a first failure of a chassis cross-member except a repair listed in the left-hand column. 3. Repairs to a coaming rail that does not support a load anchorage point (including a stock crate J-hook) or that does not secure a load-rated curtain. 4. Any modification or repair likely to have been carried out before 1 January 1997 (modifications and repairs before this date generally required certification but for inspection purposes no evidence of this is required). 5. Any repair or modification not listed in the left-hand column unless the vehicle inspector considers that certification is required because the modification or repair has affected the vehicle's safety performance (a second opinion from an expert may be needed). 6. Any Japanese-market imported used 4x2 (or 4x4) vehicle that has had its tipper body or tail lift mounted as original equipment does not require HVS certification, provided the vehicle inspector is satisfied that the vehicle was registered in Japan in that configuration. This applies to all makes of vehicles. The vehicle and body should be free from damage, repairs or modifications when presented (Note 7). 7. There is evidence of an acceptable alternative certification of the modification from the company that carried out the modification (ie a statement of compliance or a second stage certification plate or label). See Technical bulletin 13: Acceptable overseas proof of modification. 8. Mo...ions to the structure of a cab ... **before 31**

Note 7

~~Some new trucks imported from Japan fitted with tipper bodies in Japan can be accepted without an LT400. See Technical bulletin (CoF) 8 for a list of the makes and models that can be accepted without an LT400.~~

See Technical bulletin (CoF) 8 and Entry certification Technical bulletin 41 for vehicles that may be entry certified without an LT400 for the modification or equipment fitting.

Note 8

Welding carried out as part of a chassis modification on or after 1 April 2005 required certification. However, that was not made clear in this VIRM. Consequently, welding carried out as part of a modification between 1 April 2005 and 31 December 2024 can remain uncertified provided the vehicle inspector is satisfied that the vehicles safety performance is unaffected.

Heavy vehicles 12-3 Drawbeam

This change is being made to include the updated New Zealand Standard 5446: 2024.

Table 12-3-1. Minimum information on drawbeam certification label/plate

NZS 5446: 1987	NZS 5446: 2007 / NZS5446:2024
Company or agency name	Person, company or agency name
Certifying engineer	Certifier ID
VIN/Chassis number	LT400 number*
Maximum towed mass (kg)	VIN/Chassis number
Expiry date (if certified on or after 1 August 1991)	Maximum towed mass
	Permitted static vertical load (where applicable)**
	Coupling D value (minimum) (where applicable)**
	Expiry date
	NZS 5446

Applicable legislation

- Land Transport Rule: Vehicle Dimensions and Mass 2002
- Land Transport Rule: Heavy Vehicles 2004
- New Zealand Standard 5446: 1987, Code of Practice for Heavy Motor Vehicle Towing Connections: Drawbar Trailers
- New Zealand Standard 5446: 2007, Heavy Vehicle Towing Connections – Drawbeams and Drawbars
- New Zealand Standard 5446:2024, On-road heavy vehicle towing connections – Drawbeams and drawbars.

Heavy vehicles 12-5 Heavy vehicle fifth wheel or ball coupling (for towing a semi-trailer)

This change is being made to include the updated New Zealand Standard 5446: 2024.

Table 12-5-2. Minimum information on certification label/plate

NZS 5446: 1987	NZS 5446: 2007 / NZS 5446: 2024
Company or agency name	Person, company or agency name
Certifying engineer	Certifier ID
VIN/Chassis number	Compliance certificate number (LT400)
Maximum towed mass (kg)	VIN/Chassis number
Expiry date (if certified on or after 1 August 1991)	Maximum towed mass
	Permitted static vertical load
	Coupling D value (minimum)
	Expiry date
	NZS 5446

Applicable legislation

- Land Transport Rule: Heavy Vehicles 2004
- New Zealand Standard 5450: 1989, Coupling Devices for Articulated Vehicles – Fifth Wheel Assemblies
- Australian Standard 1773-1996: Articulated Vehicles – Fifth Wheel Assemblies
- Australian Standard 1771-1996: Installation of Fifth Wheel and Turntable Assemblies
- Australian Standard 2174-1994: Articulated Vehicles – Mechanical Coupling between Prime Movers and Semi-Trailers – Interchangeability Requirements
- Australian Standard 2174-2006:Articulated Vehicles – Mechanical coupling between prime movers and semitrailers – Interchangeability requirements
- Australian/New Zealand Standard 4968.1-2003: Heavy-road vehicles – Mechanical coupling between articulated vehicle combinations – Design criteria and selection requirements for fifth wheel, kingpin and associated equipment
- Australian/New Zealand Standard 4968.2-2003: Heavy-road vehicles – Mechanical coupling between articulated vehicle combinations – Testing and installation of fifth wheel and associated equipment
- New Zealand Standard 5446: 1987, Code of Practice for Heavy Motor Towing Connections – Drawbar Trailers
- New Zealand Standard 5446: 2007, Code of Practice for Heavy Motor Towing Connections – Drawbeams and Drawbars
- New Zealand Standard 5446:2024, On-road heavy vehicle towing connections – Drawbeams and drawbars
- UN/ECE Regulation 55:Uniform Provisions Concerning the Approval of Mechanical Coupling Components of Combinations of Vehicles E/ECE/32 4 Rev.1/Add.54/Rev.1 E/ECE/TRANS/505A.

Heavy trailers 3-1 Structure

This update reflects the correct requirements as per the Land Transport Rule: Heavy vehicles 2004 to remove the ambiguity between certifications carried out prior to 2005 and those that now require certification from the 1 January 2025.

Table 3-1-1. Requirements for HVS certification

HVS certification is required	HVS certification is not required
1. Repairs to a structural component of a monocoque body. 2. From 1 January 2025 (Note 6) repairs or modifications to a chassis, including a chassis cross member which is: a) the first or last cross member of the chassis, or b) a cross member that is fitted within 500mm of an engine mount, transmission mount or suspension support, or ...cross member to which a ...ft centre bearing is	1. Repairs to a non-structural component of a monocoque body (eg a body panel). 2. Repairs to a first failure of a chassis cross member except a repair listed in the left-hand column. 3. Repairs to a coaming rail that does not support a load anchorage point or J-hook or does not secure a load-rated curtain. 4. Any modification or repair likely to have been carried out ...1997 (modifi... ...efore this

Note 6

Welding carried out as part of a chassis modification on or after 1 April 2005 required certification. However, that was not made clear in this VIRM. Consequently, welding carried out as part of a modification between 1 April 2005 and 31 December 2024 can remain uncertified provided the vehicle inspector is satisfied that the vehicle's safety performance is unaffected.

Heavy trailers 8-3 Drawbar

This change is being made to include the updated New Zealand Standard 5446: 2024.

Table 8-3-1. Minimum information on drawbar certification label/plate

NZS 5446: 1987	NZS 5446: 2007	NZS 5446: 2024
Company or agency name	Person, company or agency name	Person, company or agency name
Certifying engineer	Certifier ID	Certifier ID
VIN/Chassis number	LT400 number*	LT400 number*
Maximum towed mass (kg)	VIN/Chassis number	VIN/Chassis number
Expiry date (if certified on or after 1 August 1991)	Maximum towed mass	Maximum towed mass
	Maximum static vertical load (where applicable)*	Maximum static vertical load (where applicable)*
	Coupling D value (minimum) (where applicable)*	Coupling D value (minimum) (where applicable)*
	Drawbar length	Drawbar length
	Turntable lock (Yes/No)	Turntable lock fitted (if applicable)
	Expiry date	Expiry date
	NZS 5446	NZS 5446

Applicable legislation

- Land Transport Rule: Heavy Vehicles 2004
- Land Transport Rule: Vehicle Dimensions and Mass 2002
- New Zealand Standard 5446: 1987, Code of Practice for Heavy Motor Vehicle Towing Connections: Drawbar Trailers
- New Zealand Standard 5446: 2007, Heavy Vehicle Towing Connections – Drawbeams and Drawbars
- New Zealand Standard 5446:2024, On-road heavy vehicle towing connections – Drawbeams and drawbars.

Heavy trailers 8-4 Drawbeam

This change is being made to include the updated New Zealand Standard 5446: 2024.

Table 8-4-1. Minimum information on drawbeam certification label/plate

NZS 5446: 1987	NZS 5446: 2007 / NZS 5446: 2024
Company or agency name	Person, company or agency name
Certifying engineer	Certifier ID
VIN/Chassis number	LT400 number*
Maximum towed mass (kg)	VIN/Chassis number
Expiry date (if certified on or after 1 August 1991)	Maximum towed mass
	Permitted static vertical load (where applicable)**
	Coupling D value (minimum) (where applicable)**
	Expiry date
	NZS 5446

Applicable legislation

- Land Transport Rule: Heavy Vehicles 2004
- Land Transport Rule: Vehicle Dimensions and Mass 2002
- New Zealand Standard 5446: 1987, Code of Practice for Heavy Motor Vehicle Towing Connections: Drawbar Trailers
- New Zealand Standard 5446: 2007, Heavy Vehicle Towing Connections – Drawbeams and Drawbars
- New Zealand Standard 5446:2024, On-road heavy vehicle towing connections – Drawbeams and drawbars.

Heavy trailers 8-6 Heavy vehicle fifth wheel or ball coupling (for towing a semi-trailer)

This change is being made to include the updated New Zealand Standard 5446: 2024.

Table 8-6-2. Minimum information on certification label/plate

NZS 5446: 1987	NZS 5446: 2007 / NZS 5446: 2024
Company or agency name	Person, company or agency name
Certifying engineer	Certifier ID
VIN/Chassis number	Compliance certificate number (LT400)
Maximum towed mass (kg)	VIN/Chassis number
Expiry date (if certified on or after 1 August 1991)	Maximum towed mass
	Permitted static vertical load
	Coupling D value (minimum)
	Expiry date
	NZS 5446

Applicable legislation

- Land Transport Rule: Heavy Vehicles 2004
- New Zealand Standard 5450: 1989, Coupling Devices for Articulated Vehicles – Fifth Wheel Assemblies
- Australian Standard 1773-1996: Articulated Vehicles – Fifth Wheel Assemblies
- Australian Standard 1771-1996: Installation of Fifth Wheel and Turntable Assemblies
- Australian Standard 2174-1994: Articulated Vehicles – Mechanical Coupling between Prime Movers and Semi-Trailers – Interchangeability Requirements
- Australian Standard 2174-2006: Articulated Vehicles – Mechanical coupling between prime movers and semitrailers – Interchangeability requirements
- Australian/New Zealand Standard 4968.1-2003: Heavy-road vehicles – Mechanical coupling between articulated vehicle combinations – Design criteria and selection requirements for fifth wheel, kingpin and associated equipment
- Australian/New Zealand Standard 4968.2-2003: Heavy-road vehicles – Mechanical coupling between articulated vehicle combinations – Testing and installation of fifth wheel and associated equipment
- New Zealand Standard 5446: 1987, Code of Practice for Heavy Motor Vehicle Towing Connections: Drawbar Trailers
- New Zealand Standard 5446: 2007, Heavy Vehicle Towing Connections – Drawbeams and Drawbars
- New Zealand Standard 5446:2024, On-road heavy vehicle towing connections – Drawbeams and Drawbars.

Heavy trailers 8-7 Heavy vehicle kingpin or socket coupling (for towing a semi-trailer)

This change is being made to include the updated New Zealand Standard 5446: 2024.

Table 8-7-2. Minimum information on certification label/plate

NZS 5446: 1987	NZS 5446: 2007 / NZS 5446: 2024
Company or agency name	Person, company or agency name
Certifying engineer	Certifier ID
VIN/Chassis number	Compliance certificate number (LT400)
Maximum towed mass (kg)	VIN/Chassis number
Expiry date (if certified on or after 1 August 1991)	Maximum towed mass
	Maximum static vertical load
	Coupling D value (minimum)
	Expiry date
	NZS 5446

Applicable legislation

- Land Transport Rule: Heavy Vehicles 2004
- New Zealand Standard 5451: 1989, Coupling Devices for Articulated Vehicles – Fifth Wheel Kingpins
- Australian Standard 2175: 1995, Articulated Vehicles – Kingpins
- Australian/New Zealand Standard 4968: 2003, Heavy Road Vehicles – Mechanical Coupling between Articulated Vehicle Combinations., Parts 1–3 (supersedes AS 2175).
- Australian Standard 2174:1994, Articulated Vehicles – Mechanical Coupling between Prime Movers and Semi-Trailers – Interchangeability Requirements
- Australian Standard 4235: 1994, Articulated Vehicles – Design Criteria for Fifth Wheel Skid Plates
- New Zealand Standard 5446: 1987, Code of Practice for Heavy Motor Vehicle Towing Connections: Drawbar Trailers
- New Zealand Standard 5446: 2007, Heavy Vehicle Towing Connections – Drawbeams and Drawbars
- New Zealand Standard 5446:2024, On-road heavy vehicle towing connections – Drawbeams and Drawbars.