

VIRM: Entry certification amendment

Effective from **30 July 2025**

July 2025

This amendment includes changes:

- that align the Great Britain/UK requirements with the Australian requirements, which require invoices to prove legal entitlement
- that tidy up references to other parts of the manual
- where if there is proof from the insurance company that a vehicle was written off for reasons other than body or structural damage, no referral to a repair certifier is required unless the structural condition of the vehicle exceeds the threshold for requiring repair certification
- that, as part of the special interest vehicle process, VIs should enter the permit number in the Notes screen
- An additional change in this amendment to Vehicle structure 3-4 is about corrosion and repair certification, and referring a vehicle to a specialist repair certifier for inspection rather than certification. The specialist repair certifier is the one who decides if a vehicle needs repair certification, not the entry vehicle inspector.

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

Table 1-1-1. Proof of legal entitlement (vehicles previously registered)

Country of previous registration	Required documentation
Great Britain/UK	<ul style="list-style-type: none">• An original certificate of permanent export Example: See Reference material 64. <p>or</p> <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 the UK. <p>Note:</p> <ul style="list-style-type: none">• A vehicle presented with V308 registration document (see Reference material 67) can be processed as a new vehicle.• A vehicle presented with a VX302 registration document (see Reference material 68) should be treated as a used vehicle.• If the importer is unable to link themselves back to the previous registered owner they can request an HPI or Experian check for their vehicle. This report will indicate if a vehicle has ID issues, is stolen, has finance owing or is an insurance write-off. Example: See Reference material 70 The vehicle owner must still have invoices etc that give them title to lawfully possess the vehicle.• If an invoice, registration document, HPI or Experian check says that the vehicle was written off for damage the vehicle must be referred to a repair certifier.

Table 1-1-3. Proof of standards compliance

For proof of brakes standard compliance for class MD3, MD4, ME, NB and NC vehicles, see [Technical bulletin 31](#). For proof of standards compliance for motorhomes, see [Technical bulletin 11](#).

See also:

- [Technical bulletin 11](#) for proof of standards compliance for motorhomes
 - [Technical bulletin 28](#) for proof of emissions standards compliance
 - [Technical bulletin 31](#) for proof of brakes standards compliance for class MD3, MD4, ME, NB and NC vehicles
 - [Vehicle structure 3-2](#) for determining frontal impact compliance.
- Further evidence may be required to prove compliance with approved frontal impact standards. For information on determining frontal impact compliance, see [Vehicle structure 3-2 Determining frontal impact compliance](#).

2.3 Type designation numbers

A type designation number (TDN) must be shown on the documentation (ie de-registration certificates and completion inspection certificates) for vehicles manufactured outside Japan for the Japanese market (**Note: motorcycles and mopeds do not need a TDN**). This indicates that the vehicle has been through the Japanese type approval system and complies with all applicable vehicle standards except frontal impact **and emissions**.

If a TDN is not shown on the Japanese documentation, other proof of compliance must be provided. Alternatively, the vehicle owner may apply for an exemption from the requirement to provide TDN information (see [Technical bulletin 27](#)). Some common class MA vehicle models manufactured outside Japan for the Japanese domestic market are shown in [Table 1-1-4](#).

Note 6

Evidence of previous registration in Japan is all that is required to prove compliance with the applicable standards for class L vehicles. Other classes of vehicles still require a TDN. The requirement to have a TDN on the Japanese registration documentation does not apply to class L vehicles.

Vehicle structure 3-4: Threshold for requiring repair certification certifier inspection

The following information gives guidance to vehicle inspectors in determining **whether or not when** a light vehicle (including motorcycles and mopeds **where applicable**) **and or a** heavy vehicle undergoing entry certification in New Zealand requires **repair certification specialist inspection** by a **specialist** repair certifier ([Note 1](#) ⓘ).

Important: If the vehicle documentation (eg a registration document or invoice) contains the words 'statutory', 'written off', ([Note 5](#) ⓘ) 'write-off', 'salvage', 'junked' or 'non-repairable' or similar the vehicle **must** be referred to a specialist repair certifier.

Note 5

If there is proof from the insurance company that the vehicle was written off for reasons other than body or structural damage, no referral to a repair certifier is required unless the structural condition of the vehicle exceeds the threshold for requiring repair certification.

Technical bulletin 26 Special interest vehicles

Step 4 – MR2A completion and vehicle registration

1. Any original letters must be sighted, copied and returned to the vehicle owner.
2. If the vehicle has been issued a special interest vehicle permit and does not meet an approved frontal impact standard, and/or exhaust emissions standard, and/or is not fitted with electronic stability control (ESC) the following note must be recorded in the LANDATA notes screen:

'Vehicle must remain registered in the name of >vehicle owner< for at least four years from the date of first registration in New Zealand'.

The owner's name must match the name shown on the permit.

If the vehicle does not meet an approved frontal impact standard, the FIS (frontal impact standard) field must be set to >N<.

3. Record the SIV permit number in the NOTES screen (if not already recorded).

4. Update LANDATA with special permit code SP.

5. The MR2A must be completed and printed in the name of the person registering the vehicle. This must be the same as the name shown on any exemption letter.

If an entry certifier wishes to deviate from these instructions, written approval from NZTA must be obtained.