

Correct as at 25th April 2026. It may be superseded at any time.

Extract taken from: In-service certification (WoF and CoF) > Motorcycles > Steering and suspension > Steering and suspension systems

9-1 Steering and suspension systems

Reasons for rejection

Condition

1. The handle bars:
 - a) are insecure, or
 - b) are damaged, significantly corroded, distorted or cracked, or
 - c) show signs of welding or heating after original manufacture.
2. The steering head:
 - a) is insecure, or
 - b) is damaged, significantly corroded, distorted or cracked, or
 - c) shows signs of welding or heating after original manufacture, or
 - d) has play beyond manufacturer's specifications, or
 - e) does not operate smoothly without roughness or stiffness.
3. A steering lock-stop is loose or damaged.
4. A front or rear suspension component:
 - a) is insecure or missing, or
 - b) is damaged, significantly corroded, distorted or cracked, or
 - c) shows signs of welding or heating after original manufacture, or
 - d) has play beyond manufacturer's specifications, or
 - e) does not operate smoothly without roughness or stiffness, or
 - f) has excessive leakage of damping fluid ([Technical bulletin 9](#)), or
 - g) is a flexible bush that is significantly cracked, damaged or perished.

Performance

5. During operation:
 - a) the vehicle veers significantly to one side, or
 - b) the vehicle requires unreasonable force to steer, or

c) the steering is unreasonably stiff, rough or light.

Modifications

6. A modification to a component or system directly or indirectly affects the directional control of the vehicle, and:

a) is not excluded from the requirements for LVV specialist certification (Table 9-1-1), and

b) is missing proof of LVV specialist **or accepted overseas** certification, ie:

i. the vehicle is not fitted with a valid LVV certification plate, or

ii. the operator is not able to produce a valid modification declaration or authority card, or

iii. **the vehicle has not been certified to an accepted overseas system as described in [Technical bulletin 13](#)**

Note 1 Definition

Steering system means those components, parts and systems that connect the driver's controls to a vehicle's wheels or tracks by means of which the direction of motion of a vehicle is controlled.

Note 2

A damaged boot on a steering joint is not a ground for rejection; however, the vehicle's owner should be advised.

Note 3

A damaged boot on a suspension joint is not a ground for rejection; however, the vehicle's owner should be advised.

Table 9-1-1. Modifications that do not require LVV certification

Fitting of or modification to:	LVV certification is not required provided that:
Urethane suspension bushes	<ul style="list-style-type: none"> the bush is a direct substitute and fits directly into the OE housing.
Aftermarket shock absorbers	<ul style="list-style-type: none"> the shock absorbers are direct replacements, and the shock absorbers fit unmodified OE mountings.
Aftermarket springs	<ul style="list-style-type: none"> the springs are direct replacements, and the springs fit into unmodified OE seats and are self-retaining, and the springs and seats are not height adjustable, and suspension maintains sufficient travel for safe operation when fully laden and does not make contact with the unmodified OE bump stops, and there is no evidence of heating or cutting the springs, and the springs maintain contact with their seats when the vehicle suspension is fully extended, and no non-standard methods of retaining springs have been used, eg wire ties, external spring locators, and the normal relationship between front and rear suspension height is not unduly affected, and there is sufficient suspension travel.
Handle bars	<ul style="list-style-type: none"> the handle bar is a direct substitution without head stock modification, and the handlebar is a non-OE item of a reputable brand or an OE item from another motorcycle, and the substitution does not affect an airbag.
Fitting of or modification to:	LVV certification is never required:
Any modification for the purposes of law enforcement or the provision of emergency services	<ul style="list-style-type: none"> in-service requirements for condition and performance must be met.

Summary of legislation

Applicable legislation

- [Land Transport Rule: Steering Systems 2001](#)

- Traffic Regulations 1976, Regulation 70.

Condition

1. The steering system (Note 1) and associated systems and components that directly or indirectly affect the directional control of the vehicle must be:

- a) sound and in good condition, and
- b) strong, durable and fit for their purpose, taking into account whether adverse effects have resulted from a loss of integrity of any protective system used by a relevant component.

Performance

2. The steering system and associated systems and components that directly or indirectly affect the directional control of the vehicle must provide the vehicle with safe, efficient, convenient and sensitive control.

Modifications

3. A modification that affects the steering system must be inspected and certified by an LVV specialist certifier, unless the vehicle:

- a) is excluded from the requirement for LVV specialist certification (Table 9-1-1), and
- b) has been inspected in accordance with the requirements in this manual, including those for equipment, condition and performance.

Page amended **1 December 2016** (see [amendment details](#)).