Correct as at 6th June 2026. It may be superseded at any time.

Extract taken from: Heavy vehicle specialist certification > Introduction > Inspection and certification > Establishing whether a vehicle must be HV certified

3-3 Establishing whether a vehicle must be HV certified

A vehicle must be inspected for heavy vehicle specialist certification if:

a) it requires certification for entry, re-entry or an in-service CoF

b) it is a vehicle of one of the following classes:

MD3, MD4, ME, NB, NC, TC, TD (see **Table 3-4-1. Vehicle equipment standards classifications**)

c) it has undergone modifications or qualifying repairs to:

i. chassis, structural bodywork, brakes, bolster attachments, towing connections, drive train, engine transmission, axles, load anchorages and wheels which affect compliance with applicable requirements (includes flood/water/fire damage)

ii. any item which could affect the vehicle's SRT

iii. corrosion in a structural part of the vehicle.

3.3.1 Repairs which do not require certification

The following types of repair do not require inspection and certification:

1. The replacement of bolted-on components covered by an existing certification which are identical and of the same, dimension, rating, and mounted in the same location.

- For clarity:
  - replacement of identical, bolted fifth wheels, bolted kingpins, bolted tow eyes and bolt-on tow couplings do not require certification
  - replacement of components which normally require certification and may be bolted or considered bolted such as log bolsters and attachments, draw beams, drawbars, skid plates, welded structures and other similar items require certification
  - if a repair requires welding to be conducted, then certification is likely required
  - replacing bolted components (only) does not supersede, extend, or increase any certified expiry or rating.

2. Repairs to the first failures of chassis cross-members, if that cross-member is not

a) the first or last cross-member of the chassis

b) fitted within 500mm of a suspension support

c) fitted with a driveshaft centre bearing

d) supporting a:

i. ball-race turntable

ii. tow coupling

iii. bolster attachment

iv. device that may place a concentrated load on to the chassis, for example a hoist or a hydraulic cylinder of a tipping body.

3. Repairs to coaming rails that do not support certified load anchorage points.

4. Tow-eyes fitted to the front of a vehicle for recovery purposes.

5. repairs to non-structural components only of a vehicle's monocoque body, for example bolt-on body panels.

6. Ferry tie down points that are attached using existing holes in the chassis and are not welded to components that require certification in themselves.

3.3.2 Certifications that require an LT400, but no statement of design compliance

The following is a list of tasks that certifying manufacturers can undertake without getting a statement of design compliance from a certifying engineer:

1. Repairs to existing certified load anchorages that are of a standard design from NZS5444, certified to this standard, and repaired using the method outlines in NZS5444. The repair must restore the same certified design in accordance with the requirements of NZS5444 and be certified to the Land Transport Rule: Vehicle Repair 1998.

2. A single rear steering axle fitted to a new quad axle semi-trailer certified in accordance with the Land Transport Rule: Vehicle Dimensions and Mass 2016.

3. A retractable axle fitted to a new trailer certified in accordance with the Land Transport Rule: Vehicle Dimensions and Mass 2016.

4. Other items as defined in the **manufacturing certifier section** of this manual.

Notes

- Identical replacement of some bolted components may not require certification but in some circumstances, certification can be requested (for example, when a vehicle inspector considers a vehicles safety performance has been affected). If no modification or repair has taken place and safe performance hasn't been affected, then a professional letter or statement can be issued by an HVEx certifier.
- The certifier is required to inspect the surrounding structure (system load path) in conjunction with the repair/replacement and extra care shall be taken in cases of repair/replacement due to damage to identify root cause.
- Repairs must use identical replacement components of the same dimensions and be fitted in the same location as originally certified.

3.3.3 Repairs that require both an LT400 and a statement of design compliance

All other repairs to heavy vehicle chassis, towing connections, log bolsters and load anchorages require input from a certifying engineer and therefore require a statement of design compliance before an LT400 can be issued by a manufacturing certifier, except where specifically allowed for in the manufacturing certifier section of this manual