Correct as at 22nd April 2026. It may be superseded at any time.

Extract taken from: Entry certification > Inspection and certification

3 Inspection and certification

1 Required documentation and registration

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

Under the **Land Transport Act 1998, part 17**, a vehicle owner/importer must provide documentation that proves that they are legally entitled to lawful possession of the vehicle, and that the vehicle was designed and built to meet New Zealand's vehicle standards. All used vehicles must have original documentation showing the details of their previous registration. The vehicle inspector must be satisfied with all documents provided and may request confirmation or additional information.

- A notarized copy of an original document (signed by a notary public) can be accepted if the original is not available.

All vehicles presented for registration must have a VIN assigned so they can be recorded in LANDATA for tracking and enforcement purposes, even if appropriate documentation is not provided. Entry certifiers must carefully check the VINs for any signs of tampering, by visually inspecting the vehicle identifier and surrounding area from behind. If this is not possible, the entry certifier may chemically remove the paint from the vehicle identifier and surrounding area for inspection purposes with the vehicle owner's permission. If the vehicle owner refuses, the entry certifier must contact NZTA to consider alternative options. A vehicle must not be certified if the vehicle identifier has not been inspected for signs of tampering.

If signs of tampering are detected, the vehicle must not be certified. The entry certifier must advise NZTA immediately (by telephone – please refer to the details in Introduction section 3), and attach suitable notes to the vehicle record using the notes screen.

Introduction section 3 – Contacts

Documentation queries

Any documentation queries for imported used vehicles (including motorcycles) should be sent to:

vehicleregulationtechnical@nzta.govt.nz

Parallel-imported light new vehicles and new light vehicles presented by the New Zealand distributor without an LT4085N

A new light vehicle is required to have a pre-delivery inspection (PDI) before it can be certified for entry into service. This is carried out by an agent appointed by the manufacturer to ensure all safety systems are armed and operating correctly, and any outstanding warranty or safety recalls have been attended to.

An entry certifier processing a parallel-imported new light vehicle must retain a copy of the PDI checksheet to verify that the PDI has been carried out. The PDI check sheet must identify the name of the company that inspected the vehicle, date it was inspected and be signed by the person who carried out the inspection.

- A PDI is not required for a vehicle imported from Great Britain with a V308 registration document.
- If a vehicle has been written off after the PDI was issued, the original PDI shall be accepted provided the vehicle has been repair certified. A second PDI is not required.

1 Proof of legal possession

(a) Vehicles previously registered

Table 1-1-1 and Table 1-1-2 describe the required documentation to prove legal entitlement to a vehicle (including motorcycles and mopeds).

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

Country of previous registration	Required documentation
Singapore	For light vehicles: • an original vehicle registration card that has been stamped as 'CANCELLED' or 'DEREGISTERED' by the Singapore Land Transport Authority. Example: **Reference material 26-1** **or** • an original Republic of Singapore de-registration certificate issued by the Singapore Land Transport Authority (NZTA will accept electronic de-registration certificates from Singapore but only on the proviso that they are emailed directly to a KSDP from Singapore Land Transport). Example: **Reference material 26-2**
Japan	For motorcycles: • an original de-registration certificate or export certificate issued by Japan's Ministry of Land, Infrastructure and Transport (MLIT). Example: **Reference materials 20**, **21** and **22** **or** • for motorcycles smaller than 125cc, an original notification of dismantlement. Example: **Reference material 25**
	For light vehicles: • an original de-registration certificate or export certificate issued by Japan's Ministry of Land, Infrastructure and Transport (MLIT). Example: **Reference materials 20**, **21** and **22**

Country of previous registration	Required documentation
For heavy vehicles: • an original de-registration certificate or export certificate issued by Japan's Ministry of Land, Infrastructure and Transport (MLIT). Example: **Reference materials 20**, **21** and **22** **or** • an original detailed registration history certificate issued by MLIT, which includes full history details of the previous owners in Japan. Example:	

Country of previous registration	Required documentation
To check the authenticity of the new types of de-registration or export certificates, the KSDP must scan or photocopy the original document. For certificates issued prior to 1 July 2012 (grey colour) the word "COPY"; appears in large type four times on the page, the document is authentic. For certificates issued after 1 July 2012 (blue colour), if the word 'COPY' appears in type six times (four in a ring around the centre and another two - one on each side), the document is authentic. The copy must be kept on the	

Country of previous registration	Required documentation
Hong Kong	For all vehicles, the following is acceptable as evidence of previous registration and proof of legal possession, either: • an original Hong Kong registration document that has been stamped 'CANCELLED' or 'DEREGISTERED'. Example: **Reference material 27** **or** • an original Hong Kong registration document and Acknowledgment of deregistration letter showing registration cancelled or deregistered.
Great Britain/UK	• An original certificate of permanent export Example: **Reference material 64** **or** • 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. **Note:** • A vehicle presented with V308 registration document (**Reference material 67**) can be processed as a new vehicle. • A vehicle presented with a VX302 registration document (**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: **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.

Country of previous registration	Required documentation
Australia	• Original documents that prove an ownership trail that goes back to the previous registered owner of the vehicle in Australia. **Notes:** • Registration history documentation may now be accepted in the form of screenshots taken from Australian government databases/websites. It is recommended that the certifier view the information source themselves but this may not always be possible due to access requirements. • As of 1 April 2021 registration history requirements have been relaxed for the Australian market due to difficulties obtaining documentation. If a vehicle does not have proof of previous registration, or if the current owner of the vehicle is not the last registered owner in Australia, the entry certifier must obtain a vehicle PPSR certificate (which must give a clear title, ie no third party security interest) at the website **www.ppsr.gov.au** (for a sample PPSR report see **Reference material 75**. The vehicle owner must still have invoices, etc that give them title to lawful possession of the vehicle. • If the vehicle is border checked after 1 July 2013, the copy of the PPSR report will be available from the NZTA BIS database for all vehicles that have been flagged as damaged imports. There will not be a PPSR certificate in the BIS database for vehicles without a damage flag. To obtain a PPSR certificate (from the BIS database) for a vehicle border checked after 1 July 2013, contact the entry certifier Head Office (Technical Manager).). The vehicle owner must still have invoices etc that give them title to lawfully possess the vehicle. • Some auction invoices may be accepted for proof of legal entitlement but not for proof of previous registration (see **Reference material 69**). • If a registration document or invoice contains the words ‘statutory’, ‘write-off’, ‘salvage’, ‘junked’ or ‘non-repairable’ the vehicle must be referred to a repair certifier. ○ If the vehicle is identified as a 'statutory write-off', the entry certifier can contact NZTA who will request the details regarding why the vehicle was written off.
Other	For vehicles previously registered in countries other than Singapore, Japan, Hong Kong and Great Britain: • original documents that prove previous registration and provide an ownership trail that goes back to the previous registered owner of the vehicle in the country where the vehicle was last registered, and • certified English translations of all documents not in English (eg bills of sale, purchase receipts, etc) • If a registration document or invoice contains the words ‘statutory’, ‘write-off’, ‘salvage’, ‘junked’ or ‘non-repairable’ the vehicle must be referred to a repair certifier.

Table 1-1-2. Proof of legal entitlement (vehicles not previously registered)

Country of origin	Required documentation
USA	• An original certificate of origin (see **Reference material 31**) **or** • an original purchase documentation (purchase agreement, invoice, receipt, etc)
Japan	• An original completion inspection certificate (see **Reference material 23**) **or** • an original purchase documentation (purchase agreement, invoice, receipt, etc)
Other	• An original purchase documentation (purchase agreement, invoice, receipt, etc) **or** • documentation linking current owner to the person (or company) who imported the vehicle.

2 Proof of compliance with vehicle standards

A vehicle owner/importer must provide documentation that proves that the vehicle complies with New Zealand's legal requirements. Specific requirements depend on the vehicle's class, date of manufacture and/or date of first registration. Documents not described in Table 1-1-3, or not displaying the correct Japanese characters, must be referred to NZTA for assessment.

Table 1-1-3. Proof of standards compliance

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.

Vehicle is…	Acceptable evidence of standards compliance
manufactured anywhere	• a statement of compliance from the vehicle manufacturer. Example: See **Reference material 19** • Refer to **2.1 Statement of compliance** for notes relating to acceptance of a statement of compliance.
OR	
manufactured for the Australian market , or manufactured to Australian standards for other markets	• an Australian Design Rules (ADR) plate or label (other than red, green, blue or yellow) affixed to the vehicle Example: See **Reference material 32** **OR** • Verification of compliance from using the process outlined in **Technical bulletin 48: Verification of compliance with Australian Design Rules (ADRs)** **OR** • 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.) **OR** • 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. **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.

Vehicle is…	Acceptable evidence of standards compliance
a used vehicle manufactured for the USA market	• a Federal Motor Vehicle Safety Standard (FMVSS) plate or label affixed to the vehicle. Example: See **Reference material 30**. **and** • original documents confirming the vehicle was first registered in the US **or** • 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) **or** • in the case of a light vehicle, original documents confirming the vehicle was first registered in Canada is also acceptable. **Notes** • 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 **safervehiclestechnical@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.

Vehicle is…	Acceptable evidence of standards compliance
a new vehicle manufactured for the USA market	• an FMVSS plate or label affixed to the vehicle. Example: See **Reference material 30**. **and** • original documents confirming the vehicle was manufactured for the US market and would be permitted for use on public roads in the US. Example: See **Reference material 31**. **Note:** 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.
a used light vehicle manufactured for the Canadian market	• a Canadian Motor Vehicle Safety Standard (CMVSS) plate or label affixed to the vehicle, Example: See **Reference material 58**. **and** • original documents confirming the vehicle was first registered in Canada or the USA **or** • 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). **Note** A list of approved NVMTIS websites is available at **https://vehiclehistory.bja.ojp.gov/nmvtis_vehiclehistory**

Vehicle is…	Acceptable evidence of standards compliance
a new light vehicle manufactured for the Canadian market	• a CMVSS plate or label affixed to the vehicle. Example: See **Reference material 58**. **and** • original documents confirming the vehicle was manufactured for the Canadian market and would be permitted for use on public roads in Canada. Example: A certificate of origin issued by the manufacturer. **Note:** 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’.

Vehicle is…	Acceptable evidence of standards compliance
manufactured for European markets, or manufactured to European standards for other markets (EU includes the UK for the purposes of standards compliance) See 'Manufactured for the United Kingdom (UK) market' below for UK type approvals	• a European Community (EC) Whole Vehicle Approval plate (see **Reference material 29**) affixed to the vehicle showing an acceptable whole vehicle approval number, or a UK registration certificate (see **Reference material 59**) that includes an acceptable whole vehicle approval number, or a UK Certificate of permanent export (see **Reference material 64**) that includes an acceptable whole vehicle approval number, or an original Certificate of Conformity (see **Reference material 49**) showing an acceptable whole vehicle approval number. **and** • evidence of compliance with an approved frontal impact standard as required. Note that if the plate or UK registration certificate shows an approval number incorporating the '2001/116' or higher directive (refer to **Reference material 29**)), it can be used to confirm compliance with an approved frontal impact standard. • also refer to **Technical bulletin 28** for evidence of compliance with emissions. **or** • a European Community (EC) Whole Vehicle Approval plate (see **Reference material 29**) indicating a second (or more) stage of manufacture affixed to the vehicle showing an acceptable whole vehicle approval number. (see **Technical bulletin 41:Entry certification procedures for certain modified vehicles**). **or** • a United Nations Economic Commission for Europe (UN/ECE) compliance plate to prove compliance with all UN/ECE regulations listed on the plate. Example: See **Reference material 28**. **or** • a DEKRA Certificate of compliance, showing all of the correct standards for the class of vehicle. Example: See **Reference material 73a**. **or** • a TUV Certificate of compliance showing all of the correct standards for the class of vehicle. Example: See **Reference material 73d**. **Note:** External projections standard not required if vehicle unmodified and a rear view mirror standard is listed.

Vehicle is…	Acceptable evidence of standards compliance
manufactured for the United Kingdom (UK) market	• 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. **or** • 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 staring with *g* or *G* rather than *e* or *E* (eg g13*2018/858) **or** • 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).
manufactured for the Japanese market but not previously registered in Japan	• an original completion inspection certificate. Example: See **Reference material 23**.
a light vehicle manufactured in Japan for the Japanese market and previously registered in Japan	• the original Japanese de-registration certificate or export certificate. Example: See **Reference materials 20**, **21** and **22**. • for mopeds, an original notification of dismantlement. Example: See **Reference material 25**.

Vehicle is…	Acceptable evidence of standards compliance
a vehicle manufactured outside Japan and previously registered in Japan	• See also **2.3 Type designation numbers** • the original Japanese de-registration certificate or export certificate, containing a type designation number (**Note**: Motorcycles and mopeds do not need a TDN). Example: **Reference materials 20**, **21** and **22**. See **Technical bulletin 27** for alternative proof of compliance from 2/6/2008. or, for vehicles manufactured in Europe • See also **2.3 Type designation numbers** • the original Japanese de-registration certificate or export certificate, containing a type designation number (**Note**: Motorcycles and mopeds do not need a TDN). Example: **Reference materials 20**, **21** and **22**. and if the Japanese de-registration or export certificate does not show an acceptable emissions prefix code: • a DEKRA Certificate of Compliance containing the appropriate emission standard, see **Reference material 73b**. or, for vehicles manufactured in the USA or Canada with no TDN • a Federal Motor Vehicle Safety Standard (FMVSS) plate or label affixed to the vehicle. Example: See **Reference material 30**. Or • a Canadian Motor Vehicle Safety Standard (CMVSS) plate or label affixed to the vehicle, Example: See **Reference material 58**. **and** • original documents confirming the vehicle was first registered in the USA or Canada **or** • evidence obtained directly from an approved NMVTIS website confirming previous registration in the US (information must be obtained by the entry certifier). **Notes** • A list of approved NVMTIS websites is available at **https://vehiclehistory.bja.ojp.gov/nmvtis_vehiclehistory**

Vehicle is…	Acceptable evidence of standards compliance
imported from Singapore	• the original Singapore de-registration certificate NZTA will accept electronic de-registration certificates from Singapore but only on the proviso that they are emailed directly to a KSDP from Singapore Land Transport). Example: See **Reference material 26** **and** • a hard copy or emailed Singapore Land Transport Authority (LTA) technical letter (see **Reference material 82**). **and** • a letter from NZTA (or appointed agent such as an entry certifier Technical Manager) stating that the Singapore LTA technical letter is acceptable evidence of compliance. See **Technical bulletin 27** for alternative proof of compliance from 2/6/2008.
a heavy vehicle previously registered in Japan	• the original Japanese de-registration certificate or export certificate. Example: See **Reference materials 20**, **21** and **22** **or** • an original detailed registration history certificate issued by the Japanese Ministry of Infrastructure, Land and Transport (MLIT). Example: See **Reference material 24**
a heavy vehicle previously registered in the European Union (EU includes the UK for the purposes of standards compliance)	• complies with with the brake and seatbelt anchorage standards for heavy vehicles if the vehicle is registered on or after 1 January 2009.
a heavy vehicle from other countries	• a list supplied by the manufacturer's representative confirming compliance of nominated systems or components by NZTA may be accepted as evidence that the system or component complied with applicable standards at the time of manufacture.

2.1 Statement of compliance

A statement of compliance is acceptable evidence of standards compliance provided that it is in an approved format and contains all the information and declarations shown in the example (**Reference material 19**). The vehicle inspector must check that the standards listed are currently recognised in New Zealand. If a statement of compliance shows a valid European Whole of Vehicle Approval number (eg 2001/116 or later) the vehicle may be accepted for all standards except exhaust emissions.

A manufacturer is not obligated to issue a statement of compliance, and may charge a reasonable fee for issuing one.

A statement of compliance must be:

- completed as fully as possible. If a system or component is not certified as complying with a standard, it should be noted appropriately on the statement of compliance. However, vehicle manufacturers may attach a schedule listing the standards to which the vehicle was certified. In such cases, the statement of compliance should be annotated with 'see attached schedule' and must still be signed and completed
- issued by an authorised manufacturer's representative recognised on the New Zealand Motor Industry Association's (MIA) list (Note 1), or a manufacturer's representative holding an appropriate position (eg homologation manager) with the vehicle manufacturer.

A statement of compliance may mention if a vehicle is subject to any open safety-related recalls. Vehicles are not to undergo certification if they still have open safety-related recalls logged by the manufacturer. Vehicle inspectors must ensure that all outstanding safety-related recalls (recorded on the statement of compliance) are carried out prior to certification. The vehicle owner will need to provide a letter from either the manufacturer's representative (or a franchise dealer) stating that the recall has been carried out. A copy of the letter must be held on the vehicle file.

If a statement of compliance is issued by a New Zealand manufacturer's representative, it must be accompanied by an original letter signed by the same representative on the manufacturer's letterhead, unless the statement of compliance is copied directly onto the manufacturer's original letterhead.

If a statement of compliance is issued by a manufacturer's representative from outside New Zealand for a vehicle make shown on the MIA list, the vehicle inspector must confirm that documentation requirements are met, check that the standards listed are correct and provide a copy (eg fax) to the New Zealand-based representative for the vehicle make as shown on the MIA list.

If a statement of compliance is issued by a manufacturer's representative for a vehicle make not recognised on the MIA list, the vehicle inspector must provide a copy of the statement of compliance to the Safer Vehicles Technical team at **safervehiclestechnical@nzta.govt.nz** for validation. Once validation is confirmed, the vehicle inspector must confirm that documentation requirements have been met and that the standards listed are correct.

Note 1

The New Zealand Motor Industry Association (MIA) has provided a list of manufacturers' representatives who are authorised to issue a statement of compliance. This list is available on the **NZTA website** by contacting the NZTA Helpdesk (0800 699 000) or by emailing **info@nzta.govt.nz**.

Note 2

In cases where a manufacturer has listed 'Jisha 899' or 'Jisha 896' instead of a Japanese technical standard, it can be taken to mean that the particular component or system complies with a Japanese technical standard required by New Zealand's vehicle standards rules.

Note 3

If a vehicle is presented for certification and there appears to be an error in the VIN on the vehicle documentation (eg de-registration certificate), the vehicle owner must get confirmation from the vehicle manufacturer or manufacturer's representative that the VIN/chassis number on the vehicle is correct. This information must be forwarded to Vehicles Standards team for consideration.

Note 5

An electronic copy of a statement of compliance can be accepted, provided that it was sent from the manufacturer's homologation department and has been sent directly to the entry certifier from the homologation department.

2.2 Chassis ratings

A heavy vehicle must have a chassis rating approved by NZTA before it can be registered for use on the road. A chassis rating is a set of data used to indicate the chassis's maximum weight, as follows:

- For a vehicle first registered before 1 February 1989 that has not been modified on or after 1 April 2005, the chassis rating contains the gross vehicle mass, gross combination (if applicable) and maximum towed mass (if applicable), as approved or determined by NZTA or a person appointed by NZTA.
- For a vehicle first registered on or after 1 February 1989 or a vehicle that has been modified on or after 1 April 2005, the chassis rating contains the permitted maximum axle and/or axle-set masses (if available), gross vehicle mass, gross combination mass (if applicable) and maximum towed mass (if applicable), as approved or determined by NZTA or a person appointed by NZTA.

Reference material 37 shows the chassis rating request procedure and form templates.

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

Chrysler Jeep Cherokee vehicles are commonly imported as used vehicles from Japan. In many cases, the TDN has been removed from the vehicle documentation due to minor modifications. Jeep Cherokees imported from Japan with an industry model code of 'E-7MX' can be processed for entry certification with or without a TDN displayed on the vehicle documentation, provided they were border checked before 1 February 2008.

Table 1-1-4. Common class MA Japanese makes manufactured outside Japan

Vehicle make	Class MA vehicle model	Country of manufacture
Daihatsu	Gran Max	Indonesia
Ford (commonly no TDN)	Eco Sport	India
	Festiva	Korea
	Fiesta	Germany
	Focus	Germany/Thailand
	Ka	Spain
	Kuga	Germany
	Mondeo	Belgium
	Probe	US
	Taurus	
Honda	Accord Station Wagon CD3, CD7, CD8 and CE1	US
	Accord CV3	Thailand
	Civic Coupe EJ/6/7/8	US
	Civic Hatchback FK/FN	UK
	Civic Type R EP3/FN2/FK2/FK8 (FL5 Japan)	UK
	Element	Thailand
	Fit Aria	US
	Inspire UA4/5	Canada
	Lagreat	Canada
	MDX	US

Vehicle make	Class MA vehicle model	Country of manufacture
NSX NC1	US	
Saver UA4/5	US	
Mitsubishi	Carisma	Belgium and Netherlands
	Eclipse	US
	Magna Stationwagon	Australia
	Mirage A05A/A03A	Thailand
	Diamante	Australia
	Strada K74T	Thailand
	Triton	Thailand
Nissan	Bluebird ‘Aussie’	Australia
	Dualis	UK (until Dec 2007) Japan (from Dec 2007)
	e-NV200	Spain
	KICKS P15	Thailand
	Latio N17 (Tiida Latio SC11 made in Japan)	
	March K13	
	Micra C+C (K12 March base convertible)	UK
	Mistral	Spain
	Primera E-FHP11	Great Britain
	AD Station Wagon R-MVFY10	Mexico
Subaru	Traviq	Thailand

Vehicle make	Class MA vehicle model	Country of manufacture
Suzuki	Baleno	India
	Escudo YD21S, YE21S, YEA1S, YEH1S	Hungary
	Splash	
	SX4/SX4 S-Cross	
Toyota	Avensis AZT250, AZT251, AZT255, ZRT272W	UK
	Avalon	US
	Cavalier	
	Hilux GUN125	Thailand
	Liteace S40#M, 40#U, 41#M, 41#	Indonesia
	Scepter	US
	Supra DB82, DB22, DB42, DB02	Austria
	Townace S40#M, 40#U, 41#M, 41#	Indonesia
Tesla	All models	USA Mexico

- If a vehicle is affixed with a 17 character ISO VIN, it will not have been manufactured in Japan for the Japanese domestic market with one exception:
    - UD trucks began using 17 character ISO VINs for their Japanese domestic market vehicles in 2015).

2.4 Exemption from vehicle standards requirements

In cases where a vehicle cannot be shown to comply with one or more of the approved vehicle standards it is required to meet in order to be registered in New Zealand, a vehicle may be exempt from a requirement by NZTA under section 168D of the **Land Transport Act 1998**.

NZTA must be satisfied that the exemption is no wider than needed to deal with the non-compliance.

NZTA must also consider:

- the obligation of NZTA to act in a way that contributes to an effective, efficient, and safe land transport system in the public interest
- the need to maintain or improve land transport safety

- any other matter that NZTA considers appropriate in the circumstances.

NZTA may also impose conditions on an exemption.

Breach of a condition will generally mean that you will be in breach of the requirement exempted from.

Exemptions may be for a fixed period (determined by a date or event).

NZTA can also give exemptions to:

- support the response to an event or emergency
- a class of persons , vehicles, or components

The vehicle owner may apply for an exemption from vehicle standards requirements by submitting a completed **Application for an exemption from Land Transport Rules** (CA11) form.

Page amended **30 July 2025** (see **amendment details**)

1-2 Re-registering a vehicle

If a vehicle has previously been registered in New Zealand, evidence of this (eg a certificate of registration or a LANDATA record) must be provided. The person presenting the vehicle for re-registration must be the same as the person shown on the evidence of previous registration, or must be able to provide a clear ownership trail linking themselves to the vehicle.

All vehicles presented for re-registration must have a VIN assigned to allow the vehicles to be recorded in LANDATA for tracking and enforcement purposes, even if appropriate documentation is not provided. Entry certifiers must carefully check the VINs for any signs of tampering, by visually inspecting the vehicle identifier and surrounding area from behind. If this is not possible, the entry certifier may chemically remove the paint from the vehicle identifier and surrounding area for inspection purposes with the vehicle owner's permission. If the vehicle owner refuses, the entry certifier must contact NZTA to consider alternative options. A vehicle must not be certified if the vehicle identifier has not been inspected for signs of tampering.

If signs of tampering are detected, the vehicle must not be certified. The entry certifier must advise the NZ Police and NZTA immediately, and attach suitable notes to the vehicle record using the 'notes' screen.

To carry out re-registration, the entry certifier must certify the vehicle in accordance with applicable requirements and complete an LT4085U, provided that proof the vehicle was previously registered in New Zealand is presented and no modifications or repairs that affect compliance with applicable requirements have been carried out.

1.1 Proof of previous New Zealand registration unavailable

In cases where the vehicle owner is not able to provide a certificate of registration or LANDATA record to verify that the vehicle was previously registered in New Zealand:

The vehicle owner must provide satisfactory evidence of previous registration in New Zealand, such as:

- photographs of the complete vehicle
- receipts for insurance, repairs, periodic in-service inspections (WoFs), etc
- manufacturers', importers' or dealers' records that show the vehicle was originally imported or manufactured in New Zealand
- written anecdotal vehicle history from previous owners. This must be considered with caution; a statement that someone recognises the vehicle is not sufficient.

If there is a possibility that the vehicle is a replica, a used import or a vehicle assembled from parts, particularly if it is a higher value, classic or collectable vehicle, do not continue (Note 1).

If you have any doubt, do not continue (Note 1). Refer the vehicle owner to NZTA, Exemptions and Registers Integrity Team for a decision.

Note 1

A VIN must still be affixed to the vehicle if appropriate. A vehicle record must be created or updated in LANDATA, including notes explaining why the inspection and certification has not continued.

1.2 Entitlement to register

The following documents may be used as proof of a clear ownership trail for a vehicle undergoing the re-registration process:

- a signed receipt from the last registered owner
- an original buyer tax invoice from some auction organisations as detailed in **Reference material 69**
- a signed statutory declaration. Note that there is no set format, but a statutory declaration must include the following statements:

  1. 'Solemnly and sincerely declare/affirm that', and

  2. 'I make this solemn declaration conscientiously declaring the same to be true and by virtue of the Oaths and Declarations Act 1957'.

In all cases the person presenting the vehicle for re-registration must be the person listed on the supplied documentation and the following information must also be listed:

- the vehicle's make, model, VIN/chassis number
- date of purchase
- Name and address of seller (in the case of a Turners Auctions invoice, the Turners Auctions letterhead is acceptable).

Note 2

If the vehicle was written off for body or structural damage, the vehicle must be inspected using the same structural inspection process as for a post-1991 vehicle.

Note 3

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.

2 Re-registration of pre-1991 vehicles

If a light vehicle was manufactured before 1991 and first registered in New Zealand before 1 January 1991, the vehicle does not need to undergo the same inspection and certification process as a vehicle being registered for the first time in New Zealand. Provided the vehicle meets applicable requirements for structural condition as detailed in 3-4 Vehicle structure – Threshold for requiring repair certification, and has not been de-registered as a result of a write-off for

insurance purposes, the vehicle may be inspected according to current in-service procedures.

3-4 Vehicle structure – Threshold for requiring repair certification

3 Re-registration of post-1991 vehicles

If a vehicle was manufactured after 1 January 1991 and previously registered in New Zealand, or manufactured before 1 January 1991 but not registered in New Zealand until after this date, the vehicle must undergo a full structural inspection with trim removal and an invasive brake inspection as part of the inspection and certification process.

Note 4

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.

4 Re-registration of class LA, LB vehicles (mopeds)

4.1 Re-registration of pre-1 July 2011 mopeds

If there is evidence that a moped has been previously registered in New Zealand before 1 July 2011 then the vehicle does not need to undergo the same inspection and certification process as a vehicle being registered for the first time in New Zealand. All that is required is proof of previous registration and proof of ownership. There is no requirement to inspect the vehicle.

4.2 Re-registration of post-1 July 2011 mopeds

If a moped that was first registered in New Zealand on or after 1 July 2011 is presented for re-registration, it must under go the inspection and certification process to ensure that it is safe to be operated.

Note 5

Refer to **Technical bulletin 35** for certification requirements for new, used and re-registered mopeds.

5 Inspection requirements for a vehicle changing class

If a vehicle is being registered as a different class, the vehicle may be inspected according to current in-service procedures, provided it meets applicable in-service requirements for structural condition and has not been de-registered as a result of a write-off for insurance purposes. Re-certification of specialist certification may be required as a result of this inspection.

6 De-modified vehicles

If an entry certifier is presented with a vehicle that has been modified back to original specifications, it should be checked by a low volume vehicle certifier to confirm that it has been correctly restored to original specifications. The LVV certification plate must be removed and returned to the Low Volume Vehicle System Administrator. The de-modification must be noted in LANDATA.

Page amended **1 July 2013** (see **amendment details**).

1-3 Customs-seized vehicles

1 Entitlement to register

A Customs-seized vehicle presented for entry-level certification must be presented with a letter from New Zealand Customs identifying the vehicle, and stating that it is a Customs-seized vehicle and that Customs have title to lawful possession.

2 Proof of standards certification

If the vehicle was manufactured and registered overseas prior to 1 January 1991, documentation to prove standards compliance will not be required.

If the vehicle was manufactured and registered overseas after 1 January 1991, documentation proving standards compliance must be provided.

1-4 Temporarily imported vehicles

A temporary vehicle import is a vehicle that is brought into New Zealand by a resident of another country, usually for a maximum of 12 months, while remaining registered in its country of origin. The vehicle must be exported from New Zealand within the allowed temporary entry period.

Before a vehicle is released to its owner, it must be inspected by the quarantine service of the Ministry of Agriculture and Forestry (MAF).

The vehicle must be licensed in New Zealand as an overseas visitor's vehicle. In addition, the vehicle's registration in its country of origin must remain current for the duration of its stay in New Zealand, and must remain in the name of the person who imported the vehicle into New Zealand. The overseas registration plates must remain on the vehicle; it does not need New Zealand plates.

The owner of a temporarily imported vehicle must provide:

- a completed 'Application for registration of an overseas visitor's vehicle' form (MR2C)
- proof that the vehicle is currently registered in his/her name in its country of origin (eg by providing original vehicle registration documents)
- a *Carnet de Passage* or temporary import entry
- identification that shows the vehicle owner's name, date of birth and signature
- payment of an Accident Compensation Corporation (ACC) levy (but none of the other registration and licensing fees).

See the **LANDATA agent's manual** chapter 4-B for further information.

The vehicle does not need to meet New Zealand's requirements for entry certification. However, an entry certifier must carry out a basic safety inspection before issuing a warrant of fitness (WoF) or certificate of fitness (CoF) label for the vehicle. The vehicle does not need to comply with New Zealand-approved standards, or requirements for specialist certification (eg low volume vehicle modifications). A vehicle imported for temporary use must at least meet the provisions set by the *Geneva Convention on Road Traffic 1949*, which are outlined in:

Technical bulletin 5 – Inspection requirements for temporary vehicle imports.

If an owner decides to keep a vehicle permanently in New Zealand that was originally a temporary import, they will need to go through the same certification process that is used for a permanent import.

See **Pre-registration and VIN, section 1-2.4**

1-5 Annex C: conditional operation of a vehicle

For this page **inspection for entry or re-entry into service** means all entry requirements and those CoF requirements applicable to the state of the vehicle.

An Annex C can be issued only in the following situations:

1. To a vehicle that has not been certified for entry or re-entry into service and is to be **operated on a trade plate** only for one or more of the purposes, and subject to the conditions, listed below.
2. To a partially completed (eg cab chassis) heavy vehicle that has passed inspection for entry or re-entry into service, and will be (or has already been) registered, and is to be operated only for one or more of the purposes, and subject to the conditions, listed below.

Purposes for conditional operation

- demonstration of a vehicle
- delivery of a vehicle
- completion of construction of a vehicle
- repair or modification of a vehicle
- road-testing of a vehicle in connection with inspection and certification
- evaluation or testing of a vehicle.

Reference material 47 shows a sample Annex C permit.

1. For a vehicle that has not been certified for entry or re-entry into service and is to be operated on a trade plate

(see **Diagram 1**)

If such a vehicle is presented, an inspector must:

1. Inspect the vehicle's safety items to determine, on reasonable grounds, if it is safe to operated, subject to conditions, in accordance with the Annex C Permit. If the vehicle passes the inspection, an Annex C permit can be issued.
2. VINs must be checked for validity or if no VIN affixed, assigned and affixed by an entry certifier.

   Refer to **VIN assignment** as certain requirements apply.
3. Check the vehicle attributes and enter or update the details using the VIN screen. If the vehicle does not have a body fitted, body type should be recorded as >CC (cab chassis)<
4. Enter a record of the Annex C permit into the Notes screen of Landata, and a note that the vehicle cannot be registered until it passes entry certification
5. Enter the appropriate certifier ID (see below) in the 'Certifier ID' field.

Entry certifier	Certifier ID
Vehicle Testing New Zealand	TCERTVT
Vehicle Inspections New Zealand	TCERTVI
Automobile Association	TCERTAA
ITAS Ltd	TCERTITAS
Canterbury Vehicle Compliance Ltd	TCERTCVC
Drivesure	TCERTDS
Heavy Vehicle Inspections Limited	TCERTHVIL

At a later date, when the vehicle is to be registered or when the vehicle is certifiable, it must be presented to an entry certifier for entry certification. If the vehicle passes the entry inspection and is registered, a certificate of fitness (CoF) and certificate of loading (CoL) will be issued. The entry inspector **must** identify and update all vehicle attributes as required. If it is still partially complete, process 2 can be followed.

2. For a partially completed (eg cab chassis) heavy vehicle that has passed inspection for entry or re-entry and will be (or has already been) registered at that time

(see **Diagram 2**)

If such a vehicle is presented, an certifier must:

1. Inspect the vehicle's safety items in accordance with the requirements for an entry certification. If the vehicle passes the inspection, an Annex C permit can be issued
2. Check the vehicle VIN and attributes and enter or update the details using the VIN screen. If the vehicle does not have a body fitted, body type should be recorded as >CC (cab chassis)<
3. The following fields must be obtained and entered at this stage to allow the purchase of RUC:

- Number of axles
- Axle spacings
- Tyre ply
- Tyre configuration.

1. A CoF isn't issued. The operator is provided with an Annex C permit instead
2. When the vehicle has been completed, it must be presented to a CoF inspector for an in-service inspection and the inspector must verify and update the vehicle's attributes (eg axle spacing, LT400s, etc.)
3. When the vehicle passes the inspection, a certificate of fitness (CoF-B) and certificate of loading (CoL), as needed, will be issued
4. Enter the certifier ID in the 'Certifier ID' field.

When the vehicle has been completed, it must be presented to the certifier for an in-service inspection and to update the vehicle's attributes.

When the vehicle passes the inspection, a certificate of fitness (CoF) and certificate of loading (CoL), as needed, will be issued. The vehicle inspector **must** update all vehicle attributes as required.

Note 1

If the vehicle is complete (but uncertifiable) and requires modification and/or specialist certification (such as a LHD truck), **it cannot be registered on an Annex C**.

Note 2

A vehicle that is in-service and is a partially completed heavy vehicle, may be issued an Annex C. **This does not apply to completed vehicles that are waiting for HVS certification or issue of the LT400.**

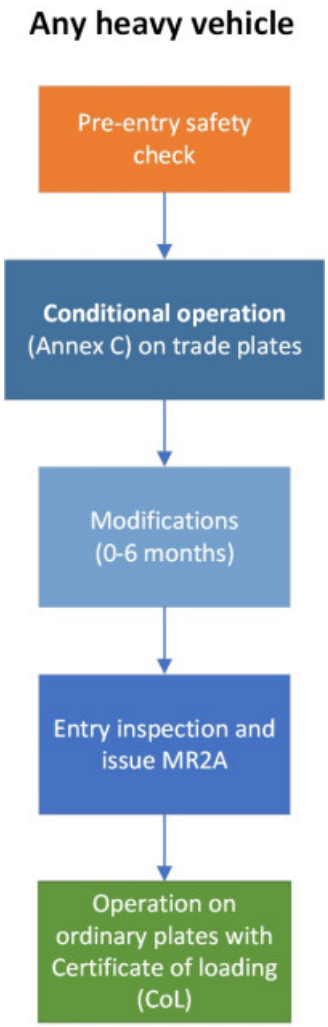
A vehicle (such as a completed vehicle that is waiting for HVS certification or the issue of an LT400) that is in- service and is not a partially completed heavy vehicle may be issued with an in-service conditional permit (28 day permit) only.

Note 3

It is not expected that an Annex C permit be issued more than once, further permits can only be re-issued if the inspector is satisfied that the conditions of the Annex C permit are being and have been upheld.

Process diagrams

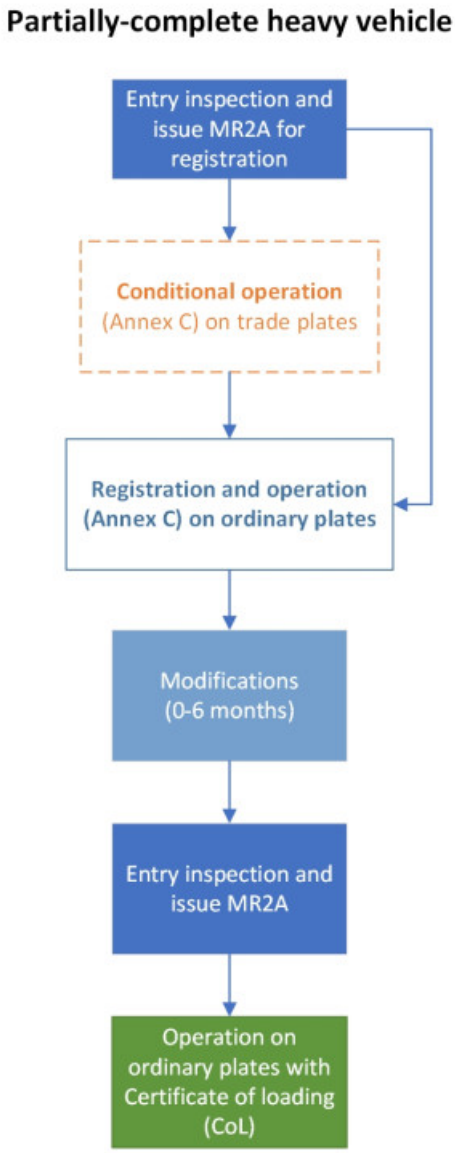
1. For a vehicle that has not been certified for entry or re-entry into service and is to be operated on a trade plate



2. For a partially completed (eg cab chassis) heavy vehicle that has passed inspection for entry or re-entry and will be (or has already been) registered at that time.

Note: while an MR2A is issued after passing entry inspection, registration can be delayed until the vehicle is delivered to the new owner. A trade plate must be used until registered.

Diagram 2. Partially complete heavy vehicle



Page amended **4 March 2024** (see **amendment details**).

Page updated **4 March 2024** (see **details**)

1-6 Specialist certification

In some cases, an entry certifier may be presented with a vehicle that requires specialist certification. Where specialist certification is received, the entry certifier must ensure the details of the certification are entered into the IVCERT screen before the vehicle is released from their control.

1 Repair certification

If a vehicle has undergone repair certification, it must be presented with the carbon copy of the Light vehicle repair record of determination (LT308). A sample is shown in Reference material 6. A repair certifier is only required to give the vehicle owner a copy of the LT308. Copies of supporting documentation, such as chassis or wheel alignment reports, may be attached.

An entry certifier must not accept an LT308 if it has not been completed and signed off on all pages by an authorised repair certifier. Sections that are not applicable must have a line drawn through them, with the repair certifier's signature at the bottom of the page.

2 Low volume vehicle certification

If a vehicle is LVV certified, a *Statement of compliance under the LVV code* form (F001) endorsed by an original LVVTA stamp and signed by the LVV system auditor must be provided and an LVV certification plate must be affixed to the vehicle.

Reference material 9 shows a sample F001 form.

If a low volume vehicle has been de-registered, it does not require another F001 form in order to be re-registered unless it has had additional modifications since it was last LVV certified.

If a vehicle is fitted with an electronic LVVTA data plate/disc then the F001 form is not required.

Figure 1-7-1 Sample LVVTA electronic data plate

If the LVV system auditor has verified that the vehicle has been certified correctly, detailed LVV compliance checksheets do not need to be presented. However, if the entry certifier is not satisfied with the documentation and/or vehicle presented, further documentation may be requested.

NZTA recognises a limited number of overseas low volume vehicle certifications. Imported low volume vehicles presented for entry certification must be referred to a New Zealand LVV certifier unless:

- they are a light vehicle that has been modified and type certified to the "European Community Whole Vehicle Type Approval" (ECWVTA) system.

  Technical bulletin 41: Entry certification procedures for certain modified vehicles – more information.

Note 1

If a modified vehicle is imported from Japan, it must be LVV certified unless it can be proven that the manufacturer carried out the modification. Markings on the de-registration or export certificate (eg 'KAI' marks) are not an acceptable means of determining the modifier.

A 'KAI' mark, like this 改, after the model code on the deregistration or export certificate indicates that the vehicle has been modified and may no longer meet the required standards. Check carefully that the vehicle complies with required standards and does not have modifications needing certification.

2.1 Locally manufactured new or scratch-built vehicles

If an entry certifier is presented with a locally manufactured new or scratch-built vehicle, the entry certifier must check that an approved LVV certifier has certified the vehicle if required.

If the vehicle description on the overseas registration documents does not match New Zealand legislation or definitions, the New Zealand legislation and definition will take precedence. This is usually regarding, but not limited to, make, model, year of manufacture and first registration date for replicas, hot-rods and re-built vehicles.

If the vehicle meets the definition of scratch-built, the date of manufacture will be the date the vehicle was completed in scratch-built form, not the date on the overseas registration documents. The make and model should be described as outlined for scratch-built vehicles in Pre-registration and VIN section 2-2(10). This may vary from the description on the overseas paperwork.

Pre-registration and VIN section 2-2(10)

In such cases, the vehicle owner will need to bring the vehicle up to the standards and requirements applicable to the scratch-built manufacture date.

If you have queries or doubts on specific vehicles, refer to the Vehicle Certifiers Registers team, providing copies of all paperwork, an accurate description of the vehicle and the source of its various components, donor vehicles and/or parts.

2.2 Modified production vehicles

If an entry certifier is presented with a modified production vehicle, the vehicle owner must provide evidence of LVV certification regardless of the date when the modifications were completed.

Note 3

From 1 November 2016 any light vehicle that has been modified and type certified to the “European Community Whole Vehicle Type Approval” (ECWVTA) system can be entry certified without requiring referral to an LVV certifier for specialist certification. See **Technical bulletin 41: Entry certification procedures for certain modified light vehicles**.

Note 4

A ‘modification declaration’ is not evidence of LVV certification. If a modified production vehicle is presented for re-entry certification with a modification declaration form, that vehicle must be referred to a LVV certifier. A modification declaration form ceases to be valid once a vehicle’s registration has lapsed or the vehicle has had its reigstration cancelled (de-registered).

Note 5

There are some minor modifications that are excluded from LVV certification, provided they fall below the VIRM: In-service certification for modification thresholds.

VIRM: In-service certification

However, when the in-service modification threshold includes a grandfather clause (such as ‘The modification was carried out before 1/3/1999’), that exclusion from LVV certification only applies to vehicles continuously registered in New Zealand from before that date. A grandfather clause is not a valid exclusion from LVV certification for the purposes of entry or re-entry.

Heavy vehicle specialist certification

If a vehicle has undergone heavy vehicle specialist certification, it must be presented with a Heavy vehicle specialist certificate (LT400).

Reference material 7 shows a sample LT400.

An certifier must not accept an LT400 if it has not been completed and signed by an authorised heavy vehicle specialist certifier with the appropriate certification category.

Table 1-6-1 sets out the minimum documentation requirements to be presented and retained by an entry certifier following heavy vehicle specialist certification. A vehicle requires a separate LT400 for each component that is certified to a specific code or standard. Additional supporting documents may be supplied in order to record all applicable information.

Table 1-6-1. Documentation requirements for heavy vehicle specialist certification

Certification category	Description	Required documentation
HVEC, HMCD	Chassis, suspension, steering, PSV rollover strength, PSV stability	LT400 Heavy vehicle specialist certificate
HVET, HMTD	Towing connections	LT400 Heavy vehicle specialist certificate
HVEA, HMAD	Load anchorages	LT400 Heavy vehicle specialist certificate
HVEL, HMLD	Log bolster attachment code	LT400 Heavy vehicle specialist certificate
HVEK, HMKD	Brake modification including New Zealand Heavy Vehicle Brake Specification (HVBNZ)	LT400 Heavy vehicle specialist certificate
	Heavy vehicle brake code (HVBC)	LT400 Heavy vehicle specialist certificate, and Statement of Compliance with the HVBC
HVS1, HVS2	Static roll threshold (SRT)	LT400 Heavy vehicle specialist certificate and SRT compliance certificate
HVP1	Swept path certification	LT400 Heavy vehicle specialist certificate
HVS2	Performance based standards	LT400 Heavy vehicle specialist certificate

Recording specialist certifiers and certification

Step	Action
1	Type >**IVCERT**< in the escape field and transmit. The ‘vehicle certification’ screen displays.
2	Type one of the following fields: • the VIN in the VIN field, or • the plate number in the plate number field.
3	Transmit. The vehicle and owner details will display.
4	Change the maintenance field at the top of the screen from >**INQ**< to >**CHG**<.
5	Type the certifier ID in the Certifier ID field.
6	Type >**A**< in the mnt field.
7	Type the vehicle certification type code in the type field. The code should be provided on the certificate, or refer to Table 1-6-2 and Table 1-6-3. The types of certification permitted for an individual certifier can be viewed on the ICISS screen (this procedure is described in the LANDATA manual).
8	Type the certificate number in the Number field.
9	Type the specialist certifier’s LANDATA ID in the Iss.ID field. This should be provided on the certificate, or by searching on the ISRCH screen (this procedure is described in the LANDATA manual).
10	Type the issue date of the certificate in the Iss.Date field.
11	• If an expiry date is recorded on the certificate, type this in the Exp.Date field. • If expiry mileage is recorded on the certificate, type this in the Exp.Odo field. These fields are not used for repair or LVV certification, but may be applicable to some heavy vehicle certificates.

Step	Action
12	Note the area of the vehicle covered by the certificate as specifically as possible in the comments field and transmit. • "Refer to Notes screen" may be recorded if there is insufficient space in the IVCERT comments field, and • the vehicle inspector must record the area of the vehicle covered by the certificate as specifically as possible in the Notes screen.

Table 1-6-2. Light vehicle certification type codes

Description of certification type	Code	Description of certification type	Code
Commercial modifier type certification	LVCM	Modified production – limited	LV1A
Modified production – extended	LV1B	Modified structures (M and N Class)	LV1C
Ext. modified and scratch-built (M and N class and tricycles)	LV1D	Motorcycle modification	LV2A
Motorcycle scratch-built	LV2B	Tricycles – modified and scratch-built	LV2C
Disability adaptation	LV3A	Disability adaptation – structural	LV3B
Electric vehicles	LV4	Authority card	LVAC
Modified production right-hand drive conversions	LVRH	Repair	REP

Table 1-6-3. Heavy vehicle certification type codes

Description of certification type	Heavy vehicle specialist certifier type		
	Engineer	**Manufacturer** (until 31 July 2013)	**Manufacturer** (from 1 August 2013)
Chassis, suspension, steering, PSV rollover strength, PSV stability	HVEC	HVMC	HMCD
Brake modification including New Zealand Heavy Vehicle Brake Specification (HVBNZ)	HVEK	HVMK	HMKD
Log bolster	HVEL	HVML	HMLD
Towing connection	HVET	HVMT	HMTD
Load anchorages	HVEA	HVMA	HMAD
Static roll threshold (SRT)	HVS1 HVS2		
Swept path certification	HVP1		
Performance based standards	HVP2		

- A new manufacturing certification regime is in place from 1 August 2013, whereby the certifier is the individual who signs the LT400 and who has signed up to a 'Notice of Approval' with NZTA. From 1 August 2013 any LT400s using the HVM* designation signed on or after that date will be invalid.

Page amended **21 August 2024** (see **amendment details**)

1-7 Document availability

Original documentation means the actual authentic document that was provided by the issuing person or organisation. **A fax or photocopy is not an original document.**

Certified English translations (other than for Japanese deregistration certificates, export certificates and certificates of completion) must be provided for all documents not provided in English (eg registration history certificate, bills of sale, and purchase receipts). This must include a covering letter from the translation service that refers to the vehicle's chassis number.

Inspecting vehicles without original documentation

Original documents previously sighted

If an entry certifier is presented with a photocopy of the original de-registration papers but originals have been previously sighted, they must contact NZTA's Compliance Response Team (Light Vehicle Exemptions). The certifier will be required to sign a statement declaring that original documents have been sighted. This statement must be held in the vehicle file.

Original documents not presented

When a vehicle is presented for entry certification but the vehicle owner has not yet received the original documentation, the inspection process may be started with a photocopy or faxed copy of the original document.

In such cases, the vehicle inspector must:

- record in the LANDATA notes against the vehicle record that certification cannot be completed until the original documentation has been presented.
- identify in the LANDATA notes what actual original documents need to be presented.

When the original documentation is presented there must be dual sign off (on the check sheet) by two independent persons (eg certifier and VIN quality controller/checker) to verify that the documentation has been presented.

Important: An MR2A must not be issued until the original documents have been presented.

No documentation available (vehicles previously registered in Japan)

If the vehicle owner/importer has lost the original documentation, Japan's Ministry of Land, Infrastructure and Transport will not issue additional copies. The vehicle owner/importer can apply (using form Lost de-reg/export certificate (CA02)) to NZTA to consider use of alternative documentation. This may take some time to process, and will involve some costs to the importer.

Lost de-reg/export certificate (CA02)

The following procedure explains the requirements for requesting use of alternative documentation.

1. The vehicle owner/importer must provide an original Japanese detailed registration history certificate (Sho-Sai-Toroku–Sho-Mei).

2. The vehicle owner/importer must provide original documents showing an ownership history that links the current owner to the last registered owner in Japan, and displays full details of all previous owners in Japan.

3. Certified English translations must be provided for all documents not provided in English (eg the Japanese detailed registration history certificate, bills of sale, and purchase receipts). This must include a covering letter from the translation service that refers to the vehicle's chassis number.

4. The vehicle owner/importer must provide evidence that a de-registration certificate has been issued to them for the vehicle.

5. The vehicle must be independently checked to verify that the VIN is the original vehicle identifier as attached by the manufacturer. This must be verified in writing by a entry-level vehicle inspector appointed by NZTA.

Documentation does not match vehicle

If a vehicle is presented with documentation that does not match the vehicle (eg the VIN, chassis number, body style etc on the vehicle is not the same as that recorded on the document), a satisfactory reason for the discrepancy needs

to be provided before the vehicle can be certified.

The importer should first see if the manufacturer or registration authority in the country of registration can provide an explanation. If this information cannot be obtained, or it does not confirm a mismatch between the documentation and the vehicle, and provide the correct identity, the entry certifier can apply to NZTA for approval to continue with the certification process.

In such cases, the entry certifier must:

1. assign and attach a VIN number to the vehicle using the identifier located on the vehicle. Notes must be recorded in LANDATA indicating that the documentation does not match the vehicle

2. submit the following material to NZTA for consideration:

    a) a completed 'VIN approval request form'

    (see **Reference material 53**)

    b) copies of all required paperwork

    c) a covering letter outlining the problem.

Page amended **1 November 2018** (see **amendment details**)

Page updated **16 October 2023** (see **update details**)

1-8 Inspection

Every vehicle presented for an MR2A registration form, other than an approved new vehicle, must be inspected to verify that it complies with applicable requirements.

The inspection of the vehicle must be carried out according to the requirements set out for vehicle components or component groups in this manual. An approved checksheet must be used to record the details of the inspection carried out on each vehicle. This checksheet is used to record the necessary information against each item as it is inspected. The result of the inspection must be recorded on the checksheet. It must be signed by the certifier and filed in such a way that it can be retrieved by specifying the VIN. The certifier must complete a vehicle compliance certificate (LT4085) for the vehicle. If the vehicle passes the inspection, an MR2A registration form may be issued.

1-9 The MR2A

Printing an MR2A registration form for issue is acknowledgement by the issuer that the vehicle defined on the MR2A complies with applicable requirements. An MR2A is only valid for two years from the date of certification.

If the vehicle is not registered within two years, it must be recertified. For vehicles imported from countries other than Japan, and for which the MR2A has expired, the following applies. The site that is recertifying the vehicle will be required to sight and retain the original compliance documents (export certificate, statement of compliance, etc). If the site recertifying the vehicle did not carry out the original certification the vehicle owner will be required to obtain the original documents and provide these to the new certifier. The original certifier can retain a copy of the compliance documents on their file for the vehicle.

The documents should only be released to the original customer or, if it’s not the original customer, apply the same rules as for reprinting an MR2A – a release in writing from the original customer.

<table>
<tr><th>Step</th><th colspan="3">Action</th></tr>
<tr><td>1</td><td colspan="3">Select a vehicle using the procedures outlined in Pre-registration and VIN 1 - Vehicle records

The ‘VIN authority allocation/confirmation’ screen displays.</td></tr>
<tr><td rowspan="2">2</td><td rowspan="2">Are the vehicle details correct?</td><td>YES</td><td>Continue from step 3.</td></tr>
<tr><td>NO</td><td>If the VIN is correct, continue from step 3.
If the VIN is incorrect, type >VIN (space) (correct VIN number)< in the escape field and transmit.
Continue from step 1.</td></tr>
<tr><td rowspan="2">3</td><td rowspan="2">Are there any notes attached to the vehicle?</td><td>YES</td><td>Type >**NOTES**< in the escape field and transmit.

The notes screen displays. See Pre-registration and VIN 5-1 for notes screen procedures.

Once completed, continue from step 4.</td></tr>
<tr><td>NO</td><td>Continue from step 4.</td></tr>
<tr><td rowspan="2">4</td><td rowspan="2">Did the vehicle pass the inspection?</td><td>YES</td><td>Continue from step 5.</td></tr>
<tr><td>NO</td><td>Type >**NOTES**< in the escape field and transmit to record details of the vehicle faults.

The notes screen displays. See Pre-registration and VIN 5-1 for notes screen procedures.

Once completed, continue from step 5.</td></tr>
<tr><td>5</td><td colspan="3">Complete the following fields.

<table>
<tr><th>In the field …</th><th>If the result is a …</th><th>Type …</th></tr>
<tr><td>Certifier ID</td><td>pass</td><td>the unique identifier (not the name) of the inspector who certified compliance of the vehicle.</td></tr>
<tr><td>Print MR2A</td><td>pass</td><td>>**Y**<</td></tr>
</table>
</td></tr>
</table>

<table>
<tr><th>Step</th><th>Action</th></tr>
<tr><td></td><td>
<table>
<tr><th>In the field …</th><th>If the result is a …</th><th>Type …</th></tr>
<tr><td>fail</td><td colspan="2">>N<</td></tr>
<tr><td rowspan="2">Compliance Ind</td><td>pass</td><td>>Y<</td></tr>
<tr><td>fail</td><td>>N<</td></tr>
</table>
</td></tr>
<tr><td>6</td><td>Transmit.

The vehicle record is updated.

If the vehicle passed entry-level certification and Compliance Ind = Yes, an MR2A registration form prints. Provide the customer with both copies of the form. The vehicle will not be approved for registration until a WoF or CoF is keyed and all Clean Car Standard requirements are met.</td></tr>
</table>

Issuing an MR2A for approved new vehicles

There are a number of vehicle manufacturers and importers whose vehicles can be issued with an MR2A registration form without having to be certified by an entry-level vehicle inspector. It must be a complete, standard production vehicle (except bare chassis or cab/chassis units that require additional construction and have the appropriate temporary certification).

In cases where authorised manufacturers or importers are unable to access LANDATA (eg they do not have an electronic connection to LANDATA, or there is a problem with their connection), the process described below must be used to issue an MR2A to the vehicle. The manufacturer or importer must provide an **LT4085N** and a Fuel Consumption Statement and CO2 Account ID. No other documentation is required.

The vehicle must be presented by a known representative of the manufacturer/importer. The certifier may check the manufacturer ID using the ISRCH or IVSRC screen (see Pre-registration and VIN 5-2). If in doubt, contact the Palmerston North Office 0800 804 580 for approval.

If the vehicle manufacturer has not assigned a valid VIN, one will need to be assigned to the vehicle before an MR2A can be issued. (For further information, refer to Pre-registration and VIN 3-1). The procedure for issuing an MR2A registration form for an approved new vehicle is outlined below.

<table>
<tr><th>Step</th><th colspan="3">Action</th></tr>
<tr><td rowspan="2">1</td><td rowspan="2">Is the manufacturer’s or importer’s vehicle compliance certifier ID known?</td><td>YES</td><td>Continue from step 2.</td></tr>
<tr><td>NO</td><td>Type >**ISRCH**< in the escape field and transmit.

The ‘VSR certifier search’ screen displays.

See Pre-registration and VIN 5-2 for procedures on searching for a certifier ID.</td></tr>
<tr><td rowspan="2">2</td><td rowspan="2">Is the LT4085 from the manufacturer complete and correct?</td><td>YES</td><td>Continue from step 3.</td></tr>
<tr><td>NO</td><td>Do not continue – you cannot issue an MR2A registration form until the customer presents a complete and correct LT4085.</td></tr>
<tr><td>3</td><td colspan="3">Type >**VIN** (space) (**the vehicle’s VIN**)< in the escape field and transmit.

A blank ‘VIN allocation’ screen displays.</td></tr>
<tr><td>4</td><td colspan="3">Enter the vehicle details in the appropriate fields.</td></tr>
<tr><td>5</td><td colspan="3">Complete the following fields.<table><tr><th>In the field …</th><th>Type …</th></tr><tr><td>Certifier ID</td><td>the name and certifier ID of the certifier who carried out the inspection and certification.</td></tr><tr><td>Print MR2A</td><td>>**Y**<</td></tr><tr><td>Compliance Ind</td><td>>**Y**<</td></tr></table></td></tr>
<tr><td>6</td><td colspan="3">**Transmit**.

The vehicle record is updated. The MR2A registration form prints. Provide the customer with both copies of the form.

The vehicle will not be approved for registration until a WoF or CoF is keyed and all Clean Car Standard requirements are met.</td></tr>
</table>

Reprinting the MR2A registration form

If an issued MR2A registration form is lost, damaged or urgently required but in the mail, the vehicle owner or dealer will require a duplicate copy.

Important: The motor vehicle register (MVR) is never used to record legal title to a vehicle; possession of an MR2A form does not provide legal title.

If a replacement MR2A is required to replace a spoilt original (eg from a CREG), reprint the MR2A and exchange it for the original.

When subsequent requests for an MR2A reprint are made, a link must be established between the individual requesting the MR2A and the recipient of the original MR2A. This is done by retrieval of the original documentation to verify that the customer requesting the reprint is the same as the customer who received the original MR2A. If this is not the case, the customer requesting the reprint must provide sufficient documentation proving their legal entitlement to the vehicle. This could be a letter or fax from the recipient of the original MR2A explaining the link to the customer requesting the reprint (eg a letter on company letterhead from the New Zealand franchise holder requesting a copy to go to a local agent).

In cases where an unregistered vehicle has been on-sold in its unregistered state, documentation must be provided establishing each change of ownership so that there can be no doubt of the link between the customer requesting the reprint and the original recipient of the MR2A.

All paperwork must be filed with the original documents.

At any time, if a certifier is not satisfied that sufficient documentation has been provided, or that the connection between the original recipient and the customer requesting the reprint has not been proven, the entry certifier must refuse the request.

Reprinting an MR2A over two years old for an unregistered new vehicle

If a request is made to reprint an MR2A because the unregistered new vehicle is more than two years old, a new vehicle compliance certificate (LT4085N) must be completed, or a current statement of compliance must be obtained for the vehicle, to ensure that the vehicle has not deteriorated, or been modified or tampered with.

Reprinting an MR2A for a left-hand drive vehicle

A replacement MR2A for a left-hand drive vehicle may only be reprinted by the Transport Agency agent holding the original left-hand drive compliance documents. The following procedure outlines the reprinting of an MR2A registration form.

Procedure for reprinting an MR2A registration form

Step	Action		
1	Use the VIN screen to verify the agent/outlet that issued the original MR2A form.		
2	Is the outlet that issued the original MR2A …	**the same outlet with the request for a duplicate**	
		a different outlet that belongs to the same agent	Contact the outlet that issued the original MR2A to request the documentation be retrieved. Obtain details of the original recipient of the MR2A. Continue from step 3.
		a different agent	Refer the customer to either: • the outlet that issued the original MR2A, or • the closest outlet belonging to the agent that issued the original MR2A.
3	Is the customer requesting the reprint the same recipient of the original MR2A?	**YES**	The customer may provide whatever documentation is necessary to prove their identity. Continue from step 5.
		NO	Ask the customer to provide proof linking thems to the recipient of the original MR2A form. Continue from step 4.
4	Has the customer provided sufficient evidence establishing a link between themselves and the original recipient?	**YES**	
		NO	Refuse the request.
5	Type >**VIN** (space) (**the vehicle's VIN**)< in the escape field and transmit. The 'VIN allocation' screen displays vehicle details for the VIN entered.		
6	Are the vehicle details correct?	**YES**	Continue from step 7.

Step	Action
NO	• If the VIN is correct, refer the vehicle owner to the original certifier. Type >**C**< in the escape field and transmit to cancel the transaction. • If the VIN is incorrect, return to step 5 and enter the correct VIN.
7	Type >**Y**< in the ‘print MR2A’ field and transmit. A replacement MR2A form prints.

Page amended **21 February 2024** (see **amendment details**)

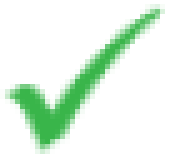
1-10 Vehicle rechecks

If a vehicle fails entry-level inspection, it may be presented for re-inspection after the faults have been fixed. In such cases, the entry certifier must be satisfied that the original compliance documentation is still valid (ie not more than 2 years old).

Table 1-10-1 describes the re-inspection procedure for vehicles being registered for entry or re-entry into service in New Zealand.

A vehicle that has failed the certification process must not be passed by any entry certifier unless the vehicle faults have been rectified.

Table 1-10-1. Re-inspection procedures

Required inspection procedures	Number of business days after the initial inspection		
	0 – 5	6 – 21	22+
Verify the identity of the vehicle			
Check each failed item			
Check operation of vehicle lighting			
Check tyres still meet requirements			
Check the vehicle has not been modified since initial inspection			

Required inspection procedures	Number of business days after the initial inspection		
	0 – 5	6 – 21	22+
Brake roller test	✓ (Note 2)	✓	
Verification of specialist certification as required.		✓	
Complete full entry-level certification inspection (Note 1) • This includes using a new check sheet.			✓

Note 1

The only exceptions to this requirement is if the vehicle has been held within the entry certifier's or a repair certifier's quarantine system.

Note 2

A brake performance test is required following any brake system repair or component replacement.

Quarantine system for entry-level certification vehicles

An entry certifier can operate a quarantine system for vehicles presented for re-inspection within 90 days of the original inspection. The quarantine system may be applied to vehicles that are immobile awaiting parts or repairs required to rectify defects found during entry-level inspection or is awaiting original documentation. If a vehicle within the quarantine system is presented within 90 days of the original inspection, it will not be required to undergo invasive structural or brake inspections.

A quarantine system operated by an entry certifier must meet the following requirements:

- Vehicles must not leave the premises where the certification process commenced. There must be a designated area for storing quarantined vehicles.

- The entry certifier must have a means of identifying and tracking vehicles within the quarantine system. This may include the use of a quarantine label attached to quarantined vehicles.
- The entry certifier must store all vehicle ignition keys in a secure place.
- The vehicle may only be driven with the approval of the entry certifier on the premises where the vehicle is quarantined for the purposes of obtaining certification.
- A register of all vehicles being held in quarantine must be maintained. This must record the vehicle identification, the reason(s) the initial certification was rejected, the date the vehicle was quarantined, and the name and signature of the person allowing the quarantine.
- Details relating to any vehicle that is quarantined must be recorded in LANDATA by the entry certifier in the vehicle notes screen **including mileage, the dates when the vehicle entered quarantine, and the location of the quarantine**.
- Date of vehicle removal from quarantine **must** be recorded in LANDATA for the purpose of monitoring the 21 working days recheck period.

Once the vehicle has been removed from quarantine for the purpose of repair the 21 working days recheck period will start.

If these requirements are not followed – the vehicle is deemed to have not entered quarantine.

Repair certifier quarantine system for entry-level certification vehicles

A vehicle that has undergone repair certification may be held in quarantine by an NZTA-appointed repair certifier for up to 180 days or **100km**, whichever is the lesser, from the date and mileage recorded on the check sheet. When the vehicle is re-presented the repair certifier must supply the LT308.

- Details relating to any vehicle that is quarantined must be recorded in LANDATA by the repair certifier in the vehicle notes screen **including mileage, the dates when the vehicle entered quarantine, and the location of the quarantine**.
- The vehicle must be placed into repair certification quarantine within the 21 working days recheck period from the date recorded on the check sheet.

If these requirements are not followed – the vehicle is deemed to have not entered quarantine.

The entry certifier must inspect the vehicle to ensure that any other necessary items have been rectified before completing the remainder of the entry certification process. The inspection needs to be equivalent to an in-service fitness inspection, it will not be required to undergo invasive structural or brake inspections.

Page amended **21 August 2024** (see **amendment details**)

1-11 Completing the inspection and certification process

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 (Note 1), 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.

Note 1

For electronic check sheets, an electronic signature can be:

- a digital signature, or
- VI authority number, or
- PDF e-signature.

Filing

Documentation must be retained as described in the Introduction, section 5-1.

Introduction, section 5-1

If a vehicle owner requests their original documents, the entry certifier must make copies for the vehicle file and note on them that they are copies of the original documents sighted. A note must be added to the vehicle record on LANDATA stating whom the documents were released to, why they were requested and on what date they were released.

Page amended **10 March 2024** (see **amendment details**)

2 Vehicle exterior

2-1 External projections

Reasons for rejection

Compliance with approved standards

1. A vehicle of class MA, MB, MC, MD1 or NA manufactured on or after 1 March 1998 must comply with one or more of the approved external projection standards in Table 2-1-1.

Condition, performance and modification

2. External projections must comply with the requirements relating to condition, performance and modification set out in:

- **VIRM: In-service certification, section 2-1, general vehicles**
- **VIRM: In-service certification, section 2-1, heavy vehicles**
- **VIRM: In-service certification, section 2-1, light PSVs**
- **VIRM: In-service certification, section 2-1, heavy PSVs**
- **VIRM: In-service certification, section 2-1, motorcycles**
- **VIRM: In-service certification, section 2-1, heavy trailers**.

Note 1

If a vehicle is fitted with an auxiliary bar (eg a bullbar), see:

Technical bulletin 6 – Auxiliary bars.

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.

Table 2-1-1. List of approved external projection standards*

UN-ECE Regulation no.	EEC/EC Directive	ADR	Japan
26 or 61 for commercial vehicles	74/483 79/488 87/354 2007/15 92/114 (for class N vehicles)	42, General Safety Requirements (section on external and internal protrusions) 92	Article 18 Technical Standard (TS) for impact reduction of outside rearview mirrors, and if fitted with an air spoiler, structural standard for air spoilers

* A vehicle of class MA, MB, MC, MD1 or NA manufactured on or after 1 March 1998 must comply with the standard(s) listed in at least one of the four columns.

Summary of legislation

Applicable legislation

- **Land Transport Rule: External Projections 2001**.

Compliance with approved standards

1. A vehicle of class MA, MB, MC, MD1 or NA manufactured on or after 1 March 1998 must comply with one or more of the approved external projection standards in Table 2-1-1.

Condition, performance and modification

2. External projections must comply with the requirements relating to condition, performance and modification set out in:

- **VIRM: In-service certification, section 2-1, general vehicles**
- **VIRM: In-service certification, section 2-1, heavy vehicles**
- **VIRM: In-service certification, section 2-1, light PSVs**
- **VIRM: In-service certification, section 2-1, heavy PSVs**
- **VIRM: In-service certification, section 2-1, motorcycles**
- **VIRM: In-service certification, section 2-1, heavy trailers**.

Page amended **10 March 2025** (see **amendment details**)

2-2 Dimensions

Vehicles must comply with the requirements relating to mandatory equipment set out according to their vehicle type in:

- **VIRM: In-service certification, section 2–2, general vehicles**
- **VIRM: In-service certification, section 2–2, heavy vehicles**
- **VIRM: In-service certification, section 2–2, light PSVs**
- **VIRM: In-service certification, section 2–2, heavy PSVs**
- **VIRM: In-service certification, section 2-2 heavy trailers**
- **VIRM: In-service certification, section 2-3, motorcycles**.

There are no additional requirements in respect of dimensions for the inspection and certification of vehicles for entry into service.

3 Vehicle structure

3-1 Structure

IMPORTANT: Any parts that require removal or disassembly in order to carry out the inspection of structural components and frontal impact occupant protection systems must be removed or disassembled. Refer to **Vehicle structure – 3-3 Inspection specifications**.

A vehicle whose structure has been damaged beyond the threshold specified in **Vehicle structure – 3-4 Threshold for requiring repair certification** must be certified by a specialist repair certifier before entry certification.

Reasons for rejection

Compliance with approved standards

1. A vehicle that is required to comply with an approved frontal impact standard did not comply, or cannot be demonstrated to have complied, with at least one of the standards listed in **Table 3-2-1** at the time the vehicle was manufactured.

Condition and modification

2. A structural component (Note 4) or frontal impact occupant protection system does not comply with a requirement relating to condition or modification set out in the **VIRM: In-service certification, section 3–1**.

Note 1

If a vehicle is fitted with an auxiliary bar (eg a bullbar), refer to:

Technical bulletin 6 – Auxiliary bars

Note 2

Technical bulletin 10 contains information regarding inspection for corrosion in the rear floorpan assembly of some Nissan Terrano and Mistral models.

Note 3

Structural components that can be unbolted, such as doors with intrusion beams and sub frames, which are damaged or corroded are a reason for rejection. However, these parts can be replaced by the owner and re-inspected without the need for repair certification.

Note 4

Structural components include, as a minimum, the following:

a) Engine compartment	b) Exterior	c) Luggage/cargo compartment	d) Underbody and/or chassis frame	e) Passenger compartment (inside vehicle)
i. Front crush zones	i. Door frames, locks and hinges	i. Suspension towers and mountings	i. Front and rear crush zones	i. Exposed floor areas
ii. Chassis rails	ii. Pillars	ii. Seatbelt anchorages	ii. Chassis rails and cross members	ii. Floor to inner sill seams
iii. Inner guards	iii. Sills	iii. Floor	iii. Floor rails	iii. Pillars
iv. Firewall	iv. Roof guttering	iv. Rear panel	iv. Steering and suspension mountings	iv. Cross members
v. Suspension towers and mountings		v. Spare wheel well	v. Subframe mountings	v. Seat and seatbelt anchorages
vi. Radiator support panel			vi. Seat and seatbelt anchorages	
			vii. Sills	
			viii. Floor	

Summary of legislation

Applicable legislation

- **Land Transport Rule: Frontal Impact Amendment 2005**
- General safety requirements of **Land Transport Rules**,

  including:

  a) **Land Transport Rule: Glazing, Windscreen Wipe and Wash, and Mirrors Amendment 2005**

  b) **Land Transport Rule: Door Retention Systems 2001**

  c) **Land Transport Rule: Seats and Seat Anchorages 2002**

  d) **Land Transport Rule: Seatbelts and Seatbelt Anchorages Amendment 2005**

e) **Land Transport Rule: Light-vehicle Brakes 2002**

f) **Land Transport Rule: Steering Systems 2001**

g) **Land Transport Rule: Tyres and Wheels Amendment 2005**.

Compliance with approved standards

1. Certain vehicles must comply with one or more of the approved frontal impact standards in **Table 3-2-1**. Follow the flowcharts in **Figure 3-2-1**, **Figure 3-2-2** and **Figure 3-2-3** to determine whether a particular vehicle is required to comply with an approved frontal impact standard.

Condition and modification

2. Structural components (Note 4) and frontal impact occupant protection systems must comply with the requirements relating to condition and modification set out in the **VIRM: In-service certification, section 3–1**.

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

3-2 Determining frontal impact compliance

IMPORTANT: vehicles may be exempt from the requirement to meet a frontal impact standard.

See **Technical bulletin 7**, **Technical Bulletin 8** and **Technical bulletin 9** for further information.

The following information may help a vehicle inspector to apply the requirements for compliance with approved frontal impact standards.

Determine whether or not the vehicle must meet a frontal impact standard (FIS)

Refer to Figure 3-2-1 (Step 1), Figure 3-2-2 (Step 2) and Figure 3-2-3 (Step 3) to determine whether or not the vehicle needs to meet an approved frontal impact standard.

If the vehicle is not required to comply with an approved standard, continue with the inspection.

Figure 3-2-1. Step 1

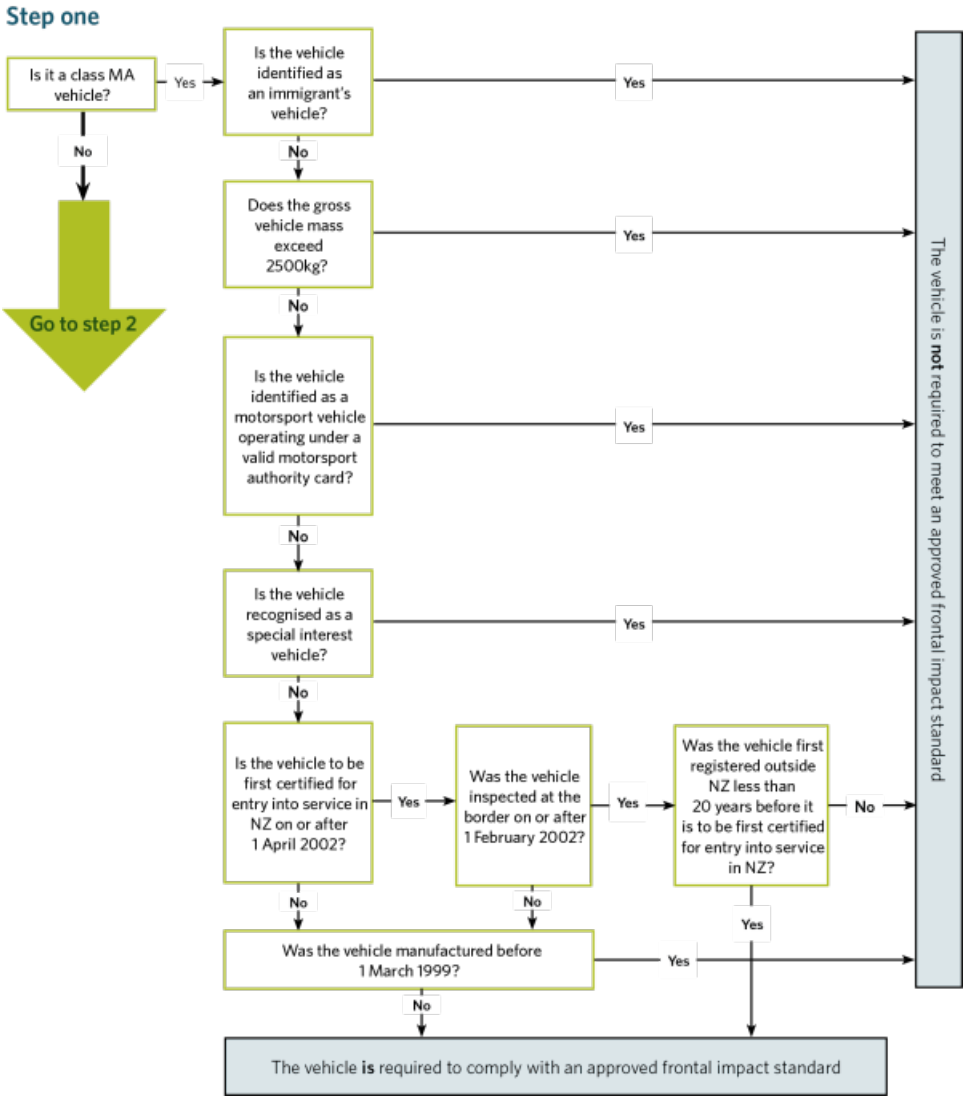


Figure 3-2-2. Step 2

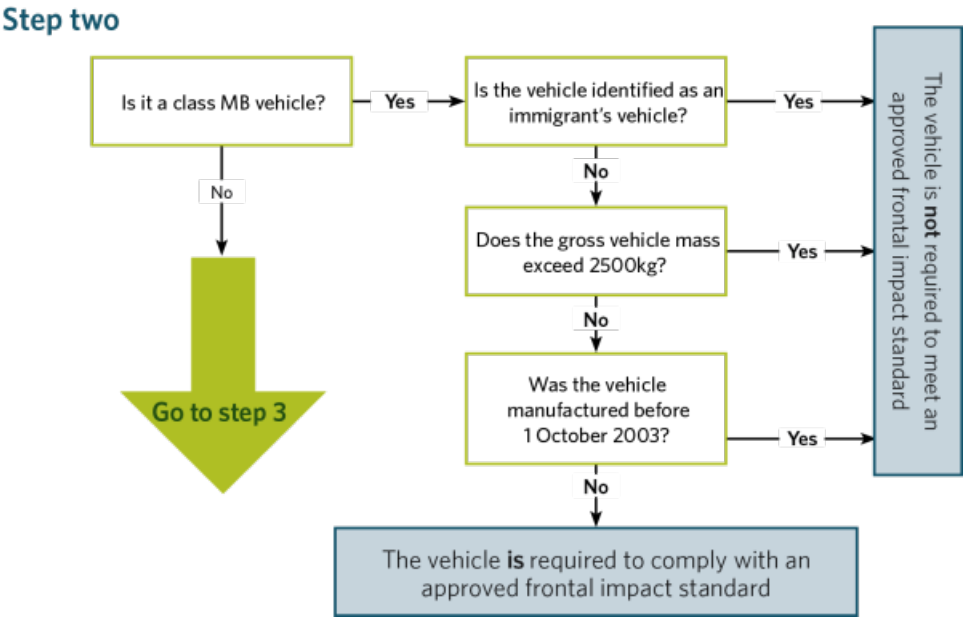
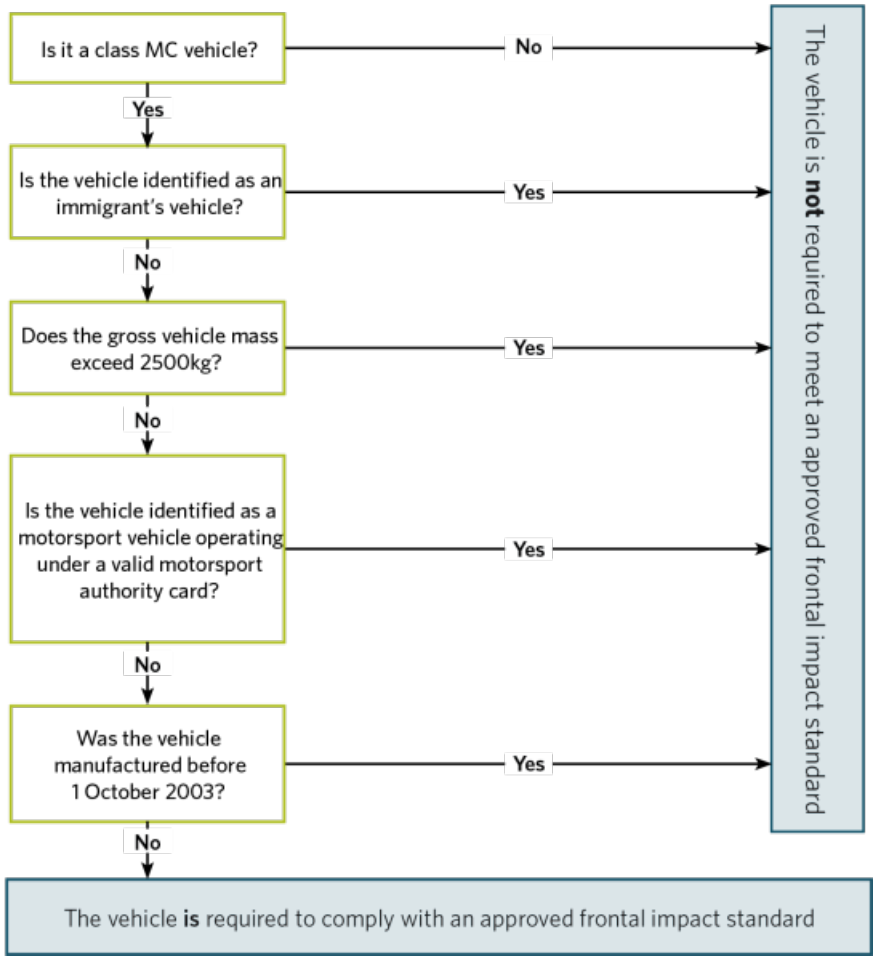


Figure 3-2-3. Step 3



If the vehicle is required to comply with an approved standard (listed in Table 3-2-1), there are several methods of determining whether or not the vehicle complies, which vary depending on the class of vehicle, the country of import and the date of manufacture.

Table 3-2-1. List of approved frontal impact standards*

UN-ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan
94	96/79 99/98	208	69 73	TS for occupant protection in frontal collision. Article 18

* A vehicle that is required to comply with an approved frontal impact standard must comply with at least one of the standards listed in the table.

Check recognised manufacturer's lists

The Transport Agency has been advised by several common vehicle manufacturers regarding compliance with approved frontal impact standards for particular class MA vehicles. These vehicles are listed by make and model and published on the NZTA website

If a vehicle is shown on one of these lists as complying with an approved frontal impact standard, no further evidence is required to prove that the vehicle meets frontal impact standard requirements. However, a full statement of compliance is still required to prove compliance with other applicable standards, unless an alternative method of confirming standards compliance is provided.

If a vehicle is shown on one of these lists as not complying with an approved frontal impact standard, the vehicle cannot be certified unless a statement of compliance showing that the specific vehicle meets an approved frontal impact standard is provided.

Alternative methods for determining frontal impact compliance

If a vehicle is not shown on any of the recognised manufacturer's lists, one of the following methods may be used to determine compliance with an approved frontal impact standard.

1 Vehicles imported from any country

If a class MA, MB or MC vehicle imported from any country (including Japan) is not shown on one of the recognised manufacturer's lists, one of the following methods may be used to determine compliance with an approved frontal

impact standard:

Description	Methods for determining FIS compliance
A class MA, MB or MC vehicle	• A statement of compliance issued by a representative of the vehicle manufacturer, confirming compliance with an approved frontal impact standard
A class MA vehicle manufactured on or after 1 January 1996	• An Australian Design Rules (ADR) plate affixed to the vehicle
A class MB or MC vehicle manufactured on or after 1 January 1998	
A used class MA, MB or MC vehicle	• An FMVSS certification plate, and • original documentation confirming that the vehicle was first registered in the US
A new or unregistered class MA, MB or MC vehicle	An FMVSS certification plate, and • documentation confirming that the vehicle was manufactured for the US market and would be permitted for use on public roads in the US
A used class MA, MB or MC vehicle	• An CMVSS certification plate, and • original documentation confirming that the vehicle was first registered in Canada
A new or unregistered class MA, MB or MC vehicle	A CMVSS certification plate, and • documentation confirming that the vehicle was manufactured for the Canadian market and would be permitted for use on public roads in Canada
A class MA, MB or MC vehicle	• A United Nations Economic Commission for Europe (UN/ECE) compliance plate, which must display the VIN and an approved frontal impact standard
A class MA, MB or MC vehicle	• An EC Whole Vehicle Approval plate, which must display compliance with the directive ‘2001/116’ or later directive

Description	Methods for determining FIS compliance
A class MA vehicle	• An EC Whole Vehicle Approval plate and first registered in the United Kingdom in 10/2003 or later

2 Vehicles imported from Japan

If a class MA, MB or MC vehicle that was manufactured in Japan is not shown on one of the recognised manufacturer's lists published on the Transport Agency website, one of the following methods may be used to determine frontal impact compliance.

Manufactured in Japan		
Class	**Description**	**Methods for determining FIS compliance**
MA	Car with an engine capacity of 660 cc or more	• Evidence that the vehicle was manufactured for the domestic market on or after 1 January 1996 (Note 2)
	Domestic model first registered in Japan after the end of the last year shown on the latest JAMA list (Note 1)	• Evidence to establish a clear link to the continuation of a chassis number sequence known to be frontal impact compliant (Note 2)
	Car with an engine capacity less than 660 cc (mini-sized vehicle)	• Evidence that the vehicle was manufactured on or after 1 July 2000
	New/unregistered car	• A Japanese completion inspection certificate which demonstrates that the vehicle was manufactured in Japan on or after 1 January 1996 (Note 2)
MB or MC	Manufactured for the Japanese domestic market	• Evidence that it was manufactured in Japan on or after 1 July 1999
	Domestic model first registered in Japan after the end of the last year shown in the latest JAMA list (Note 1)	• Evidence to establish a clear link to the continuation of a chassis number sequence known to be frontal impact compliant

Note 1

Japan Automobile Manufacturers Association's (JAMA) books may be used to establish the date of manufacture of Japanese domestic vehicles manufactured after 1 January 1996. When using this method, a vehicle inspector must be able to verify this information and demonstrate the verification process.

Note 2

If a class MA vehicle manufactured in Japan for the Japanese domestic market is not listed in any of the JAMA charts or chassis numbers covering production from 1993 onwards, and was first registered in Japan after the end of the last year shown on the latest JAMA list, it can be assumed that the vehicle was manufactured after 1 January 1996.

Note 3

Any MA, MB or MC class vehicle imported from Japan that satisifes documentation requirements for general compliance and meets Euro 4, Japan 05 etc level emissions standards or better may be accepted as frontal impact compliant.

If a class MA, MB or MC vehicle that was manufactured outside Japan is not shown on one of the recognised manufacturer's lists published on the NZTA website, one of the following methods may be used to determine frontal

impact compliance.

Manufactured outside Japan		
Class	**Description**	**Methods for determining compliance**
MA	Vehicle with an engine capacity less than 660cc (mini-sized vehicle)	• Evidence that the vehicle was manufactured on or after 1 July 2000 (Note 4), and • Evidence that the vehicle has been through the Japanese type approval process (ie a TDN shown on the de-registration or export certificate)
	Car with an engine capacity of 660cc or more manufactured for the Japanese market	• Evidence that the vehicle was manufactured on or after 1 April 1999 (Note 4), and • Evidence that the vehicle has been through the Japanese type approval process (ie a TDN shown on the de-registration or export certificate) or • Evidence that the vehicle was manufactured after 1 July 1999 (this may be determined by decoding the VIN to confirm the vehicle has a model year of 2000 or later), and • Evidence that the vehicle has been through the Japanese type approval process (ie a TDN shown on the de-registration or export certificate), and • The frontal impact compliance lists provided on the NZTA website do not contain any contra information
	Vehicle with no TDN shown on the de-registration or export certificate.	• Alternative evidence of compliance with an applicable standard. This may be a statement of compliance, an EC Whole Vehicle Approval plate showing directive 2001/116, or a UN/ECE decal showing compliance with R94 , or • A TDN exemption .
MB or MC	Manufactured for the Japanese domestic market.	• Evidence that the vehicle was manufactured on or after 1 July 1999 (Note 4) (this may be determined by decoding the VIN to confirm the vehicle has a model year of 2000 or later), and • Evidence that the vehicle has been through the Japanese type approval process (ie a TDN shown on the de-registration or export certificate), and • The frontal impact compliance lists provided on the Transport Agency website do not contain any contra information.

Manufactured outside Japan		
Class	**Description**	**Methods for determining compliance**
Vehicle with no TDN shown on the de-registrat or export certificat	• Alternative evidence of compliance with an applicable standard. This may be a statement of compliance, an EC Whole Vehicle Approval plate showing directive 2001/116, or a UN/ECE decal showing compliance with R94.	

Note 4

Care must be taken when decoding the VIN. Not all manufacturers use the ISO standard exactly, so it cannot be taken for granted that manufacturers will always use the tenth character as year of manufacture, or that all manufacturers will use the same characters to denote the year. Table 3-2-3 shows decode data for some non-Japanese makes. Refer to the recognised manufacturers' lists on the the NZTA website for further information.

Note 5

For further information regarding frontal impact compliance requirements for specific Mitsubishi models, refer to Technical bulletin 8 – Frontal impact compliance for Mitsubishi models.

Note 6

For further information regarding frontal impact compliance requirements for Toyota Cavalier vehicles, refer to Technical bulletin 9 – Frontal impact compliance for Toyota Cavaliers.

Note 7

For further information regarding exemptions from frontal impact compliance requirements for people-mover vehicles, refer to Technical bulletin 7 - Frontal impact standard exemptions.

Note 8

A list of the class MA Japanese makes and models that are known to be manufactured outside Japan for the Japanese domestic market are shown in Table 3-2-2

Table 3-2-2. Japanese vehicles manufactured outside Japan

Ford **Note**: Some Ford models are built in Japan in partnership with Mazda	Festiva (Korea) Ka (Spain) Mondeo (Belgium)	Probe (US) Taurus (US) Escape (Taiwan)
Honda	Accord CD3, CD7, CD8, CE1, CF2 (US) Accord Inspire UA4, UA5	Civic Coupe EJ7 (US) LaGreat RL1 (US)
Mitsubishi	Carisma (Belgium and the Netherlands) Magna station wagon (Australia)	Diamante (Australia)
Nissan	Bluebird ‘Aussie’ (Australia) Primera E-FHP11 (Great Britain)	AD station wagon R-MVFY10 (Mexico) Mistral (Spain)
Toyota	Avalon (US) Cavalier (US)	Scepter (US) Voltz (US)
Subaru	Traviq (Germany)	

Table 3-2-3. VIN decode data for some European makes

Make	VINs starting with:	Make	VINs starting with:
Audi	WAU, WUA or TRU	Hyundai	KMH
Cadillac	1G6	Jeep	1J4 or 1J8
Chrysler	1A8, 1C3, 1C4 or 1C8	Land Rover	SAL
Daewoo	KLA or KL1	Opel	W0L
Ford China	LFA	Porsche	WP0 or WP1
Ford Europe*	WF0	Saab	YS3
Ford USA	1FA or 1FM	Volkswagen	WVW or WVG

* All of the above vehicle manufacturers use the tenth character as model year, except Ford Europe, which uses the eleventh character as year of manufacture.

Figure 3-2-4. Flowchart for determining frontal impact compliance for class MA vehicles

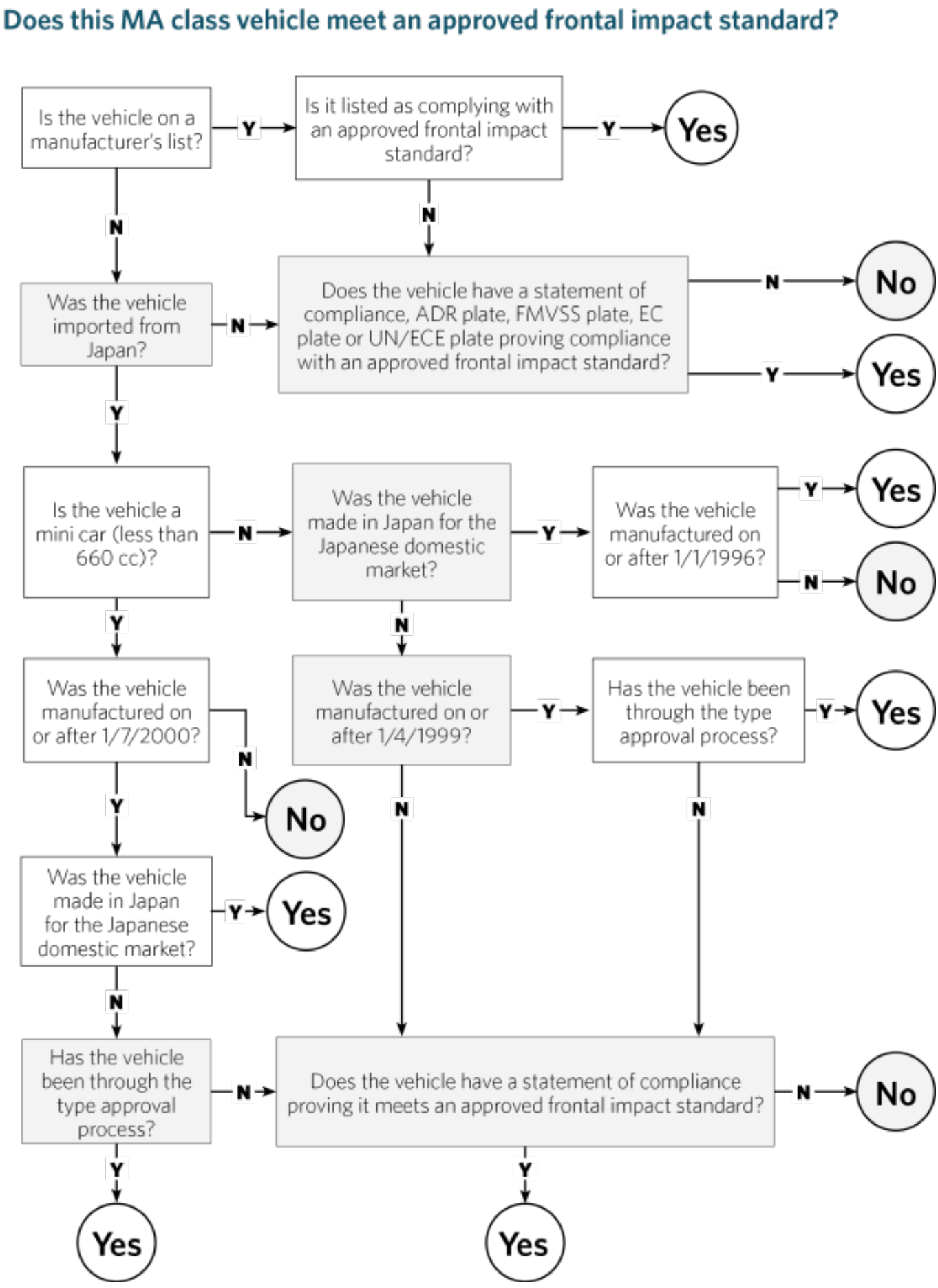
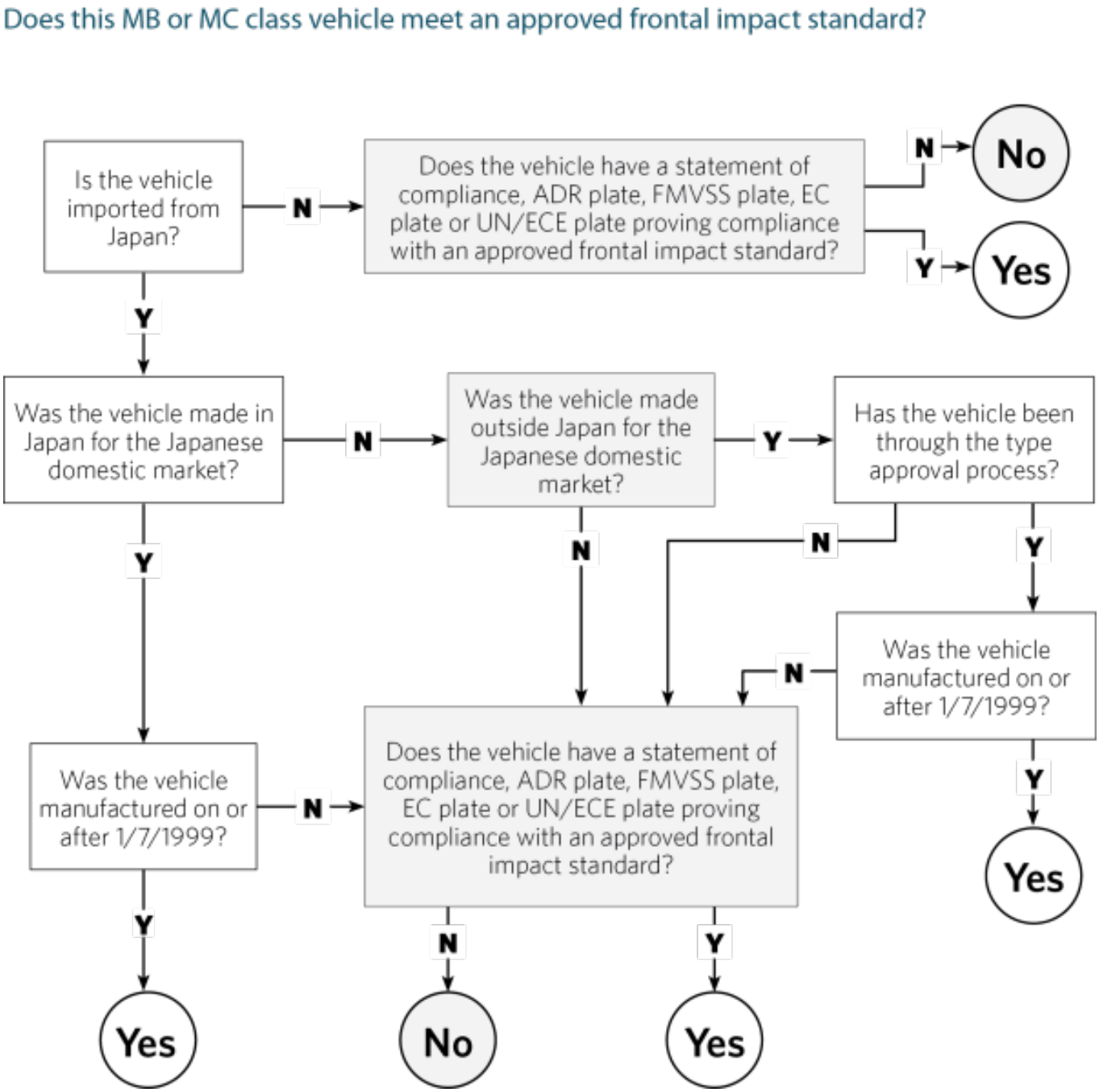


Figure 3-2-5. Flowchart for determining frontal impact compliance for class MB and MC vehicles



Page amended **1 November 2017** (see **amendment details**).

3-3 Inspection specifications

The vehicle inspector must personally carry out a full structural inspection of the vehicle.

Every vehicle must be inspected for existing accident damage, structural repairs, corrosion or evidence of water or fire damage (see **Technical bulletin 2**). Any damage, deterioration or repairs to structural areas of the vehicle outside the limits set by the threshold must be recorded on LANDATA and the vehicle referred to a specialist repair certifier (Note 11).

The threshold for requiring specialist repair certification must be strictly met. See **Vehicle structure – 3-4 Threshold for requiring specialist repair certification**

If a vehicle was flagged for damage by the border inspection organisation (BIO) and then presented in a repaired state, it must be referred to a specialist repair certifier.

Damage or deterioration does not require either repair or specialist certification provided it is within the limits established in **Vehicle structure – 3-4 Threshold for requiring specialist repair certification**

If a vehicle is failed as a result of structural damage, it cannot be certified until the vehicle has been inspected and certified by a specialist repair certifier.

A three-dimensional (3D) chassis measurement must be carried out on all light vehicles undergoing repair certification, unless the vehicle has been referred to a specialist repair certifier as a result of corrosion damage. However, if the corrosion damage is extensive enough to cause distortion or partial collapse of the existing vehicle structure, 3D measurement must be carried out.

A vehicle referred to a specialist repair certifier may be returned with an LT307 No repair certification required declaration if the damage or previous repairs are assessed as minor/non-structural. See **Reference material 79** for a sample LT307. If the vehicle has a damage flag this can be lifted using the LT307 as a basis for the flag removal.

Pre-1991 vehicles

Trim does not need to be removed as part of the structural inspection if the vehicle was:

- manufactured before 1991, and
- previously registered in New Zealand before 1 January 1991.

However, a structural inspection must be carried out. If the vehicle fails the structural inspection, it must be referred to a specialist repair certifier and undergo the same repair certification process as any other vehicle that has failed the entry level structural inspection process.

Scratch-built low volume vehicles

Trim does not need to be removed as part of the structural inspection if a vehicle is a scratch-built low volume vehicle certified by category LV1D, LV2B or LV2C authorised LVV certifiers. However, a full general inspection must be carried out. The vehicle inspector may require an invasive structural inspection if any areas of concern are identified during the general inspection.

Parallel-imported new vehicles

A full structural inspection is required for parallel-imported new vehicles. However, an application for an exemption from the requirement to remove trim is likely to be accepted. See **Reference material 18** for a template of the ‘Request for trim removal exemption’.

1 Structural inspection

During entry-level certification, vehicles of class MA, MB, MC, MD1, MD2 and NA must undergo an invasive structural inspection, according to the following specifications.

1. Before inspecting a vehicle, the following trim items must be completely removed from the vehicle (other than pillar trims referred to in the notes):

a) door aperture windlaces and sealing strips

b) door sill plates

c) all upper and lower pillar trims necessary to expose:

i. previous repair and corrosion damage

ii. seatbelt anchorages

d) rear seat squab (unless fully hinged)

e) boot aperture rubbers or sealing strips

f) boot sidewall trim, floor coverings and spare wheel

g) front inner guard covers fitted to monocoque construction vehicles. (Note 1)

h) front sub-frame splash guards. (Note 2)

Note 1

Front inner guard covers do not need to be completely removed from the vehicle; they can hang from one mounting point provided it is possible to view the structure of the vehicle with the guard cover in that position.

Note 2

Front sub-frame splash guards only need to be loosened so that they can be pulled down and the front underbody structure fully viewed.

Note 3

Pillar trims only need to be completely removed from the mounting surface (they can hang from the seat belt webbing). They do not need to be removed from the vehicle.

Note 4

It is not necessary on all vehicles to remove the ‘A’ pillar trim as part of the structural inspection. The vehicle inspector can ask for the ‘A’ pillar trim to be removed if there is reason to believe that the trim is covering evidence of damage, previous repair or corrosion.

Note 5

Boot sidewall trim only needs to be removed if it is not possible to view the vehicle structure with the trim in place.

Note 6

This is the minimum amount of trim removal necessary to enable a vehicle inspector to identify any damage, deterioration or poor repairs to structural areas of the vehicle. In many instances it will be necessary to remove additional trim (splashguards etc) to enable a vehicle inspector to identify the full extent of the structural damage, deterioration or previous repairs.

2. Before commencing the inspection, the vehicle inspector must check the exterior of the vehicle for any signs of previous crash repairs under appropriate lighting conditions (as specified in **section 8(1.3) and (1.6)** of the Introduction to this manual). Evidence of previous repairs may be indicated in any of the following ways:

a) mismatch of paint colour or finish

b) uneven ride height

c) wrinkles in side panels, doors and roof

d) misaligned wheels

e) uneven gaps between body panels (fenders, bonnet, doors and boot).

3. The following items must be inspected on each vehicle:

a) Engine compartment

• front crush zones	• firewall
• chassis rails	• suspension towers and mountings
• inner guards	• radiator support panel

b) Exterior

• door frames, locks and hinges	• pillars
• sills (Note 7)	• roof guttering

Note 7

Where a vehicle is fitted with full sill exterior plastic body kits, which completely cover the exterior sill so that it is not possible to remove without damaging beyond repair, the body kit only needs to be removed if the vehicle inspector believes there are underlying problems with the sill.

c) Luggage/cargo compartment

• suspension towers and mountings	• seatbelt anchorages
• floor	• rear panel
• spare wheel well	

d) Underbody and/or chassis frame

• front and rear crush zones	• sub-frame mountings
• chassis rails and cross-members	• seatbelt anchorages
• floor rails	• sills
• floor	• steering and suspension mountings

e) Passenger compartment (inside vehicle)

• exposed floor areas	• cross-members
• floor to inner sill seams	• seat and seatbelt anchorages
• pillars	

Note 8

The vehicle inspector must fully extend every seatbelt to ensure that the entire length of the seatbelt is inspected.

The underbody inspection must be carried out under specified lighting conditions, using any of the following equipment:

- an inspection pit
- a vehicle hoist
- a ramp of adequate height that allows the inspector to comfortably walk under the vehicle to inspect all crush zones, chassis rails, sills and cross-members.

Note 9

If seatbelt anchorage bolts are removed as part of the structural inspection process they must be reassembled using a calibrated torque wrench.

2 Evidence of inspection

The vehicle inspector must place some form of unique mark to identify the person carrying out the structural inspection (eg inspector initials as identified in the QMS/PRS Staff Record) at each concealed location inspected. This provides evidence of the inspection and a form of quality control.

For all concealed upper and lower outboard seatbelt anchorages, the unique identification marks must be placed within 50mm of these.

3 Reassembly

Where components are removed as part of the inspection process, an IO must have procedures in place to ensure that those components are reassembled correctly.

4 Trim removal exemption

Under some circumstances it is not practicable to remove the trim in a motor vehicle.

Examples of such cases are:

• chiller vans	• vehicles fitted with airbags in the roof or pillars
• motorhomes	• late–model, high specification, ‘expensive’ vehicles

In such instances, IOs may apply to NZ Transport agency Waka Kotahi (NZTA) for an exemption from the requirement to remove the interior trim.

Before NZTA can process an exemption for a specific vehicle, the IO must structurally inspect the vehicle and complete an application for an exemption from trim removal requirements (see **Reference material 18**).

Once NZTA has received the application, an NZTA Certification Officer or nominated person will contact the entry certifier to arrange a date and time for the vehicle to be inspected.

1. The vehicle should be available on a hoist. The NZTA staff member or nominated person will advise which items such as door rubbers, inner guards and under body panels need to be removed for the purposes of the inspection.

2. The IO must provide the Certification Officer with a copy of the structural inspection sheet.

3. The Certification Officer will physically inspect the vehicle. NZTA will consider the following factors when processing an application for exemption from trim removal:

• the type of vehicle	• the condition of the vehicle
• the age of the vehicle	• whether the vehicle can be easily stripped
• the vehicle’s safety features	• whether the vehicle can be partially stripped

4. If any evidence of structural damage, repairs or corrosion damage is found, the application will be declined.

Note 10

An application may be reconsidered if a specialist repair certifier inspects the vehicle and issues an LT307 certificate (for a light vehicle - see **Reference material 79** for a sample certificate) or a statement on letterhead from a heavy

vehicle specialist certifier (for heavy vehicles) that confirms there is no damage, repairs or corrosion.

5 The Certification Officer will consider the application and notify the applicant of the outcome.

a) If the Certification Officer considers that stripping the vehicle would not pose difficulties or damage the vehicle, the application for a trim removal exemption will be declined. A letter of notification will be sent to the applicant.

b) If the Certification Officer believes there is sufficient reason to grant an exemption from trim removal requirements, the Certification Officer will approve a full or partial trim removal exemption. An 'exemption to remove trim on an imported used vehicle' letter describing any special conditions will be sent to the entry certifier, and a copy will be sent to the applicant.

IMPORTANT: **Technical bulletin 11** describes the requirements for carrying out the inspection of motorhomes.

Note 11

Specialist repair certifier in this case means a light vehicle repair certifier or heavy vehicle specialist certifier as applicable to the vehicle class.

Page amended **1 November 2014** (see **amendment details**).

Page updated 19 November 2021 (see **details**).

3-4 Threshold for requiring specialist repair certifier inspection

The following information gives guidance to vehicle inspectors in determining when a light vehicle (including motorcycles and mopeds) or a heavy vehicle undergoing entry certification in New Zealand requires specialist inspection by a 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.

Applicable legislation

- **Land Transport Rule: Vehicle Repair 1998**

A repair to a vehicle (including its structure, systems, components or equipment) must restore the damage or wear to within safe tolerance of its state when manufactured or modified.

Criteria for reporting structural damage or corrosion

The criteria detailed below must be used when deciding if any damage or corrosion should be referred to a specialist repair certifier. All damage meeting this criteria and found in the energy management path areas must be referred to a specialist repair certifier.

Structural components that can be unbolted, such as doors with intrusion beams and sub frames, which are damaged or corroded are a reason for rejection. However, these parts can be replaced by the owner and re-inspected without the need for repair certification.

The important distinction when applying these criteria is:

- Whether the area identified as damaged by impact, previous repair, or corrosion is structural or cosmetic, and
- Whether the extent of damage is sufficient to compromise the structural integrity of the motor vehicle, or
- Whether evidence of damage, previous damage repair, or heat damage is present in a structural area, or energy management path of the motor vehicle.

Photographs illustrating examples of structural damage and corrosion are shown in **Reference material 71**

Damage/deterioration that must be referred to a specialist repair certifier

Under-body impact damage

A vehicle must be referred to a specialist repair certifier if it has underbody damage caused by a collision with a substantial object, sufficient to cause the splitting of seam welds, distortion of suspension members or mounting points, or tearing of metal structures.

Denting or distortion

- A vehicle must be referred to a specialist repair certifier if there is any discernible denting or distortion to the folds or swages in the dog leg, sill panel or structure of the inner/outer sill weld seam, other than minor scraping.
- A vehicle must be referred to a specialist repair certifier if rocker panels (outer sills) are dented or creased lengthways along the sill and the depth of the crease exceeds 25mm (see Figure 3-4-1).
- A vehicle must be referred to a specialist repair certifier if rocker panels (outer sills) are vertically dented or creased across the sill regardless of the depth of the crease or dent (see Figure 3-4-1).

Crush zones and kick-up areas

A vehicle must be referred to a specialist repair certifier if there is distortion of the longitudinal rails affecting the front and rear crush zones and kick-up areas.

Crossmembers

A vehicle must be referred to a specialist repair certifier if there is denting or distortion of the crossmember as a result of collision with an object.

Cracking

A vehicle must be referred to a specialist repair certifier if there is cracking in:

- the unibody or chassis
- any crossmembers and subframes
- a load bearing member, or energy management paths in unibody structures
- the body of a vehicle with a body-over-frame chassis in the energy management paths, engine mounts, suspension mounts, body mounts, pillars, or sills.

Repaired damage

A vehicle must be referred to a specialist repair certifier if signs of repair, rust prevention, acid wash (see **Technical bulletin 49: Acid wash process on used imports**) or under-sealing to any part of the vehicle structure are evident (for exceptions to this requirement see **Technical bulletin 44: Rust prevention or under-sealing on late model cars from the UK**) (for rust heave on heavy vehicle chassis refer to Figure 3-4-4).

Heavy Motor Vehicle repairs that do not require a specialist repair certification (LT400)

This guide contains the list of repairs to heavy vehicles that do not require heavy vehicle specialist inspection and certification, ie an LT400.

1. Replacement of bolted components. Except for components that specifically require specialist inspection and certification. (eg log bolster attachments, drawbars and drawbeams, etc)

2. Repairs to the **first failures** of chassis cross-members that are **NOT** one of the following:

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

b) cross-members that are fitted within 500mm from engine or transmission mounts

c) cross-members that are fitted within 500mm from a suspension support (eg spring hanger)

d) cross-members to which a driveshaft centre bearing is fitted

e) cross-members that are fitted to support a:

- ball-race turntable
- tow coupling
- fifth-wheel
- king pin
- bolster attachment
- hoist, hydraulic cylinder of a tipping body, or any other devices that may place a concentrated load on the chassis.

3. Repairs to coaming rails that do not support certified load anchorage points, including stock crate j-hooks.

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

5. Repairs to a component of a freight or bus monocoque body (ie not a truck's driver/passenger cab) if the component is not part of the body framework. (eg body panels)

Note: the vehicle inspector may reject the component during the Certification of Fitness inspection if the welding that has been carried out as part of the repair is of poor quality, established by means of visual inspection.

Supplementary Restraint System (SRS): Airbags and seatbelt pretensioners

A vehicle must be referred to a specialist repair certifier if it has a deployed airbag (Note 2) or seatbelt pretensioner, or there is evidence of repairs to or tampering with airbag module covers. (including colour variations in plastic covers to steering wheels, dash panels, interior trim, or non-original stitching to seat mounted airbags).

Water or fire damage

- A vehicle must be repair certified by a specialist repair certifier if there is evidence that it has suffered water or fire damage (Note 3). See **Technical bulletin 2**

Corrosion or wood laminate damage

- **Corrosion or wood rotting damage** is where a metal or wooden structure has been eaten away and could be seen as bubbling or pitting of the steel elements or by water damage, delamination or swelling of a wooden surface. The typical outward signs of such damage are lifting, bubbling or discolouring of painted surfaces. In extreme cases, the affected area will fall out and leave a hole.

A vehicle must be specialist repair certified if there is corrosion damage (Note 4) in any structural area, as indicated in the shaded areas of Figure 3-4-2.

- **Perforated corrosion** is where the metal is corroded to the extent that it has holes, or holes are exposed when rust scale is removed. If metal is badly pitted causing a loss of metal thickness it must also be treated as perforated corrosion.
- **Rust heave on a heavy vehicle chassis** must be assessed in accordance with the requirements in the VIRM: **In-service certification 3-1 Structure (heavy vehicles)**. See also Figure 3-4-4.

If there is perforated corrosion in any other (non-structural) area, as indicated in the non-shaded areas of Figure 3-4-2, the vehicle must be reported.

- **Repair** of corrosion on 'bolt on' parts (doors, bonnets etc) within a 150mm circle around the outside of hinge or latch components will require specialist repair certification. These 'no corrosion' zones are circled in Figure 3-4-3
- **Replacement** of these parts will not require specialist repair certification, provided the inspector is satisfied that safety systems are not affected (eg side intrusion beams, burst proof locks, frontal impact systems).

Permitted cosmetic damage/deterioration

Cosmetic damage to the motor vehicle's outer body panels is permitted, providing it does not affect the structural integrity of chassis, the energy management paths, or any of the bonded or welded seams and joints used in the manufacturing process.

Cosmetic parts on a unibody chassis are generally bolt on items such as the bonnet, front guards, boot-lid, and in most cases the doors.

Photographs illustrating examples of cosmetic damage are shown in **Reference material 72**

Inspection

A list of specific types of damage follows. It explains the extent to which damage is allowed before a vehicle must be reported.

Underbody impact damage

A vehicle doesn't require specialist repair certification if it has minor underbody impact damage caused by 'grounding' the vehicle or where some scraping of the sill seams or floor pan stiffening members has occurred.

Denting or distortion

A vehicle is not required to be referred to a specialist repair certifier if rocker panels (outer sills) are dented or creased lengthways along the sill to a depth of less than 25mm.

Cross-members

A vehicle is not required to be referred to a specialist repair certifier if it has minor jacking damage to a cross-member, provided there is no indication of loss of steering or suspension alignment.

Repaired damage

A vehicle with repaired damage is not required to be referred to a specialist repair certifier if repairs are only to correct cosmetic damage to the outer body panels, provided the vehicle inspector is able to discern the extent of the damage and confirm that none of the vehicle manufacturer's seams or joints have been disturbed during the repair.

Vehicles flagged for damage at the border

When a Border Inspection Organisation identifies damage on a vehicle during the border check, the vehicle will be flagged as damaged on LANDATA. If the vehicle inspector determines that the damage does not exceed the threshold for requiring specialist repair certification, an application must be made to remove the damage flag.

A 'Request to remove border damage flag' form is available in **Reference material 17**. The vehicle inspector must complete this form and give it to the IO supervisor authorised to remove damage flags.

Repair certification and damage flags

A light vehicle may have a damage flag removed if it has been repaired in accordance with the requirements of the **VIRM: Light vehicle repair certification** and it has been requested by a repair certifier, as mentioned in the LT308.

A heavy vehicle may have a damage flag removed if it has been repaired and certified (LT400) by a heavy vehicle specialist certifier with the appropriate category.

Note 1

Specialist repair certifier in this case means a light vehicle repair certifier or heavy vehicle specialist certifier as applicable to the vehicle class.

Note 2

Unless there is evidence that the airbag has been deployed, it is not expected that the vehicle go to a specialist repair certifier if it has a sports steering wheel fitted with no airbag at entry and is failed and it is requested that the OE steering wheel be reinstated.

If the airbag has not been deployed it is only expected that the original steering wheel be reinstated and an SRS declaration issued in line with **Technical bulletin 29**

Note 3

For the purposes of the threshold for requiring specialist repair certification, evidence of water damage may be physical evidence, or it may be that the vehicle has been written-off for insurance purposes as a result of water damage.

Note 4

Corrosion damage includes any signs of 'rust bleed'.

Rust bleed is a rust coloured stain or mark that appears around an area of corrosion that may not be visible. Rust bleed is most commonly found where panels join or overlap when corrosion has started between the two surfaces and moisture has caused a rust stain or mark to run onto the external surface.

Note 5 (NZ vehicles re-entering service only)

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.

Figure 3-4-1. Outer sills cross section and rocker panels

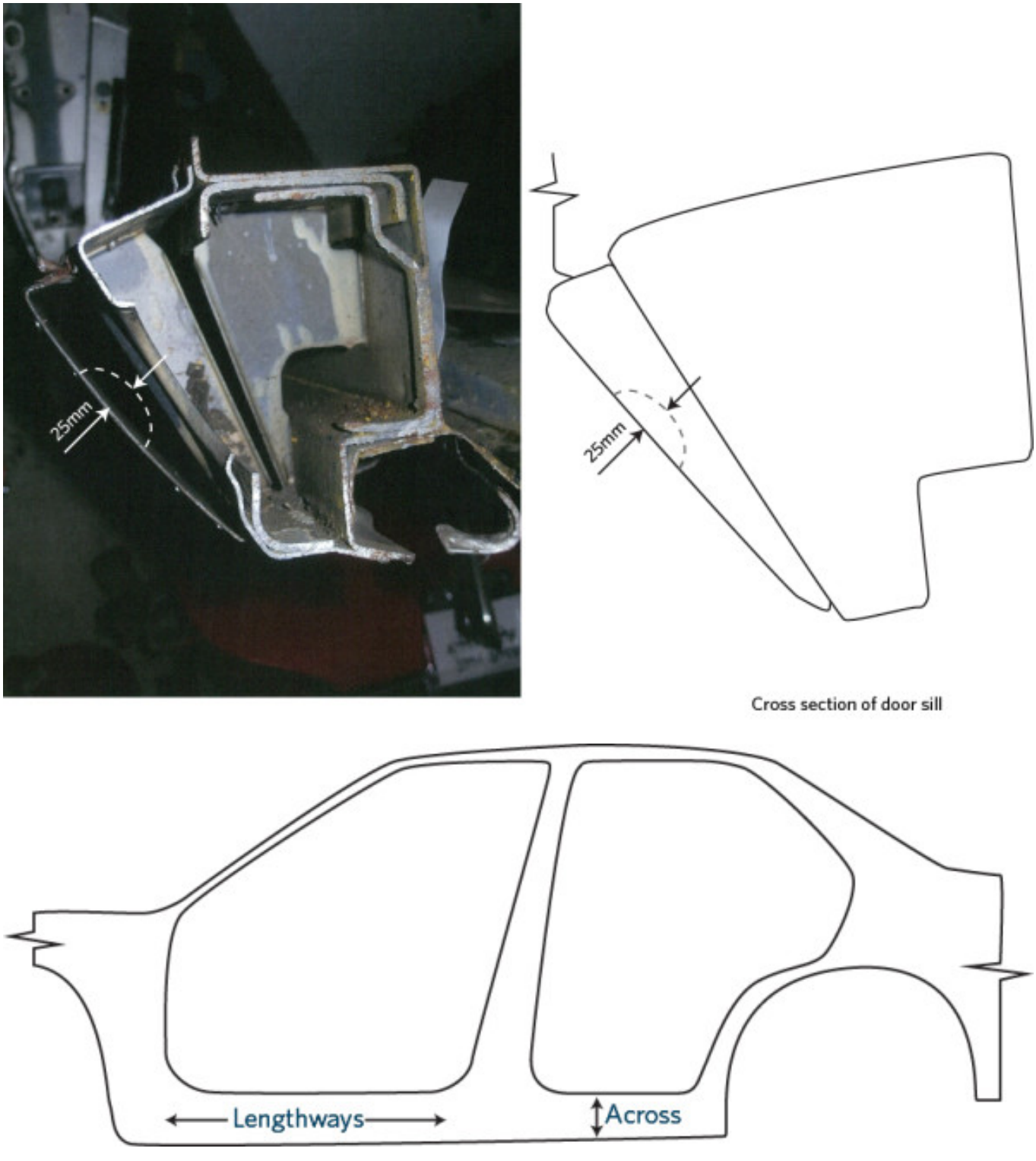


Figure 3-4-2. Structural corrosion damage limits

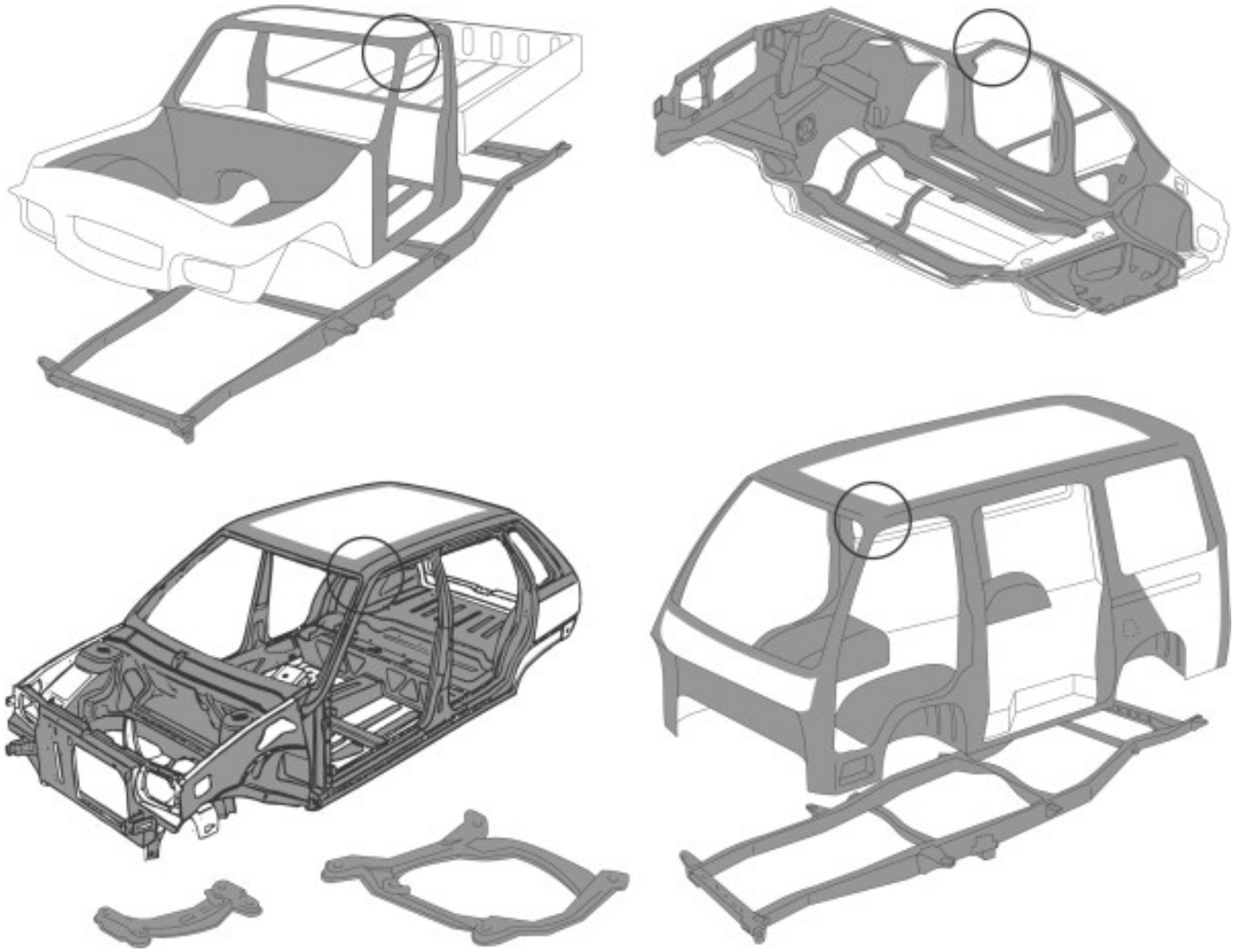


Figure 3-4-3. Hinge and latch anchorage corrosion damage limits

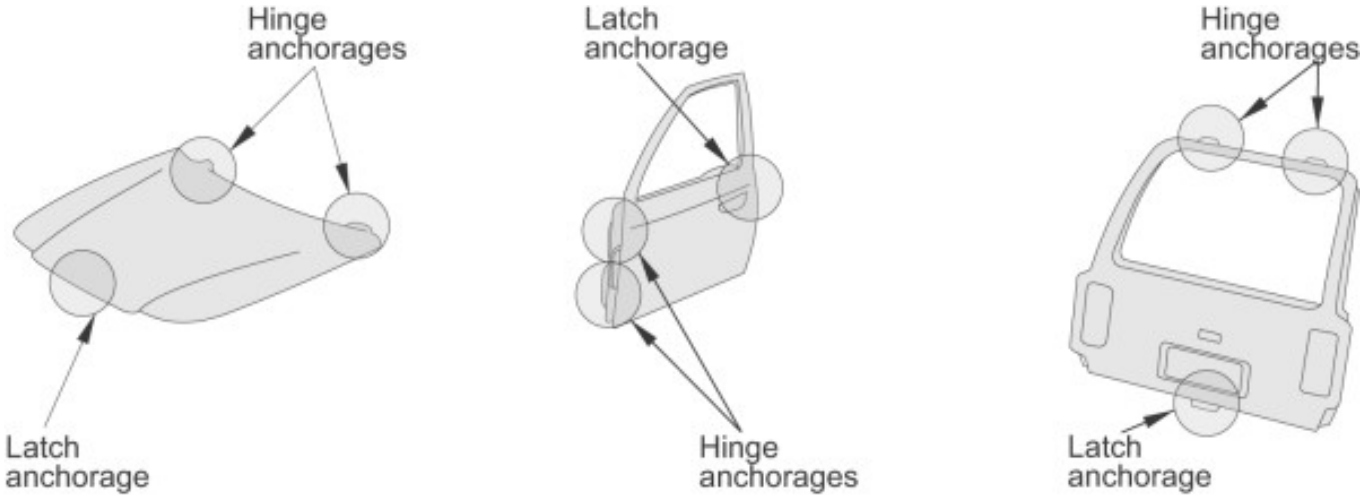
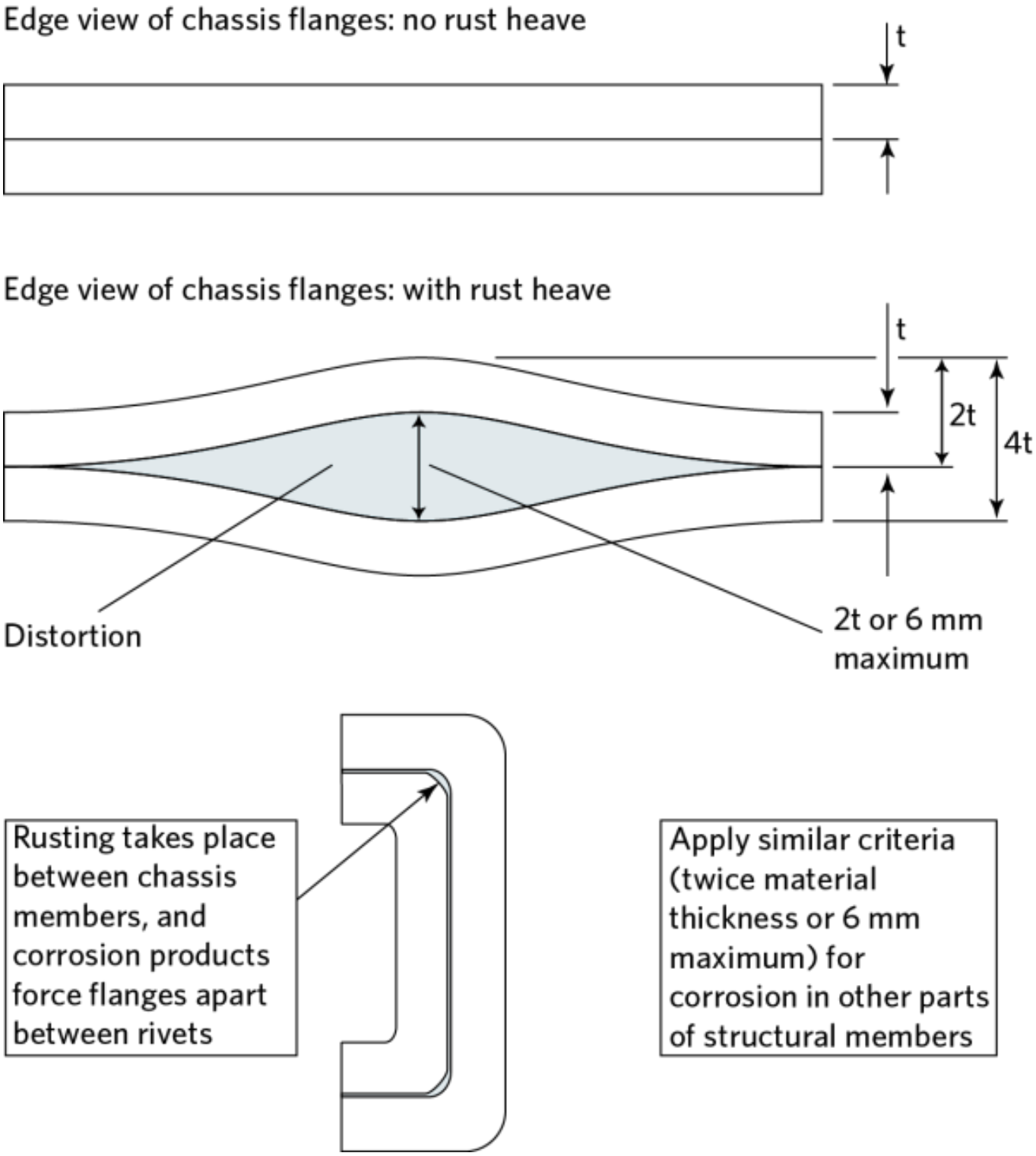


Figure 3-4-4. Rust heave limits



Rust heave beyond the limits described above is acceptable only if an HVS certifier has confirmed this in writing. The vehicle may continue without repair until an expiry date specified by the HVS certifier. Where no expiry date is specified the vehicle must be referred to an HVS certifier for another assessment at the next CoF inspection.

Regardless of any expiry date, an inspector may refer the vehicle to an HVS certifier if he/she suspects that the safety of the vehicle is compromised, eg due to excessive corrosion or chassis cracking. If the chassis is repaired, an LT400 is required.

Page amended **30 July 2025** (see **amendment details**).

3-5 Stability (Light PSV)

Vehicles must comply with the requirements relating to modification set out in the **VIRM: In-service certification, section 3-2**

There are no additional requirements in respect of light PSV stability for the inspection and certification of unmodified vehicles for entry into service.

Note: the following is a guide as to the requirements for compliance of light PSVs with stability requirements of the **Land Transport Rule: Passenger Service Vehicles 1999** (the PSV Rule).

A mass produced standards compliant stock model light vehicle is deemed to comply with the stability requirements in the PSV Rule, and there is usually no need for certification in respect of mass produced MA, MB, MC, MD1 and MD2 category vehicles. This approach could be used even in the case of class NA vehicles converted into MD1 or MD2.

If there is a serious doubt that the vehicle would comply, and if the vehicle inspector has reasons to believe that a conversion will prevent the vehicle from meeting requirements, he/she may require specialist certification. For example, if a class NA Ford Transit van is converted to an MD2 light bus, but the floor level is much higher than would be usual for unmodified MD2 category Ford Transits of similar passenger capacity, then the vehicle inspector may assume that the stability requirements might not be complied with. A similar situation might arise with off-roader vehicles with very narrow track and very high ground clearance.

3-5 Stability (Heavy PSV)

Reasons for rejection

Mandatory requirements

1. A heavy PSV does not demonstrate static tilt stability as required in Table 3-5-1

Modification and repair

2. A vehicle does not comply with a requirement relating to modification and repair set out in the **VIRM: In-service certification, section 3-2**.

Note 1

See **Technical Bulletin 32** for vehicle makes and models that can be accepted as meeting this requirement. All other documentation must be referred to the NZTA for approval.

To be considered for approval by the NZTA, documentation must be model / sub-model specific and be able to support the validity of the statement in accordance with any of the following, as appropriate:

- a summary of evidence or a certificate from independent tests carried out in accordance with the requirements of the approved vehicle standards
- a type approval issued by a relevant authorised certification organisation in accordance with the approved vehicle standards
- documents in relation to arrangements for ensuring conformity of production in accordance with the requirements of the approved vehicle standards
- documents confirming that a deviation of the vehicle or specific aspect of the vehicle from the original source design, resulting from changes to components or manufacturing methods, does not have an adverse effect on

compliance with the approved vehicle standards
- any other requirements specified by the Transport Agency.

If documentation isn't available or is insufficient, an HVEC must be engaged by the manufacturer to demonstrate compliance.

Table 3-5-1. Static tilt stability requirements for a heavy PSV

Floor height	Sideways tilt	Demonstration of compliance
Less than 2m above ground	35 degrees	• Written documentation from the vehicle manufacturer (Note 1), or • calculations, if the centre of gravity can be proven within 50mm, certified by an HVS certifier category HVEC, or • practical testing certified by an HVS certifier category HVEC.
2m or more above ground	28 degrees	

Summary of legislation

Applicable legislation

- **Land Transport Rule: Passenger Service Vehicles 1999**
- **Land Transport Rule: Vehicle Standards Compliance 2002**.

Mandatory requirements

1. A motor vehicle which entered service as a PSV on or after 1 July 2000 must be stable under the following conditions of static tilt:

a) a vehicle with a floor not more than 2m above the ground, and loaded with weights representing the occupants' mass in all seating positions must be stable on a surface which is subject to a sideways tilt of 35 degrees, as demonstrated by one of the following methods:

i. written documentation from the vehicle manufacturer, or

ii. type approval, or

iii. calculations, if the centre of gravity can be proven within 50mm, or

iv. practical testing certified by a HVS certifier.

b) a vehicle with a floor 2m or more above the ground, and loaded with weights representing the occupants' mass in all seating positions for a single-decked vehicle and in the upper deck only of a double-decked vehicle must be stable on a surface which is subject to a sideways tilt of 28 degrees, as demonstrated by one of the following methods:

i. written documentation from the vehicle manufacturer, or

ii. type approval, or

iii. calculations, if the centre of gravity can be proven within 50mm, or

iv. practical testing certified by a HVS certifier.

2) A statement of compliance may be issued for a vehicle or for a specific aspect of a vehicle only if the manufacturer or manufacturer's representative, or a relevant component manufacturer or component manufacturer's representative, is able to support the validity of the statement in accordance with any of the following, as appropriate:

a) a summary of evidence or a certificate from tests carried out in accordance with the requirements of the approved vehicle standards,

b) a type approval issued by a relevant authorised certification organisation in accordance with the approved vehicle standards,

c) documents in relation to arrangements for ensuring conformity of production in accordance with the requirements of the approved vehicle standards,

d) documents confirming that a deviation of the vehicle or specific aspect of the vehicle from the original source design, resulting from changes to components or manufacturing methods, does not have an adverse effect on compliance with the approved vehicle standards,

e) any other requirements specified by the Agency.

3) A vehicle manufacturer or manufacturer's representative, or a relevant component manufacturer or component manufacturer's representative, must comply, within a reasonable time, with any request from the Transport Agency to provide the information or document listed in 2)(a) to (e).

Modification and repair

2. A vehicle must comply with the requirements relating to modification and repair set out in the **VIRM: In-service certification, section 3-2**.

Page amended **1 November 2017** (see **amendment details**).

3-6 Roll-over strength (Light PSV)

Reasons for rejection

Mandatory requirements

1. A vehicle inspector has reason to believe that the structural strength of a light PSV, when manufactured, would not be sufficient to provide reasonable protection for the occupants in the event of roof or wall deformation resulting from the vehicle rolling over.

Note 1

A mass-produced, standards-compliant stock-model light vehicle of class MA, MB, MC, MD1, MD2 or previously of class NA is deemed to comply with the roll-over strength requirements.

If there is serious doubt that the vehicle would comply, the vehicle inspector may request further information from a relevant person such as the vehicle manufacturer or a specialist certifier.

Summary of legislation

Applicable legislation

- **Land Transport Rule: Passenger Service Vehicles 1999**

Mandatory requirements

1. The structural strength of a light PSV must be sufficient to provide reasonable protection for the occupants in the event of roof or wall deformation resulting in the vehicle rolling over.

3-6 Roll-over strength (Heavy PSV)

Reasons for rejection

Mandatory requirements

1. A heavy PSV, except for a double-decked vehicle does not demonstrate compliance with at least one of the following:

- one of the approved methods of UN/ECE 66
- one of the approved methods of ADR 59/00
- certification to **PSV Rule** 7.5(3) by an HVS certifier category HVEC.

Note 1

See **Technical Bulletin 32** for vehicle makes and models that can be accepted as meeting this requirement. All other documentation must be referred to NZTA for approval.

To be considered for approval by NZTA, documentation must be model / sub-model specific and be able to support the validity of the statement in accordance with any of the following, as appropriate:

- a summary of evidence or a certificate from independent tests carried out in accordance with the requirements of the approved vehicle standards
- a type approval issued by a relevant authorised certification organisation in accordance with the approved vehicle standards
- documents in relation to arrangements for ensuring conformity of production in accordance with the requirements of the approved vehicle standards
- documents confirming that a deviation of the vehicle or specific aspect of the vehicle from the original source design, resulting from changes to components or manufacturing methods, does not have an adverse effect on compliance with the approved vehicle standards
- any other requirements specified by NZTA.

If documentation is unavailable or insufficient, an HVEC must be engaged by the manufacturer to demonstrate compliance.

Summary of legislation

Applicable legislation

- **Land Transport Rule: Passenger Service Vehicles 1999**.

Mandatory requirements

1. A heavy motor vehicle, except for a double-decked vehicle, which entered service as a PSV on or after 1 September 1999 must:

    a) demonstrate compliance with:

        i. one of the approved methods of UN/ECE 66, or

        ii. one of the approved methods of ADR 59/00, or

    b) be certified to **PSV Rule** 7.5(3) by an HVS certifier.

Page amended **1 October 2023** (see **amendment details**).

4 Lighting

Introduction

For all types of lamps covered in section 4, as at 19 December 2003, the following brand names of manufacturers of lights fitted as original equipment (OE) at the time of manufacture to Japanese domestic vehicles are recognised as meeting the relevant Japanese technical standards (TS):

• Aoki Seisakusyo Co Ltd	• IKI	• Oshima Electric Words Co Ltd (OEW)
• Bosch K.K.	• Iwaki Glass Co Ltd	• Stanley Electric Co Ltd
• Cateye Co Ltd	• Joto Kogyo Co Ltd	• SYS Metal Product Corp
• Ichikoh Industries Ltd	• Knight Beam Co Ltd	• Tokai Denso Co Ltd
• Imasen Electric Industrial Co Ltd	• Koito Manufacturing Co Ltd	• Toshiba Lighting and Technology Corp
• IPF Corporation	• Life Elex Inc	• Totyo Industry Co Ltd

All the lighting components must meet approved standards listed in Table 4-0-1.

The lighting installation standards, listed in Table 4-0-2, set out the lighting requirements for the vehicle as a whole. All the lighting components must meet approved standards. All vehicles manufactured on or after 27 February 2005 must meet one of these approved installation standards (or a more recent version). See also Figure 4-0-1.

OR

All the fitting requirements in the following sections of the **Land Transport Rule: Vehicle Lighting 2004**:

- Section 3.3 (headlamps)
- Section 4.3 (stop lamps)
- Section 5.3 (high-mounted stop lamps)
- Section 6.3 (direction indicator lamps)
- Section 7.3 (forward-facing position lamps)
- Section 7.4 (rearward-facing position lamps)
- Section 7.5 (side-marker lamps)
- Section 7.6 (end-outline marker lamps)
- Section 8.3 (registration plate illumination lamps)
- Section 9.3 (retroreflectors and retroreflective material)

These sections specify the fitting and visibility requirements for these lamps. This information is in the **VIRM: In-service certification**

If a vehicle is fitted with OE lights that exceed the amount permitted in the **Land Transport Rule: Vehicle Lighting 2004**, it may be certified if it was manufactured to comply with an approved installation standard.

Historic or Vintage vehicles that require a lighting endorsement for Entry requires the vehicle to have a valid Vehicle Identity Card before the vehicle can be accepted. The Historic Motor Vehicle Authority won't issue a Vehicle Identity Card until the vehicle is registered.

However, the Historic Vehicle Authority of New Zealand will issue a Historic Motor Vehicle Date of Manufacture and Authenticity Statement (DOMAS). This document identifies the vehicle and endorsements.

The DOMAS document can be used to satisfy the Vehicle Identity Card requirement for entry lighting endorsements provided that:

a) It is on the Historic Vehicle Authority of New Zealand letterhead

b) It identifies the vehicle

c) It identifies the appropriate lighting equipment endorsements that will be displayed on the Vehicle Identity Card when issued, and

d) It is signed and dated.

Table 4-0-1. List of approved standards for lighting and signalling components

New UN/ECE Regulations 148, 149, 150 have been introduced for lighting standards, which amend and replace or incorporate a number of the older Regulations.

While the **Land Transport Rule: Vehicle Lighting 2004** is yet to be updated, these new Regulations are accepted by NZTA as alternatives (Note 1) to many UN/ECE Regulations below (such as 4, 6, 7) which are currently incorporated in the Rule.

	UN-ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan
Headlamps	1 31 82 5 56 98 8 57 112 20 72 113 76 123 149	76/761 89/517 99/17	108	46 54 55 77	JIS D5500 JIS D5504 TS for headlamps Article 32
Front fog lamps	19 149	76/762 99/18	108	50	JIS D5500 TS for front fog lamps Article 33
Daytime running lamps	87 148		108	45 76	
Forward-facing position lamps	7 50 148	76/758 89/516 97/30	108	49 53	TS for clearance lamps TS for front end-outline marker lamps TS for front and rear position lamps JIS D5500 Article 34

	UN-ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan
Rearward-facing position lamps	7 50 148	76/758 89/516 97/30	108	49 53	TS for front and rear position lamps TS for tail lamps TS for rear end-outline marker lamps JIS D5500 Article 34
Rearward-facing retroreflectors	3 150	76/757 87/354 97/29	108	47	TS for rear reflex reflectors TS for large-sized rear reflex reflectors JIS D5500 Article 38
Direction indicator lamps	6 50 148	76/759 89/277 99/15	108	6 53	TS for direction indicator lamps JIS D5500 Article 41
Stop lamps	7 50 148	76/758 89/516 97/30	108	49 53	TS for stop lamps JIS D5500 Article 39
High-mounted stop lamps	7 148	76/758 89/516 97/30	108	60, or 49	TS for auxiliary stop lamps JIS D5500 Article 39

	UN-ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan
Registration plate lamps	4 50 148	76/760 97/31	108	48 53	TS for number plate lamps JIS D5500 Article 36
Reversing lamps	23 148	77/539 97/32	108	1	TS for back-up lamps JIS D5500 Article 40
Rear fog lamps	38 148	77/538	108	52	JIS D5500 TS for rear fog lamps Article 37
Retroreflective material	104 150		108		
Side-marker lamps	91 148	76/758 89/516 97/30	108	45 74	JIS D5500 TS for side-marker lamps Article 35
End-outline marker lamps	7 148	76/758 89/516 97/30	108	49	JIS D5500 TS for front end-outline marker lamps TS for rear end-outline marker lamps Article 37

Note: if a scratch-built or replica vehicle is presented for entry certification, ensure that the F001 includes a reference to the relevant lighting standards.

Note 1

New UN/ECE regulations can be accepted as alternatives to a number of older Regulations.

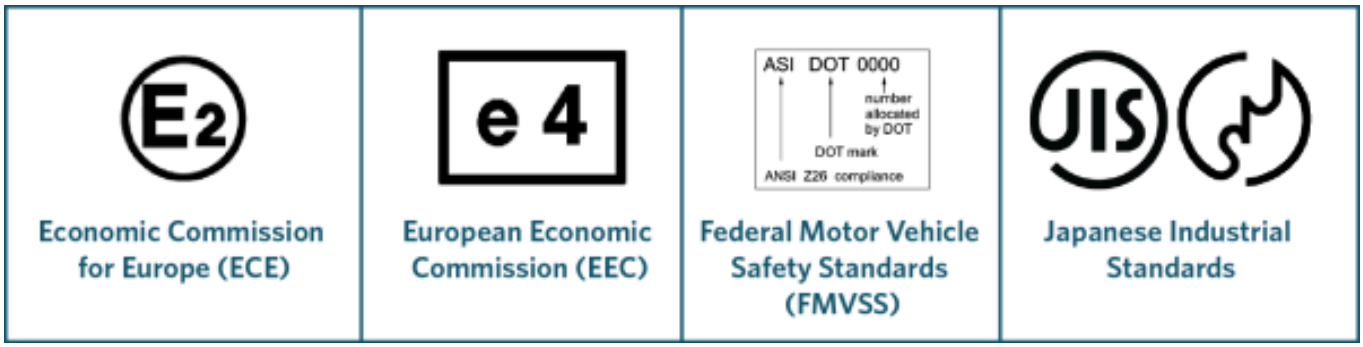
The new regulations are the outcome of the World Forum for Harmonization of Vehicle Regulations (WP.29) decision to simplify the lighting and light-signalling Regulations based on the initial proposal by the European Union and Japan.

New UN/ECE Regulation	Combines previous UN Regulations	Uniform provisions concerning
148	4, 6, 7, 23, 38, 50, 77, 87 and 91	The approval of light-signalling devices (lamps) for power-driven vehicles and their trailers.
149	19, 98, 112, 113, 119 and 123	The approval of road illumination devices (lamps) and systems for power-driven vehicles.
150	3, 27, 69, 70 and 104	The approval of retro-reflective devices and markings for power-driven vehicles and their trailers.

Table 4-0-2. Approved standards for installation of lighting and signalling

	UN-ECE Regulation no	EEC/EC Directive	FMVSS	ADR	Japan
Installation of lighting equipment	48 74 53 86	76/756 93/92 80/233 82/244 83/276 84/8 89/278 91/663 97/28 2000/73 78/933 2007/35 2008/89	108	13 19	Safety Regulations for Road Vehicles, chapter II Article 32–42 Technical Standard (TS) Attachment 52

Figure 4-0-1. Approved lighting and signalling standards markings



Page amended **10 December 2023** (see **amendment details**).

4-1 Headlamps

Reasons for rejection

Mandatory equipment

1. A vehicle does not comply with a requirement relating to mandatory equipment set out in the **VIRM: In-service certification, section 4-1**

Compliance with approved standards

2. A headlamp that is required to comply with an approved headlamp standard does not comply, or cannot be demonstrated to comply, with at least one of the standards listed in Table 4-1-1

Condition and performance

3. A headlamp does not comply with a requirement relating to condition or performance set out in the **VIRM: In-service certification, section 4-1**

Table 4-1-1

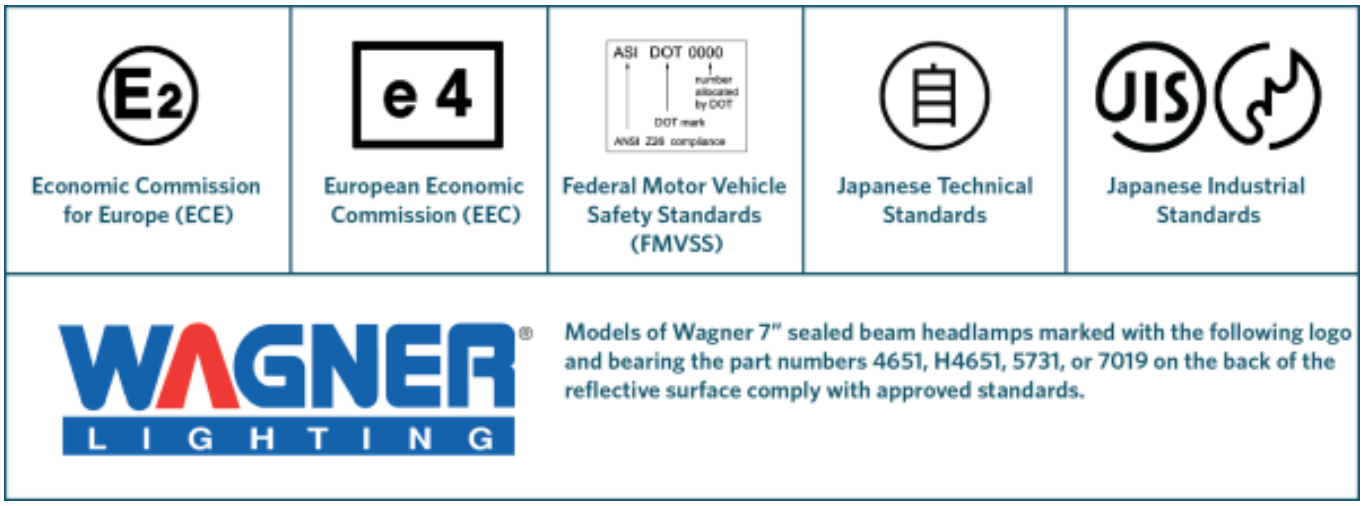
UN-ECE Regulation no.		EEC/EC Directive	FMVSS	ADR	Japan
1	72	76/761	108	46	JIS D5500
5	76	89/517		54	JIS D5504
8	82	99/17		55	TS for headlamps
20	98			77	Article 32
31	112				
56	113				
57	123				

* A headlamp that is required to comply with an approvedheadlamp standard must comply with at least one of the standards listed in the table.

See also Figure 4-1-1

Figure 4-1-1. Approved headlamp standard markings

The following standard markings may assist in determining compliance with approved standards.



Summary of legislation

Applicable legislation

- Land Transport Rule: Vehicle Lighting 2004

Mandatory equipment

1. Vehicles must comply with the requirements relating to mandatory equipment set out in the **VIRM: In-service certification, section 4-1**

Compliance with approved standards

2. The headlamps required to be fitted to the following vehicles must comply with one or more of the approved headlamp standards in Table 4-1-1:

a) vehicles of class MA and NA manufactured on or after 1 January 1992

b) vehicles of class MB, MC, MD1, MD2, MD3, MD4, ME, NB and NC manufactured on or after 1 January 1996

c) vehicles of group L manufactured on or after 1 January 2006.

Condition and performance

3. Headlamps must comply with the requirements relating to condition and performance set out in the **VIRM: In-service certification, section 4-1**

4-2 Front and rear fog lamps

Reasons for rejection

Permitted equipment

1. A vehicle does not comply with a requirement relating to permitted equipment set out in the **VIRM: In-service certification, section 4–2**

Compliance with approved standards

2. A front fog lamp that is required to comply with an approved fog lamp standard does not comply, or cannot be demonstrated to comply, with at least one of the standards listed in Table 4-2-1

3. A rear fog lamp that is required to comply with an approved fog lamp standard does not comply, or cannot be demonstrated to comply, with at least one of the standards listed in Table 4-2-2

Condition and performance

4. A front fog lamp does not comply with a requirement relating to condition or performance set out in the **VIRM: In-service certification, section 4–2**

5. A rear fog lamp does not comply with a requirement relating to condition or performance set out in the **VIRM: In-service certification, section 4–2**

Table 4-2-1. Approved front fog lamp standards*

UN-ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan
19	76/762 99/18	108	50	JIS D5500 TS for front fog lamps Article 33

* A fog lamp that is required to comply with an approved fog lamp standard must comply with at least one of the standards listed in the table.

See also Figure 4-2-1

Table 4-2-2. Approved rear fog lamp standards*

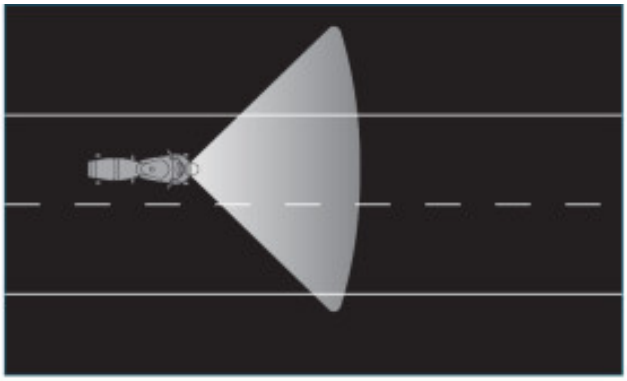
UN-ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan
38	77/538 89/518 1999/14	108	52	JIS D5500 TS for rear fog lamps Article 37

* A fog lamp that is required to comply with an approved fog lamp standard must comply with at least one of the standards listed in the table.

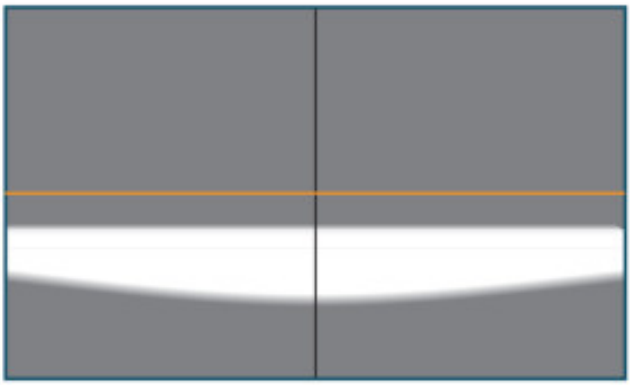
See also Figure 4-2-1

Figure 4-2-1. Approved fog lamp standard markings

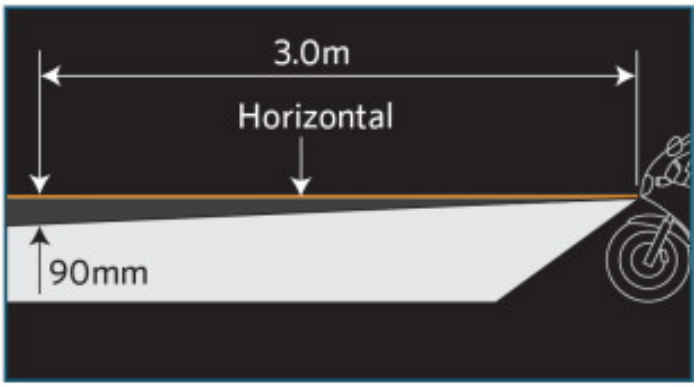
The following standard markings may assist in determining compliance with approved standards.



(a) Pattern on the road



(b) Pattern on light board



(c) Beam dip angle

Summary of legislation

Applicable legislation

- Land Transport Rule: Vehicle Lighting 2004

Permitted equipment

1. Vehicles must comply with the requirements relating to permitted equipment set out in the VIRM: In-service certification, section 4–2

Compliance with approved standards

2. Front fog lamps fitted to the following vehicles must comply with one or more of the approved fog lamp standards in Table 4-2-1:

a) vehicles of group M and N manufactured on or after 1 January 1996

b) vehicles of group L manufactured on or after 1 January 2006.

3. Rear fog lamps fitted to vehicles manufactured on or after 1 January 2006 must comply with one or more of the approved standards in Table 4-2-2

Condition and performance

4. Front fog lamps must comply with the requirements relating to condition and performance set out in the **VIRM: In-service certification, section 4–2**

5. Rear fog lamps must comply with the requirements relating to condition and performance set out in the **VIRM: In-service certification, section 4–2**

4-3 Cornering lamps

Reasons for rejection

Permitted equipment

1. A vehicle does not comply with a requirement relating to permitted equipment set out in the **VIRM: In-service certification, section 4-3**

Condition and performance

2. A cornering lamp does not comply with a requirement relating to condition or performance set out in the **VIRM: In-service certification, section 4-3**

Summary of legislation

Applicable legislation

- **Land Transport Rule: Vehicle Lighting 2004**

Permitted equipment

1. Vehicles must comply with the requirements relating to permitted equipment set out in the **VIRM: In-service certification, section 4-3**

Condition and performance

2. Cornering lamps must comply with the requirements relating to condition and performance set out in the **VIRM: In-service certification, section 4-3**

4-4 Daytime running lamps

Reasons for rejection

Permitted equipment

1. A vehicle does not comply with a requirement relating to permitted equipment set out in the **VIRM: In-service certification, section 4-4**

Compliance with approved standards

2. A daytime running lamp that is required to comply with an approved daytime running lamp standard does not comply, or cannot be demonstrated to comply, with at least one of the standards listed in Table 4-4-1

Condition and performance

3. A daytime running lamp does not comply with a requirement relating to condition or performance set out in the **VIRM: In-service certification, section 4-4**

Table 4-4-1. Approved daytime running lamp standards*

UN-ECE Regulation no.	FMVSS	ADR
87	108	45, 76

* A daytime running lamp that is required to comply with an approved daytime running lamp standard must comply with at least one of the standards listed in the table.

See also figure 4-4-1 and Figure 4-4-2

The following standard markings may assist in determining compliance with approved standards.

Figure 4-4-1. Approved daytime running lamp standard markings

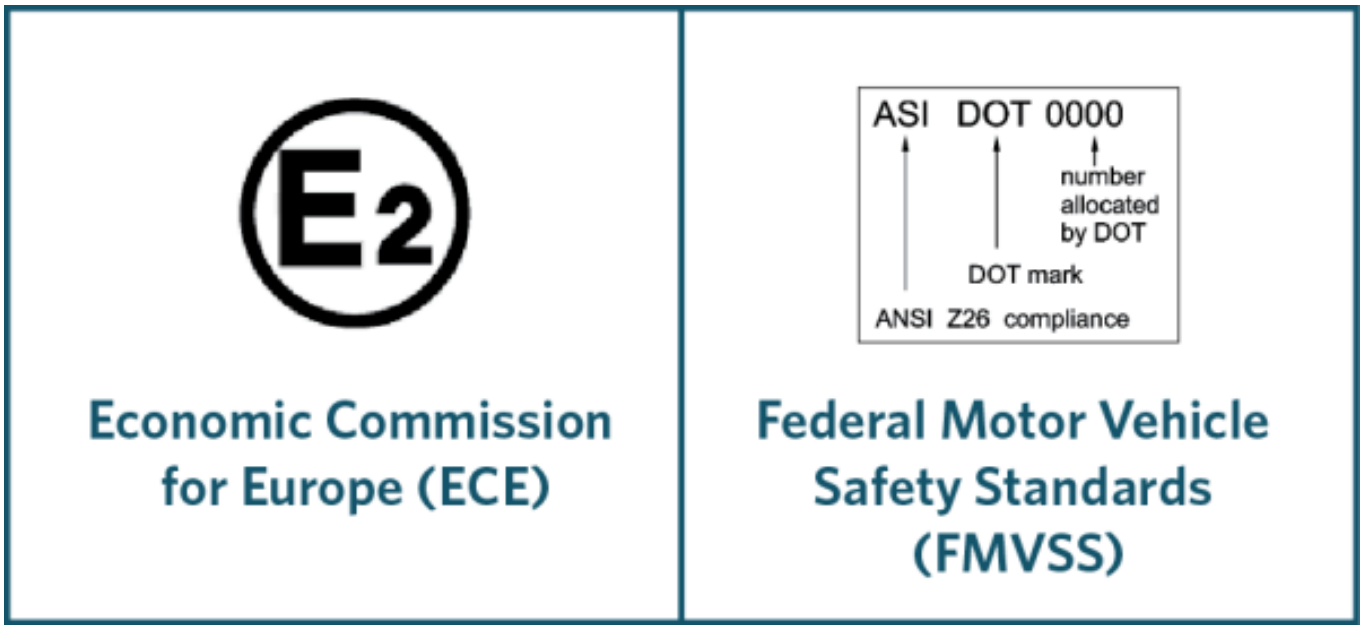


Figure 4-4-2. Marks on daytime running lamps that indicate the lamp is exempt from

compliance with approved standards

Summary of legislation

Applicable legislation

- Land Transport Rule: Vehicle Lighting 2004

Permitted equipment

1. Vehicles must comply with the requirements relating to permitted equipment set out in the VIRM: In-service certification, section 4-4

Compliance with approved standards

2. Daytime running lamps fitted to the following vehicles must comply with one or more of the approved daytime running lamp standards in Table 4-4-1:

a) vehicles of group M and N manufactured on or after 1 January 1996

b) vehicles of group L manufactured on or after 1 January 2006.

Condition and performance

3. Daytime running lamps must comply with the requirements relating to condition and performance set out in the **VIRM: In-service certification, section 4-4**

4-5 Direction indicator lamps

Reasons for rejection

Mandatory equipment

1. A vehicle does not comply with a requirement relating to mandatory equipment set out in:

- **VIRM: In-service certification, section 4-5, general vehicles**
- **VIRM: In-service certification, section 4-5, heavy vehicles**

Compliance with approved standards

2. A direction indicator lamp that is required to comply with an approved direction indicator lamp standard does not comply, or cannot be demonstrated to comply, with at least one of the standards listed in Table 4-5-1

Condition and performance

3. A direction indicator lamp does not comply with a requirement relating to condition or performance set out in:

- **VIRM: In-service certification, section 4-5, general vehicles**
- **VIRM: In-service certification, section 4-5, heavy vehicles**

Table 4-5-1. Approved direction indicator lamp standards*

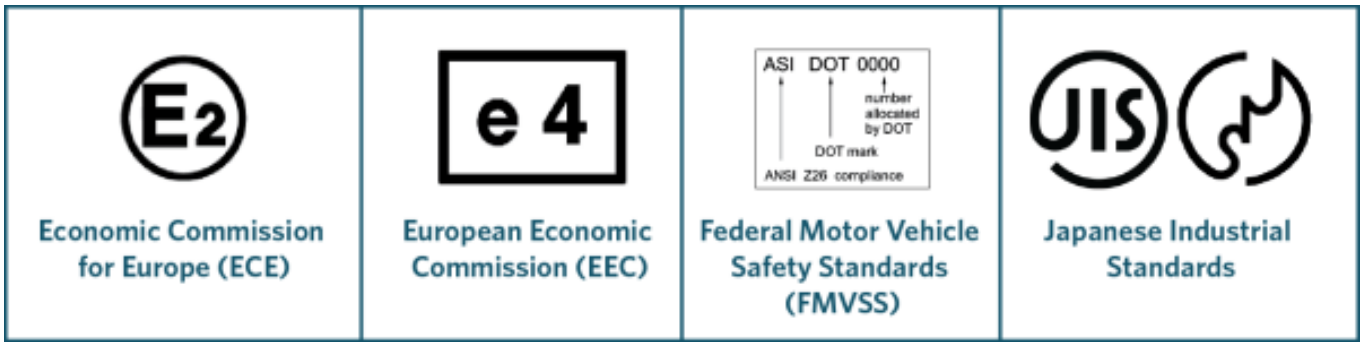
UN-ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan
6 50	76/759 89/277 99/15	108	6 53	JIS D5500 TS for direction indicator lamps Article 41

***** A direction indicator lamp that is required to comply with an approved direction indicator lamp standard must comply with at least one of the standards listed in the table.

See also Figure 4-5-1

Figure 4-5-1. Approved direction indicator lamp standard markings

The following standard markings may assist in determining compliance with approved standards.



Summary of legislation

Applicable legislation

- Land Transport Rule: Vehicle Lighting 2004

Mandatory equipment

1. Vehicles must comply with the requirements relating to mandatory equipment set out in:

    - VIRM: In-service certification, section 4-5, general vehicles
    - VIRM: In-service certification, section 4-5, heavy vehicles

Compliance with approved standards

2. The direction indicator lamps fitted to the following vehicles must comply with one or more of the approved direction indicator lamp standards in Table 4-5-1:

    a) vehicles of group L, M, and class TC and TD manufactured on or after 1 January 1996

    b) vehicles of class TA, TB and group N manufactured on or after 1 January 2006.

Condition and performance

3. Direction indicator lamps must comply with the requirements relating to condition and performance set out in:

    - VIRM: In-service certification, section 4-5, general vehicles
    - VIRM: In-service certification, section 4-5, heavy vehicles.

4-6 Forward-facing position lamps

Reasons for rejection

Mandatory equipment

1. A vehicle does not comply with a requirement relating to mandatory equipment set out in:

- VIRM: In-service certification, section 4-6, general vehicles
- VIRM: In-service certification, section 4-6, heavy vehicles

Compliance with approved standards

2. A forward-facing position lamp that is required to comply with an approved forward-facing position lamp standard does not comply, or cannot be demonstrated to comply, with at least one of the standards listed in Table 4-6-1

Condition and performance

3. A forward-facing position lamp does not comply with a requirement relating to condition or performance set out in:

- VIRM: In-service certification, section 4-6, general vehicles
- VIRM: In-service certification, section 4-6, heavy vehicles

Table 4-6-1. Approved forward-facing position lamp standards*

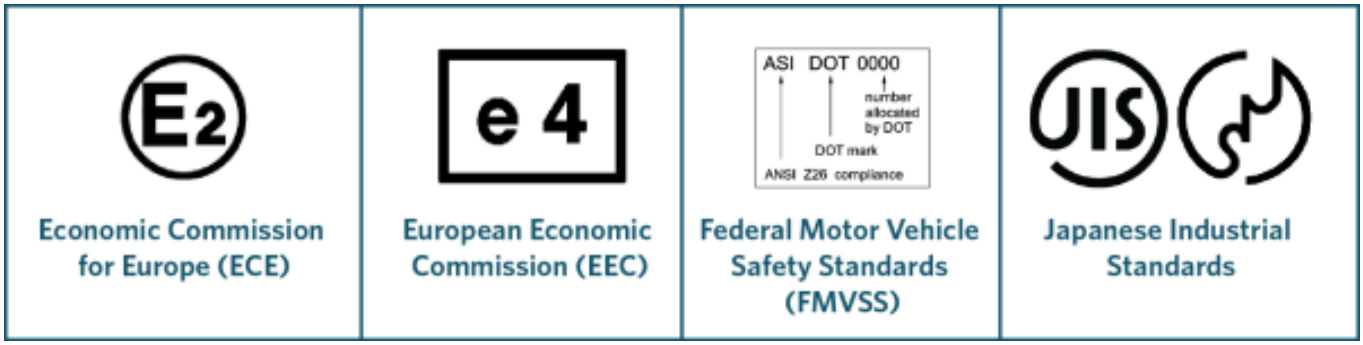
UN-ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan
7	76/758	108	49	TS for clearance lamps
50	89/516		53	TS for front end-outline marker lamps
	97/30			TS for front and rear position lamps
				JIS D5500
				Article 34

* A forward-facing position lamp that is required to comply with an approved forward-facing position lamp standard must comply with at least one of the standards listed in the table.

See also Figure 4-6-1

Figure 4-6-1. Approved forward-facing position lamp standard markings

The following standard markings may assist in determining compliance with approved standards.



Summary of legislation

Applicable legislation

- Land Transport Rule: Vehicle Lighting 2004

Mandatory equipment

1. Vehicles must comply with the requirements relating to mandatory equipment set out in:

- VIRM: In-service certification, section 4-6, general vehicles
- VIRM: In-service certification, section 4-6, heavy vehicles

Compliance with approved standards

2. The forward-facing position lamps fitted to the following vehicles must comply with one or more of the approved forward-facing position lamp standards in Table 4-6-1:

a) vehicles of class MA and NA manufactured on or after 1 January 1992

b) vehicles of class MB, MC, MD1, MD2, MD3, MD4, ME, NB, NC, TC and TD manufactured on or after 1 January 1996

c) vehicles of class TA, TB and group L manufactured on or after 1 January 2006.

Condition and performance

3. Forward-facing position lamps must comply with the requirements relating to condition and performance set out in:

- VIRM: In-service certification, section 4-6, general vehicles
- VIRM: In-service certification, section 4-6, heavy vehicles

4-7 Rearward-facing position lamps

Reasons for rejection

Mandatory equipment

1. A vehicle does not comply with a requirement relating to mandatory equipment set out in:

- VIRM: In-service certification, section 4-7, general vehicles
- VIRM: In-service certification, section 4-7, heavy vehicles

Compliance with approved standards

2. A rearward-facing position lamp that is required to comply with an approved rearward-facing position lamp standard does not comply, or cannot be demonstrated to comply, with at least one of the standards listed in Table 4-7-1

Condition and performance

3. A rearward-facing position lamp does not comply with a requirement relating to condition or performance set out in:

- VIRM: In-service certification, section 4-7, general vehicles
- VIRM: In-service certification, section 4-7, heavy vehicles

Table 4-7-1. Approved rearward-facing position lamp standards*

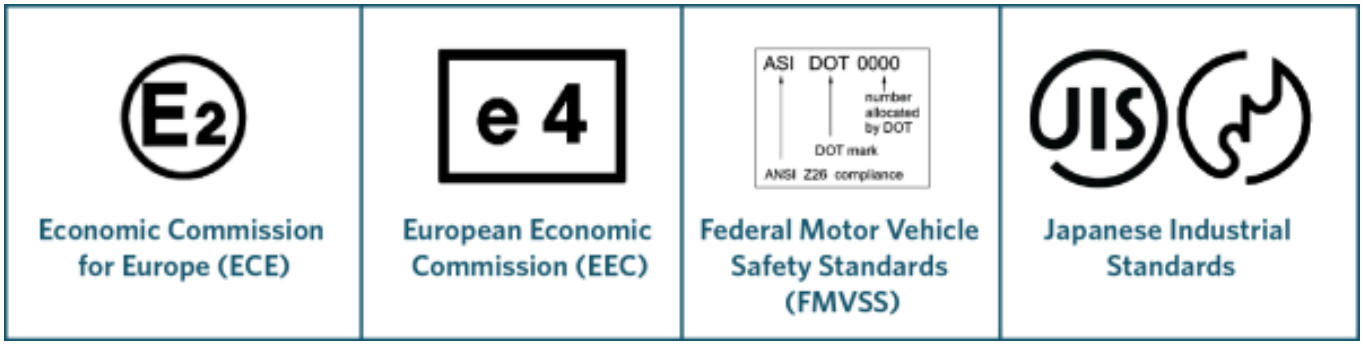
UN-ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan
7 50	76/758 89/516 97/30	108	49 53	TS for front and rear position lamps TS for tail lamps TS for rear end-outline marker lamps JIS D5500 Article 34

* A rearward-facing position lamp that is required to comply with an approved rearward-facing position lamp standard must comply with at least one of the standards listed in the table.

See also Figure 4-7-1

Figure 4-7-1. Approved rearward-facing position lamp standard markings

The following standard markings may assist in determining compliance with approved standards.



Summary of legislation

Applicable legislation

- Land Transport Rule: Vehicle Lighting 2004

Mandatory equipment

1. Vehicles must comply with the requirements relating to mandatory equipment set out in:

- VIRM: In-service certification, section 4-7, general vehicles

- VIRM: In-service certification, section 4-7, heavy vehicles

Compliance with approved standards

2. The rearward-facing position lamps fitted to the following vehicles must comply with one or more of the approved rearward-facing position lamp standards in Table 4-7-1:

a) vehicles of class MA and NA manufactured on or after 1 January 1992

b) vehicles of class MB, MC, MD1, MD2, MD3, MD4, ME, NB, NC, TC and TD manufactured on or after 1 January 1996

c) vehicles of class TA, TB and group L manufactured on or after 1 January 2006.

Condition and performance

3. Rearward-facing position lamps must comply with the requirements relating to condition and performance set out in:

- VIRM: In-service certification, section 4-7, general vehicles
- VIRM: In-service certification, section 4-7, heavy vehicles

4-8 Side-marker lamps (heavy vehicles)

Reasons for rejection

Mandatory requirements

1. A vehicle does not comply with a requirement relating to permitted equipment set out in the VIRM: In-service certification, section 4-8

Compliance with approved standards

2. A side-marker lamp that is required to comply with an approved side-marker lamp standard does not comply, or cannot be demonstrated to comply, with at least one of the standards listed in Table 4-8-1

Condition and performance

3. A side-marker lamp does not comply with a requirement relating to condition and performance set out in the VIRM: In-service certification, section 4-8

Table 4-8-1. Approved side-marker lamp standards*

UN-ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan
91	76/758	108	45 or, 74	JIS D5500 TS for side-marker lamps

***** A side-marker lamp that is required to comply with an approved side-marker standard must comply with at least one of the standards listed in the table.

Summary of legislation

Applicable legislation

- **Land Transport Rule: Vehicle Lighting 2004**

Permitted equipment

1. Vehicles must comply with the requirements relating to permitted equipment set out in the **VIRM: In-service certification, section 4-8**.

Compliance with approved standards

2. Side-marker lamps fitted to the following vehicles must comply with one or more of the approved end-outline marker standards in Table 4-8-1:

- vehicles of Class MD3, MD4, ME, NB, NC, TC and TD manufactured on or after 1 January 2006.

Condition and performance

3. Side-marker lamps must comply with the requirements relating to condition and performance set out in the **VIRM: In-service certification, section 4-8**.

4-9 End-outline marker lamps (heavy vehicles)

Reasons for rejection

Mandatory requirements

1. A vehicle does not comply with a requirement relating to mandatory equipment set out in the **VIRM: In-service certification, section 4-9**

Compliance with approved standards

2. An end-outline marker lamp that is required to comply with an approved end-outline marker lamp standard does not comply, or cannot be demonstrated to comply, with at least one of the standards listed in Table 4-9-1

Condition and performance

3. An end-outline marker lamp does not comply with a requirement relating to condition or performance set out in the **VIRM: In-service certification, section 4-9**

Table 4-9-1. Approved end-outline marker lamp standards*

UN-ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan
7	76/758	108	49	JIS D5500 TS for front end outline marker lamps TS for rear end outline marker lamps

***** An end-outline marker lamp that is required to comply with an approved end-outline marker standard must comply with at least one of the standards listed in the table.

Summary of legislation

Applicable legislation

- Land Transport Rule: Vehicle Lighting 2004

Mandatory, permitted and prohibited equipment

1. Vehicles must comply with the requirements relating to mandatory, permitted and prohibited equipment set out in the **VIRM: In-service certification, section 4-9**.

Compliance with approved standards

2. End-outline marker lamps fitted to the following vehicles must comply with one or more of the approved end-outline marker standards in Table 4-9-1:

- vehicles of class MD3, MD4, ME, NB NC, TC and TD manufactured on or after 1 January 2006.

Condition and performance

3. End-outline marker lamps must comply with the requirements relating to condition and performance set out in the **VIRM: In-service certification, section 4-9**

4-10 Stop lamps

Reasons for rejection

Mandatory equipment

1. A vehicle does not comply with a requirement relating to mandatory equipment set out in:

- **VIRM: In-service certification, section 4-10, general vehicles**
- **VIRM: In-service certification, section 4-10, heavy vehicles**

Compliance with approved standards

2. A stop lamp that is required to comply with an approved stop lamp standard does not comply, or cannot be demonstrated to comply, with at least one of the standards listed in Table 4-10-1

Condition and performance

3. A stop lamp does not comply with a requirement relating to condition or performance set out in:

- VIRM: In-service certification, section 4-10, general vehicles
- VIRM: In-service certification, section 4-10, heavy vehicles

Table 4-10-1. Approved stop lamp standards*

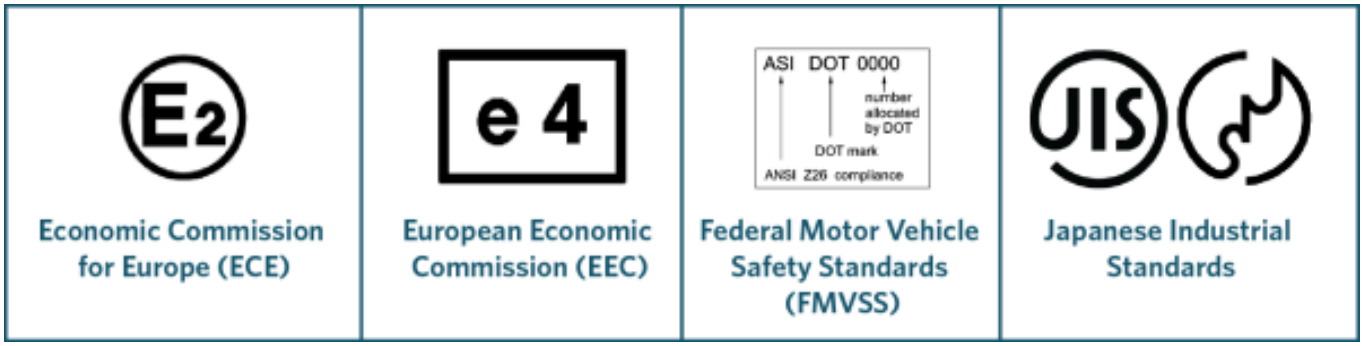
UN-ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan
7 50	76/758 89/516 97/30	108	49 53	JIS D5500 TS for stop lamps Article 39

***** A stop lamp that is required to comply with an approved stop lamp standard must comply with at least one of the standards listed in the table.

See also Figure 4-10-1

Figure 4-10-1. Approved stop lamp standard markings

The following standard markings may assist in determining compliance with approved standards.



Summary of legislation

Applicable legislation

- Land Transport Rule: Vehicle Lighting 2004

Mandatory equipment

1. Vehicles must comply with the requirements relating to mandatory equipment set out in:

- VIRM: In-service certification, section 4-10, general vehicles
- VIRM: In-service certification, section 4-10, heavy vehicles

Compliance with approved standards

2. The stop lamps fitted to the following vehicles must comply with one or more of the approved stop lamp standards in Table 4-10-1:

a) vehicles of class MA and NA manufactured on or after 1 January 1992

b) vehicles of class MB, MC, MD, ME, NB, NC, TC and TD manufactured on or after 1 January 1996

c) vehicles of class TA, TB or group L manufactured on or after 1 January 2006.

Condition and performance

3. Stop lamps must comply with the requirements relating to condition and performance set out in:

- VIRM: In-service certification, section 4-10, general vehicles
- VIRM: In-service certification, section 4-10, heavy vehicles

4-11 High-mounted stop lamps

Reasons for rejection

Mandatory equipment

1. A vehicle does not comply with a requirement relating to mandatory equipment set out in the VIRM: In-service certification, section 4-11

Compliance with approved standards

2. A high-mounted stop lamp that is required to comply with an approved high-mounted stop lamp standard does not comply, or cannot be demonstrated to comply, with at least one of the standards listed in Table 4-11-1.

Condition and performance

3. A high-mounted stop lamp does not comply with a requirement relating to condition or performance set out in the VIRM: In-service certification, section 4-11

Table 4-11-1. Approved high-mounted stop lamp standards*

UN-ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan
7	76/758 89/516 97/30	108	60	JIS D5500TS for auxiliary stop lamps Article 39

* A high-mounted stop lamp that is required to comply with an approved high-mounted stop lamp standard must comply with at least one of the standards listed in the table.

See also Figure 4-11-1

Figure 4-11-1. Approved high-mounted stop lamp standard markings

The following standard markings may assist in determining compliance with approved standards.

Summary of legislation

Applicable legislation

- Land Transport Rule: Vehicle Lighting 2004

Mandatory equipment

1. Vehicles must comply with the requirements relating to mandatory equipment set out in the VIRM: In-service certification, section 4-11

Compliance with approved standards

2. The high-mounted stop lamps fitted to the following vehicles must comply with one or more of the approved high-mounted stop lamp standards in Table 4-11-1:

a) vehicles of class MA manufactured on or after 1 January 1991

b) vehicles of class MB, MC, MD, ME, group N, L and T manufactured on or after 1 January 2006.

Condition and performance

3. High-mounted stop lamps must comply with the requirements relating to condition and performance set out in the VIRM: In-service certification, section 4-11

4-12 Registration plate lamps

Reasons for rejection

Mandatory equipment

1. A vehicle does not comply with a requirement relating to mandatory equipment set out in the **VIRM: In-service certification, section 4-12**

Compliance with approved standards

2. A registration plate lamp that is required to comply with an approved registration plate lamp standard does not comply, or cannot be demonstrated to comply, with at least one of the standards listed in Table 4-12-1.

Performance

3. A registration plate lamp does not comply with a requirement relating to performance set out in the **VIRM: In-service certification, section 4-12**

Table 4-12-1. Approved registration plate lamp standards*

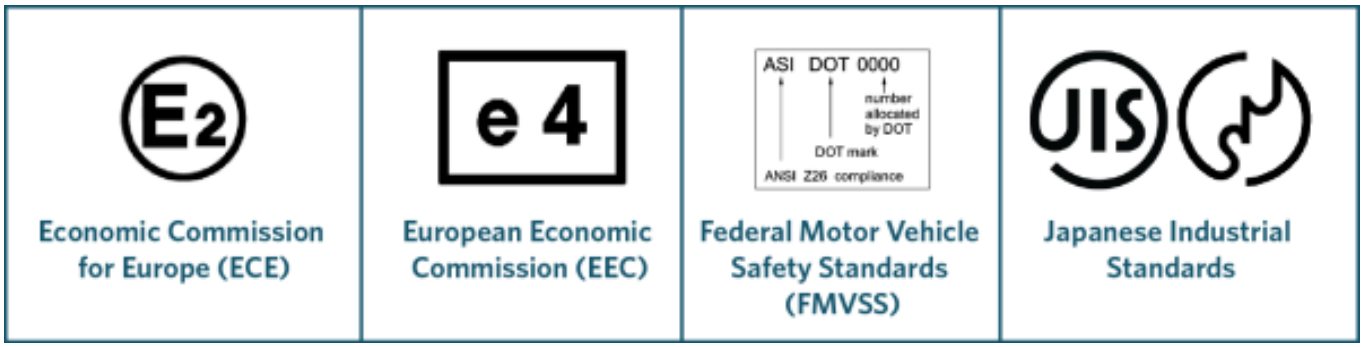
UN-ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan
4 50	76/760 97/31	108	48 53	JIS D5500 TS for number plate lamps Article 36

* A registration plate lamp that is required to comply with an approved registration plate lamp standard must comply with at least one of the standards listed in the table.

See also Figure 4-12-1

Figure 4-12-1. Approved registration plate lamp standard markings

The following standard markings may assist in determining compliance with approved standards.



Summary of legislation

Applicable legislation

- **Land Transport Rule: Vehicle Lighting 2004**

Mandatory equipment

1. Vehicles must comply with the requirements relating to mandatory equipment set out in the **VIRM: In-service certification, section 4-12**

Compliance with approved standards

2. The registration plate lamps fitted to the following vehicles must comply with one or more of the approved registration plate lamp standards in Table 4-12-1:

a) vehicles of group M, N, and class TC and TD manufactured on or after 1 January 1996

b) vehicles of class LC, LD, LE, TA and TB manufactured on or after 1 January 2006.

Performance

3. Registration plate lamps must comply with the requirements relating to performance set out in the **VIRM: In-service certification, section 4-12**

4-13 Rearward-facing retroreflectors

Reasons for rejection

Mandatory equipment

1. A vehicle does not comply with a requirement relating to mandatory equipment set out in:

- **VIRM: In-service certification, section 4-13, general vehicles**
- **VIRM: In-service certification, section 4-13, heavy vehicles**

Compliance with approved standards

2. A rearward-facing retroreflector that is required to comply with an approved rearward-facing retroreflector standard does not comply, or cannot be demonstrated to comply, with at least one of the standards listed in Table 4-13-1

Condition

3. A rearward-facing retroreflector does not comply with a requirement relating to condition set out in:

- **VIRM: In-service certification, section 4-13, general vehicles**
- **VIRM: In-service certification, section 4-13, heavy vehicles**

Table 4-13-1. Approved rearward-facing retroreflector standards*

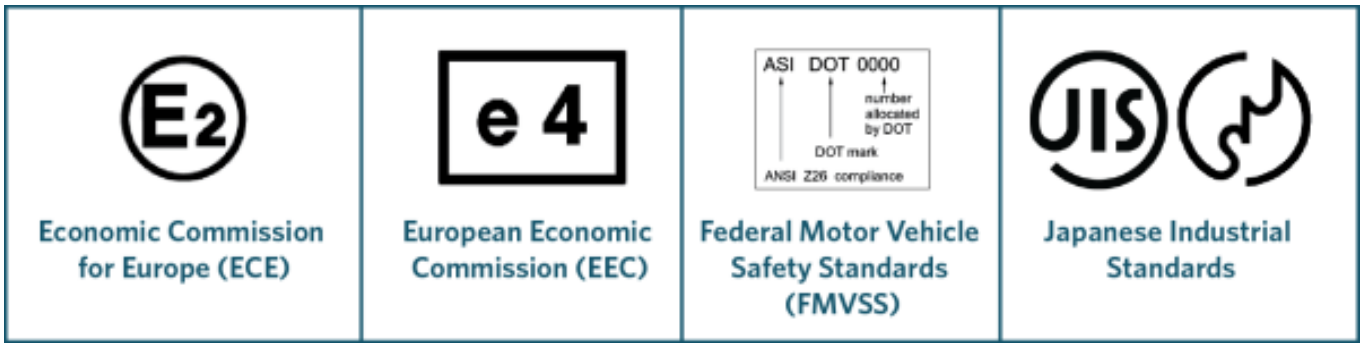
UN-ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan
3	76/757 87/354 97/29	108	47	TS for rear reflex reflectors TS for large-sized rear reflex reflectors JIS D5500 Article 38

* A rearward-facing retroreflector that is required to comply with an approved rearward-facing retroreflector standard must comply with at least one of the standards listed in the table.

See also Figure 4-13-1

Figure 4-13-1. Approved rearward-facing retroreflector standard markings

The following standard markings may assist in determining compliance with approved standards.



Summary of legislation

Applicable legislation

- Land Transport Rule: Vehicle Lighting 2004

Mandatory equipment

1. Vehicles must comply with the requirements relating to mandatory equipment set out in:

- VIRM: In-service certification, section 4-13, general vehicles
- VIRM: In-service certification, section 4-13, heavy vehicles.

Compliance with approved standards

2. The rearward-facing retroreflectors fitted to the following vehicles must comply with one or more of the approved rearward-facing retroreflector standards in Table 4-13-1:

a) vehicles of class MA manufactured on or after 1 January 1991

b) vehicles of group L, class MB, MC, MD, ME, group N, and class TC and TD manufactured on or after 1 January 1992

c) vehicles of class TA and TB manufactured on or after 1 January 2006.

Condition

3. Rearward-facing retroreflectors must comply with the requirements relating to condition set out in:

- **VIRM: In-service certification, section 4-13, general vehicles**
- **VIRM: In-service certification, section 4-13, heavy vehicles**

4-14 Reversing lamps

Reasons for rejection

Permitted equipment

1. A vehicle does not comply with a requirement relating to permitted equipment set out in the **VIRM: In-service certification, section 4-14**

Compliance with approved standards

2. A reversing lamp that is required to comply with an approved reversing lamp standard does not comply, or cannot be demonstrated to comply, with at least one of the standards listed in Table 4-14-1

Performance

3. A reversing lamp does not comply with a requirement relating to performance set out in the **VIRM: In-service certification, section 4-14**

Table 4-14-1. Approved reversing lamp standards*

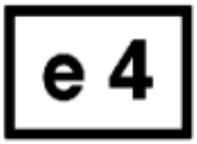
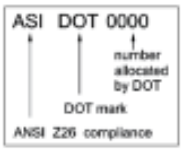
UN-ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan
23	77/539 97/32	108	1	JIS D5500 TS for back-up lamps Article 40

* A reversing lamp that is required to comply with an approved reversing lamp standard must comply with at least one of the standards listed in the table.

See also Figure 4-14-1

Figure 4-14-1. Approved reversing lamp standard markings

The following standard markings may assist in determining compliance with approved standards.

 Economic Commission for Europe (ECE)	 European Economic Commission (EEC)	 Federal Motor Vehicle Safety Standards (FMVSS)	 Japanese Industrial Standards

Summary of legislation

Applicable legislation

- Land Transport Rule: Vehicle Lighting 2004

Permitted equipment

1. Vehicles must comply with the requirements relating to permitted equipment set out in the VIRM: In-service certification, section 4-14

Compliance with approved standards

2. Reversing lamps fitted to the following vehicles must comply with one or more of the approved reversing lamp standards in Table 4-14-1:

a) vehicles of group M and N manufactured on or after 1 January 1996

b) vehicles of group L manufactured on or after 1 January 2006.

Performance

3. Reversing lamps must comply with the requirements relating to performance set out in the VIRM: In-service certification, section 4-14

4-15 Cosmetic lamps

Vehicles must comply with the requirements relating to permitted equipment, condition and performance set out in:

- VIRM: In-service certification, section 4-15, general vehicles
- VIRM: In-service certification, section 4-15, heavy vehicles

There are no additional requirements in respect of cosmetic lamps for the inspection and certification of vehicles for entry into service.

4-16 PSV audible and visible reversing warning devices

Vehicles must comply with the requirements relating to mandatory equipment, condition and performance set out in the **VIRM: In-service certification, section 4 -16**

There are no additional requirements in respect of PSV audible and visible reversing warning devices for the inspection and certification of vehicles for entry into service.

4-17 Heavy PSV interior lighting

Reasons for rejection

Mandatory requirements

1. A doorway, aisle or set of steps is not adequately illuminated by interior lighting.

2. An interior light interferes with the driver's vision when the doors are closed.

Summary of legislation

Applicable legislation

- **Land Transport Rule: Passenger Service Vehicles 1999**

Mandatory requirements

1. Interior lights must be positioned so that they adequately illuminate doorways, aisles and steps, but without interfering with the driver's vision when the doors are closed.

5 Vision

5-1 Glazing

Reasons for rejection

Mandatory and permitted equipment

1. A windscreen that is required to be made of laminated glass is not made of laminated glass.

2. A piece of glazing fitted to a vehicle of class LA, LB1, LB2, LC, LD, LE1 or LE2 is not made of a transparent material that does not shatter.

3. A vehicle or piece of glazing does not comply with a requirement relating to mandatory or permitted equipment set out in:

- **VIRM: In-service certification, section 5-1, general vehicles**
- **VIRM: In-service certification, section 5-1, heavy vehicles**

Compliance with approved standards

4. A piece of glazing that is required to comply with an approved glazing standard did not comply, or cannot be demonstrated to have complied, with at least one of the standards listed in Table 5-1-1 at the time the vehicle was manufactured or the glazing was fitted.

Condition, performance and modification

5. A piece of glazing does not comply with a requirement relating to condition, performance or modification set out in:

- **VIRM: In-service certification, section 5-1, general vehicles**
- **VIRM: In-service certification, section 5-1, heavy vehicles**

Note 1

For a vehicle manufactured before 1 January 1991, a glazing marking which contains one or more of the approved trade names in Table 5-1-2 is evidence that a piece of glazing complies with an approved glazing standard.

Note 2

Curved scenic skylights above the cant rail, curved windows at the front and rear corners, skylights, louvres and interior partitions in omnibuses (vehicles of class MD1, MD2, MD3, MD4 and ME) are not required to comply with approved glazing standards if they are made of transparent material that does not shatter.

Note 3

The 35% VLT limit on rear and rear-side windows of MA class vehicles only applies to modified glazing. If the glazing is OE, unmodified, and is marked as complying with an approved standard or trade name, the glazing may be passed even with a VLT of less than 35%.

Note 4

See **Technical bulletin 13** for an explanation of policy and requirements relating to glazing on house-trucks.

Table 5-1-1. Approved glazing standards*

UN-ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan	Others
43	92/22 2001/92	205	8	TS for window glass JIS R3211 Article 29	BS 857 BS 5282 BS AU 178a ANSI/SAE Z26.1 NZS 5443 AS 2080 AS/NZS 2080 SABS 1191/1193 ABG (behind driver only)

***** A piece of glazing that is required to comply with an approved glazing standard must comply with at least one of the standards listed in the table.

Table 5-1-2. Approved trade names for glazing

Armourfloat	Hankuk Glass Safety Heat	Plexite	Temperlite
Armourplate	Line	Safetyflex	Temperlite Santa Marina
Blindex	HMC Glass Safety Hankuk	Safety MGB (Meloplate)	Thorex Connex
Duolite Safety	TF5	Safety MGB (Melite Safety	Triplex
Duplate Safety	HMC Glass Safety Hankuk	Plate)	Triplex Plate
Flolite	TV5	Sekurit	Tuflite
Ford Indestructo	Indestructo	Sigla	Tyneside
Ford Safety Glass	Nippon Safety	Spectrofloat Splintex	Veracetex
Ford Silver Arrow	NM Laminated Safety Glass	Sunmat	
Glacetex	FHP	Suntex Safety Glass	
	Peerless		

Table 5-1-3. Glossary of codes for safety glass

L =	laminated glass
LF =	laminated float
LP =	laminated plate
// or /// =	laminated when near the E2 mark
L.76WHP =	laminated, 0.76mm interlayer, suitable for all locations
AS1 =	laminated for use anywhere in the vehicle
A S or A S =	the glass in the direction of the arrow complies with the 70% light transmission requirement

Table 5-1-4. Glossary of codes for including laminated glass

L	laminated glass
F	float glass
P	plate glass
LF	laminated float
LP	laminated plate
/	toughened, when near the E2 mark
// or ///	laminated, when near the E2 mark
TS	toughened glass
TP	toughened plate
T	toughened or tempered
Z	zone tempered
WHP	complies with impact test (windscreen high performance laminated safety glass)
DOT	Department of Transport (USA)
AS ± 1 or AS ± 2	the glass, in the direction of the arrow, complies with the 70% light transmission requirement
ANSI	American National Standards Institute
FMVSS codes	

AS1	for use anywhere in the vehicle
AS2	for use anywhere in the vehicle other than windscreen
AS3	for rear and rear side windows only
AS4 and AS5	for glazing not used for driver's vision (eg the rear window of heavy truck cabs or convertible tops, windows/doors in motorhome bodies, ute canopies, rear windows on buses, roof glazing etc)
Glazing cut from mother sheet	
L.76WHP	laminated, 0.76 mm interlayer, suitable for all locations
L.38	laminated, 0.38 mm interlayer, must not be used for windscreens
PCZ26.1	polycarbonate, meets requirements of ANSI Z26, must not be used for windscreens

Figure 5-1-1 Approved standards markings

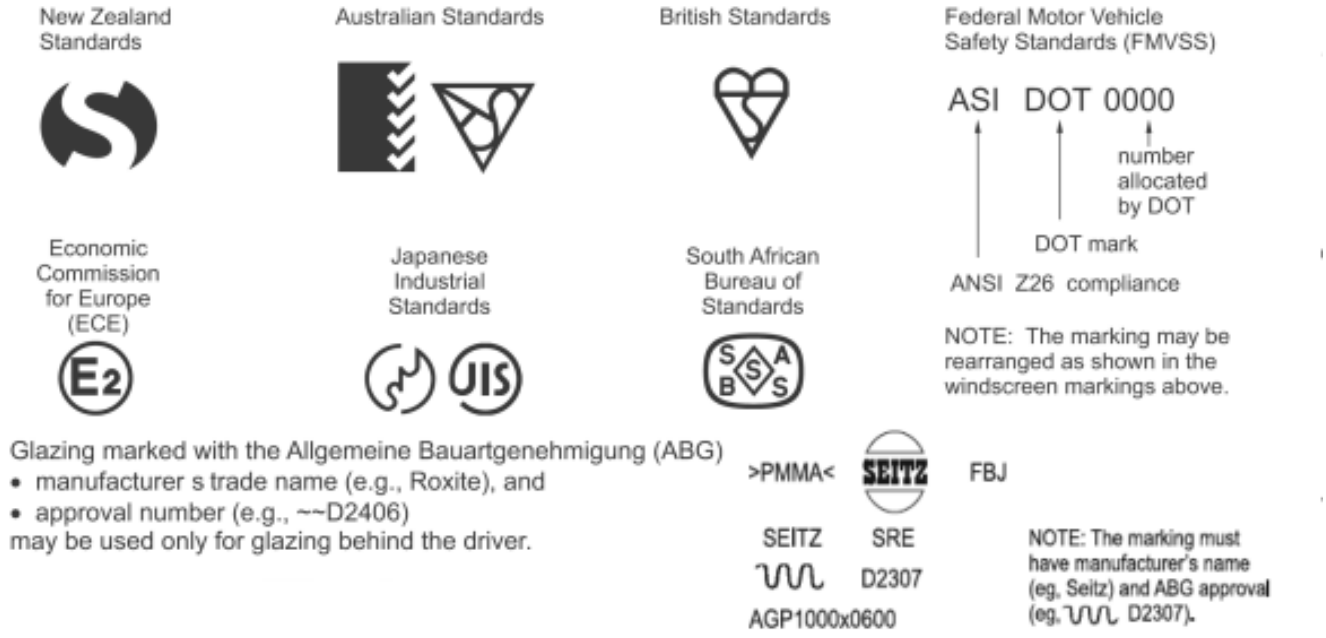


Figure 5-1-2. Typical laminated glazing markings

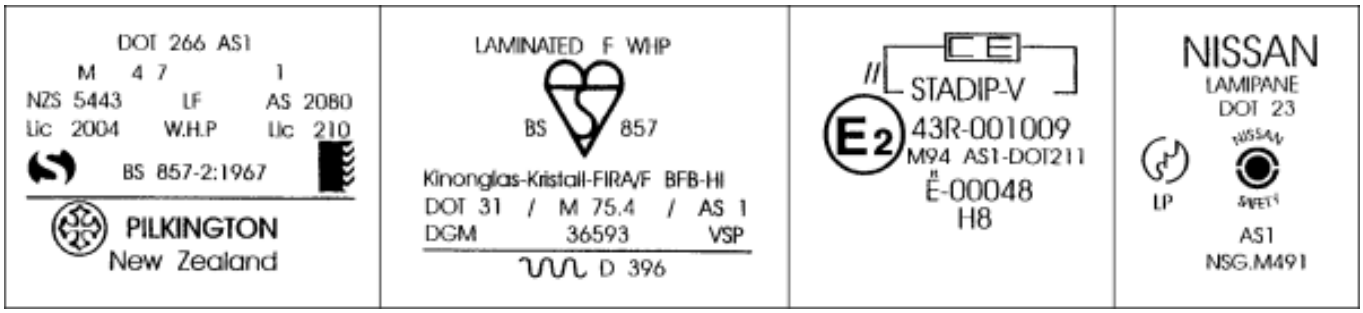
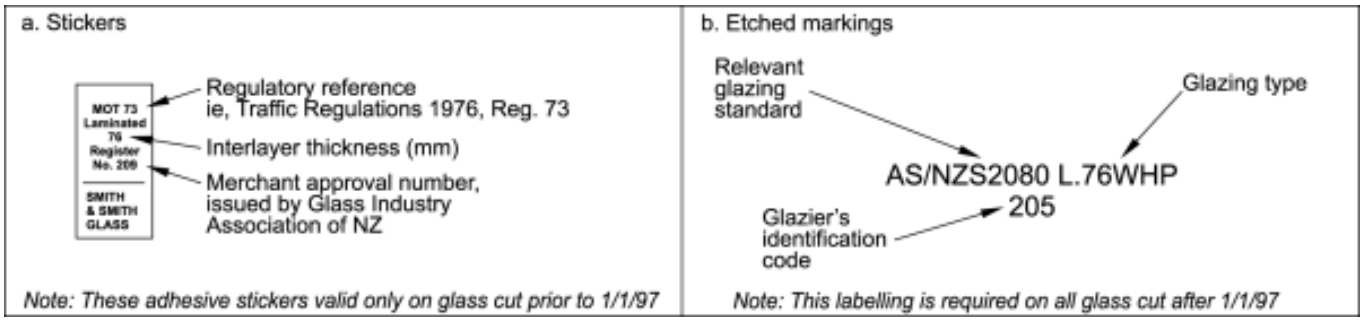


Figure 5-1-3. Typical markings required on glazing cut from mother sheet



Summary of legislation

Applicable legislation

- Land Transport Rule: Glazing, Windscreen Wipe and Wash, and Mirrors 1999

Mandatory and permitted equipment

1. Windscreens fitted to the following vehicles must be made of laminated glass:

    a) vehicles of class MA, MB, MC and NA manufactured on or after 1 July 1986

    b) vehicles of class MD1, MD2, MD3, MD4, ME, NB and NC manufactured on or after 1 July 1997

    c) vehicles not covered by any of the defined vehicle classes manufactured on or after 1 January 2001.

2. All glazing fitted to vehicles of class LA, LB1, LB2, LC, LD, LE1 and LE2 must be made of a transparent material that does not shatter.

3. Vehicles and glazing must also comply with the requirements relating to mandatory and permitted equipment set out in the VIRM: In-service certification, section 5-1

Compliance with approved standards

4. Windscreens fitted to the following vehicles must comply with one or more of the approved glazing standards in Table 5-1-1:

a) vehicles of group M and N manufactured on or after 1 January 1960 (Note 1)

b) vehicles not covered by any of the defined vehicle classes manufactured on or after 1 January 2001.

5. Glazing in locations other than windscreens fitted to the following vehicles must comply with one or more of the approved glazing standards in Table 5-1-1 (Note 4):

a) vehicles of group M (Note 2) and N manufactured on or after 1 February 1977 (Note 1)

b) vehicles not covered by any of the defined vehicle classes manufactured on or after 1 January 2001.

Condition, performance and modification

6. Glazing must comply with the requirements relating to condition, performance and modification set out in the **VIRM: In-service certification, section 5-1** (Note 3)

5-2 Sunvisors

Vehicles must comply with the requirements relating to mandatory equipment, permitted equipment, condition, performance and modification set out in the **VIRM: In-service certification, section 5-2**

There are no additional requirements in respect of sunvisors for the inspection and certification of vehicles for entry into service.

5-3 Windscreen wipe and wash

Vehicles must comply with the requirements relating to mandatory equipment, permitted equipment, condition, performance and modification set out in the **VIRM: In-service certification, section 5-3**

There are no additional requirements in respect of windscreen wipe and wash systems for the inspection and certification of vehicles for entry into service.

5-4 Rearview mirrors

Reasons for rejection

Mandatory equipment

1. A vehicle does not comply with a requirement relating to mandatory equipment set out in:

- **VIRM: In-service certification, section 5-4, general vehicles**
- **VIRM: In-service certification, section 5-4, heavy vehicles**

Compliance with approved standards

2. A rear-view mirror that is required to comply with an approved rear-view mirror standard did not comply, or cannot be demonstrated to have complied, with at least one of the standards listed in Table 5-4-1 at the time the vehicle was manufactured or the rear-view mirror was fitted (Note 1)

Condition and performance

3. A rear-view mirror does not comply with a requirement relating to condition or performance set out in:

- VIRM: In-service certification, section 5-4, general vehicles
- VIRM: In-service certification, section 5-4, heavy vehicles

Note 1

The rear-view mirror standard must be recorded on the vehicle compliance checksheet. If a mirror does not have an approved standards marking but was fitted as original equipment, it must be recorded as ‘OE’, along with any identifying information, such as the make.

Table 5-4-1. Approved rear-view mirror standards*

UN-ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan
46	71/127 79/795 85/205 86/562 87/354 88/321 2003/97 2005/27	111	14	TS for installation position of outside rear-view mirrors Installation position of outside rear-view mirrors Article 44

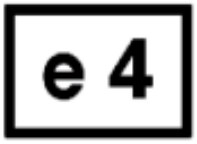
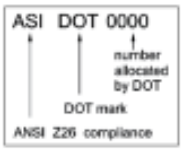
* A rear-view mirror that is required to comply with an approved rear-view mirror standard must comply with at least one of the standards listed in the table.

- **Rear-view mirror** includes a camera monitor system that uses cameras that are mounted in order to have the same or a similar view as a rear-view mirror and that displays the images viewed by the camera on a monitor inside the vehicle that is visible to the driver.

See also Figure 5-4-1

Figure 5-4-1. Typical standards markings

The following standard markings may assist in determining compliance with approved standards.

 Economic Commission for Europe (ECE)	 European Economic Commission (EEC)	 Federal Motor Vehicle Safety Standards (FMVSS)	 Japanese Industrial Standards

Summary of legislation

Applicable legislation

- Land Transport Rule: Glazing, Windscreen Wipe and Wash, and Mirrors 1999

Mandatory equipment

1. Vehicles must comply with the requirements relating to mandatory equipment set out in:

    - VIRM: In-service certification, section 5-4, general vehicles
    - VIRM: In-service certification, section 5-4, heavy vehicles

Compliance with approved standards

2. The rear-view mirrors required to be fitted to group M and N vehicles manufactured on or after 1 January 1996 must comply with one or more of the approved rear-view mirror standards in Table 5-4-1 (Note 1)

Condition and performance

3. Rear-view mirrors must comply with the requirements relating to condition and performance set out in:

    - VIRM: In-service certification, section 5-4, general vehicles
    - VIRM: In-service certification, section 5-4, heavy vehicles

Page amended **1 May 2021** (see amendment details).

6 Entrance and exit

6-1 Door and hinged panel retention systems

Reasons for rejection

Mandatory equipment

1. A vehicle does not comply with a requirement relating to mandatory equipment set out in the VIRM: In-service certification, section 6-1

Compliance with approved standards

2. A door retention system that is required to comply with an approved door retention system standard did not comply, or cannot be demonstrated to have complied, with at least one of the standards listed in Table 6-1-1 at the time the vehicle was manufactured.

Condition, performance and modification

3. A door retention system does not comply with a requirement relating to condition, performance or modification set out in the **VIRM: In-service certification, section 6-1**

Table 6-1-1. Approved door retention system standards*

UN-ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan
11	70/387 98/90 2001/31	206	2	Technical Standard for Door Retention Systems Article 25

***** A door retention system that is required to comply with an approved door retention system standard must comply with at least one of the standards listed in the table.

Summary of legislation

Applicable legislation

- **Land Transport Rule: Door Retention Systems 2001**

Mandatory equipment

1. Vehicles must comply with the requirements relating to mandatory equipment set out in the **VIRM: In-service certification, section 6-1**

Compliance with approved standards

2. Door retention systems on the following vehicles must comply with one or more of the approved door retention system standards in Table 6-1-1:

a) vehicles of class MA manufactured on or after 1 January 1991

b) vehicles of class MB, MC and MD1 manufactured on or after 1 January 1998.

Condition, performance and modification

3. Door retention systems must comply with the requirements relating to condition, performance and modification set out in the **VIRM: In-service certification, section 6-1**

6-2 PSV doors and doorways (light PSVs)

Reasons for rejection

Mandatory requirements

1. A doorway does not meet the dimension requirements of Table 6-2-1

2. A vehicle does not comply with the requirements relating to mandatory equipment set out in the **VIRM: In-service certification, section 6-2**

Condition and performance

3. A PSV door or doorway does not comply with the requirements relating to condition and performance set out in the **VIRM: In-service certification, section 6-2**

Table 6-2-1. Minimum width and height for PSV doorways

A doorway that:	Minimum width (mm)	Minimum height (mm)
Gives access to less than three rows of seats and less than eight occupants (Figure 6-2-1)	No minimum but must give easy access	No minimum but must give easy access
Is un-tapered with no central stanchion	550	Same as minimum aisle height (see section 7-4), except: 1. the rear door of an outdoor-access vehicle may have reduced height if this is required for additional frame strength, or 2. the door height may be reduced to 1650mm for a PSV that: a) is one of a series of identical vehicles produced in quantities of 1000 or more, and b) does not have more than 25 passenger seats, and c) has a GVM not exceeding 7000kg.
With central stanchion	550 each side of stanchion	
Is tapered at the top to accommodate body shape	See Table 6-2-2	
Is intended for wheelchair access (Figure 6-2-2)	800	1300 top of sill to doorway top

Table 6-2-2. Minimum width for tapered doorways (Figure 6-2-3)

Height above doorway sill (mm)	Minimum width (mm)
1600 or less	550
1601 to 1800	450
1801 to 1830	400
1831 and above	380

Figure 6-2-1. Entrance and exit

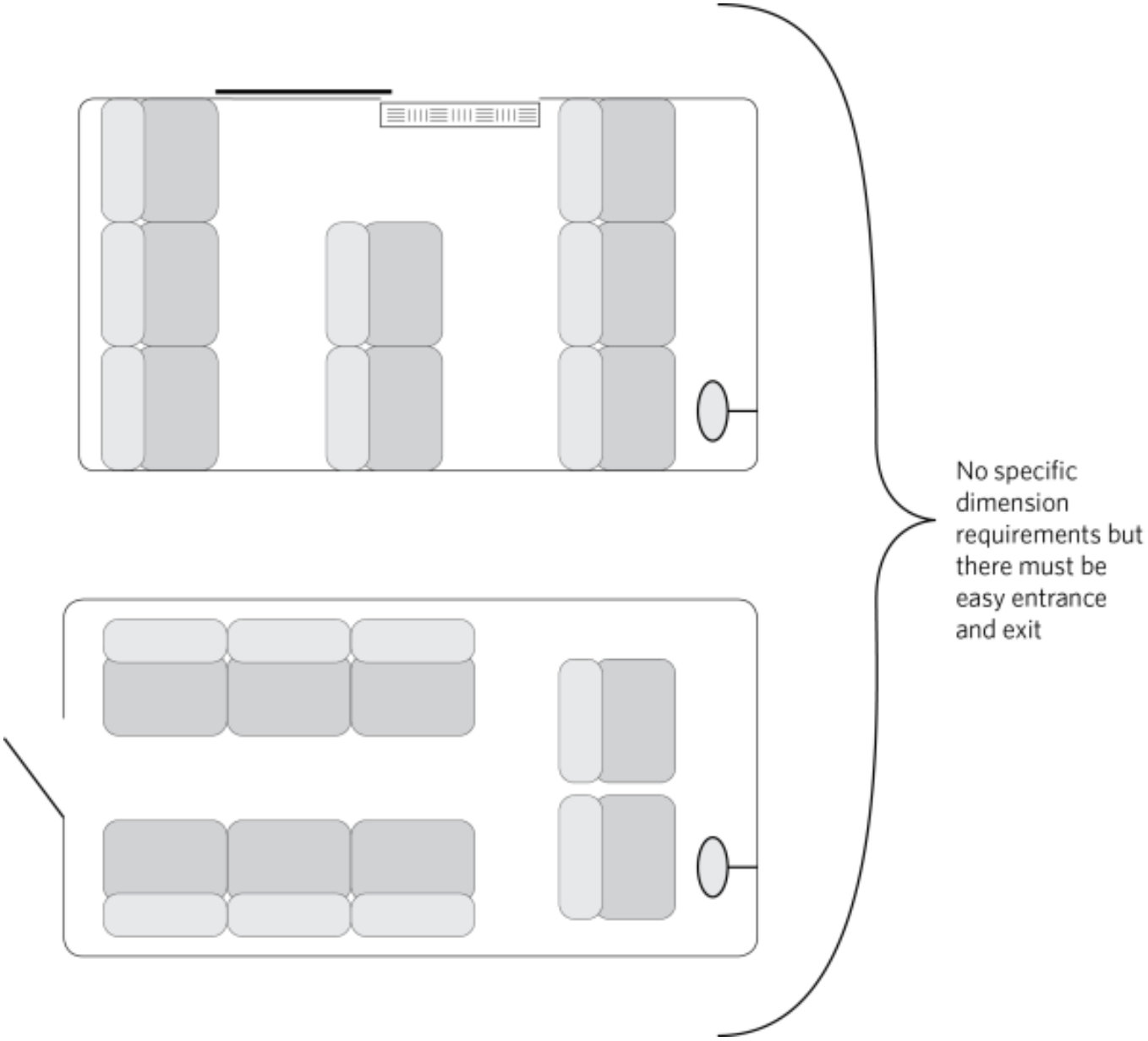
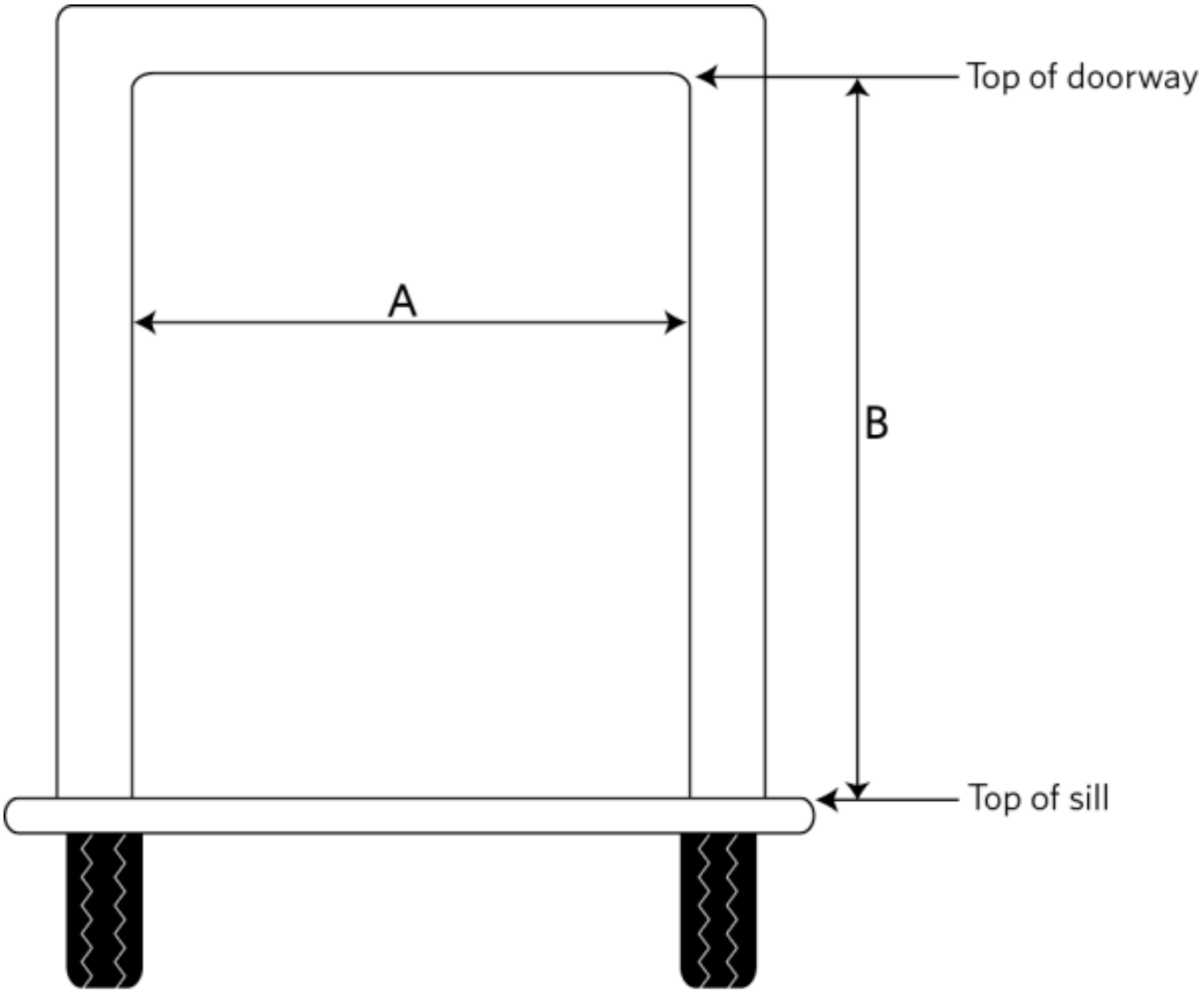
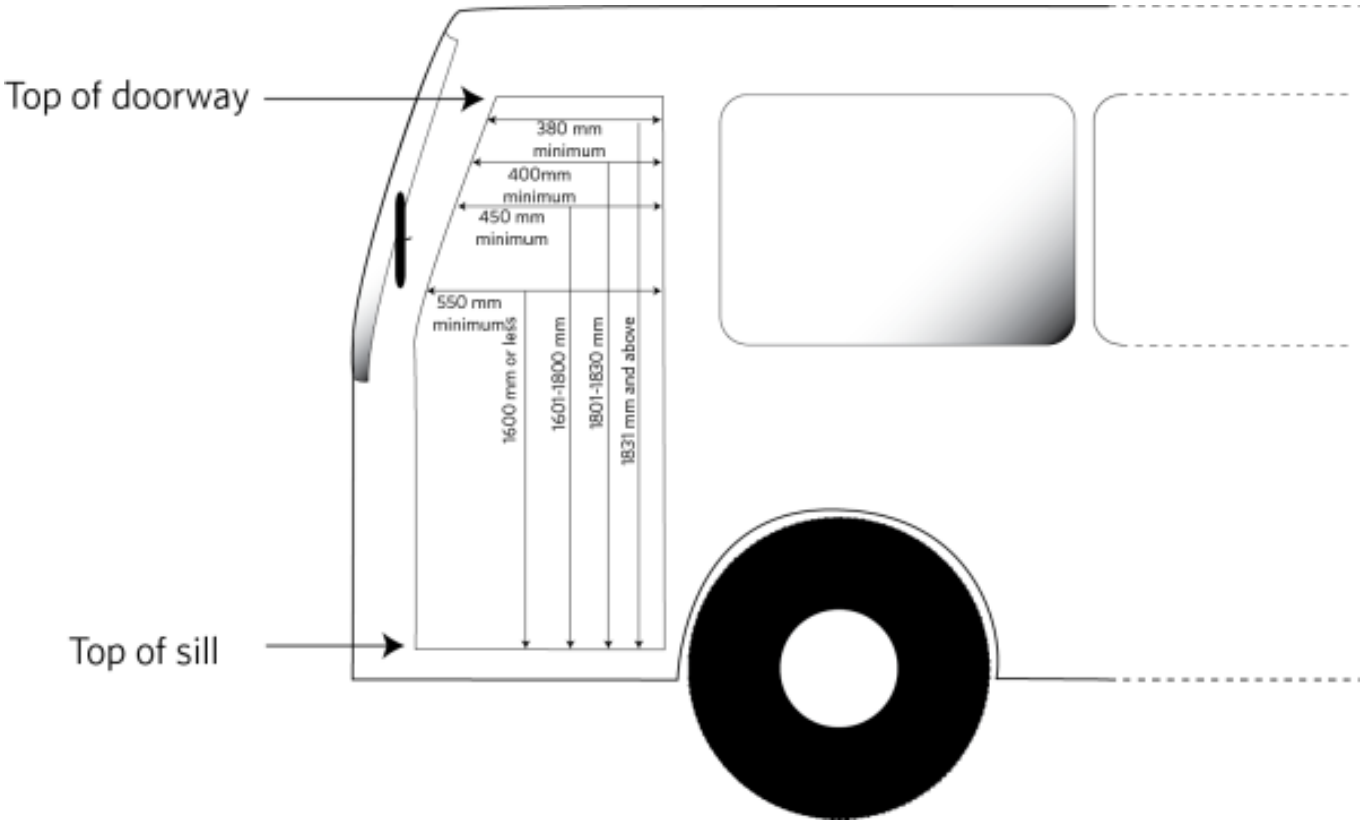


Figure 6-2-2. Doorway intended for wheel chair access



'A' must be at least 800 mm
'B' must be at least 1300 mm

Figure 6-2-3. Tapered doorways



Summary of legislation

Applicable legislation

- Land Transport Rule: Passenger Service Vehicles 1999

Mandatory requirements

1. The dimensions of a doorway must be at least those specified in Table 6-2-1

2. Vehicles must comply with the requirements relating to mandatory equipment set out in the VIRM: In-service certification, section 6-2

Performance

3. PSV doors and doorways must comply with the requirements relating to performance set out in the VIRM: In-service certification, section 6-2

Page amended **1 October 2012** (see amendment details).

6-2 PSV doors and doorways (heavy PSVs)

Reasons for rejection

Mandatory requirements

1. A doorway does not meet the dimension requirements of Table 6-2-1

2. A heavy PSV is not fitted with sufficient handrails suitable for assisting people entering and leaving the vehicle.

3. A required handrail or handhold is not:

    a) sufficiently strong for its foreseeable use, or

    b) not securely fastened.

4. A handhold on a door has a cross section smaller than 15mm x 25mm.

5. A handhold in a doorway (other than a handhold on a door) has a cross section dimension:

    a) smaller than 20mm, or

    b) greater than 45mm.

6. A vehicle does not comply with the requirements relating to mandatory equipment set out in the **VIRM: In-service certification, section 6-2**

Condition and performance

7. A PSV door or doorway does not comply with the requirements relating to condition and performance set out in the **VIRM: In-service certification, section 6-2**

Table 6-2-1. Minimum width and height for PSV doorways

A doorway that:	Minimum width (mm)	Minimum height (mm)
Gives access to less than three rows of seats and less than eight occupants (Figure 6-2-1)	No minimum but must give easy access	No minimum but must give easy access
Is un-tapered with no central stanchion	550	Same as minimum aisle height (see section 7-4), except: 1. the rear door of an outdoor-access vehicle may have reduced height if this is required for additional frame strength, or 2. the door height may be reduced to 1650mm for a PSV that: a) is one of a series of identical vehicles produced in quantities of 1000 or more, and b) does not have more than 25 passenger seats, and c) has a GVM not exceeding 7000kg.
With central stanchion	550 each side of stanchion	
Is tapered at the top to accommodate body shape	See Table 6-2-2	
Is intended for wheelchair access (Figure 6-2-2)	800	1300 top of sill to doorway top

Table 6-2-2. Minimum width for tapered doorways (Figure 6-2-3)

Height above doorway sill (mm)	Minimum width (mm)
1600 or less	550
1601 to 1800	450
1801 to 1830	400
1831 and above	380

Figure 6-2-1. Entrance and exit

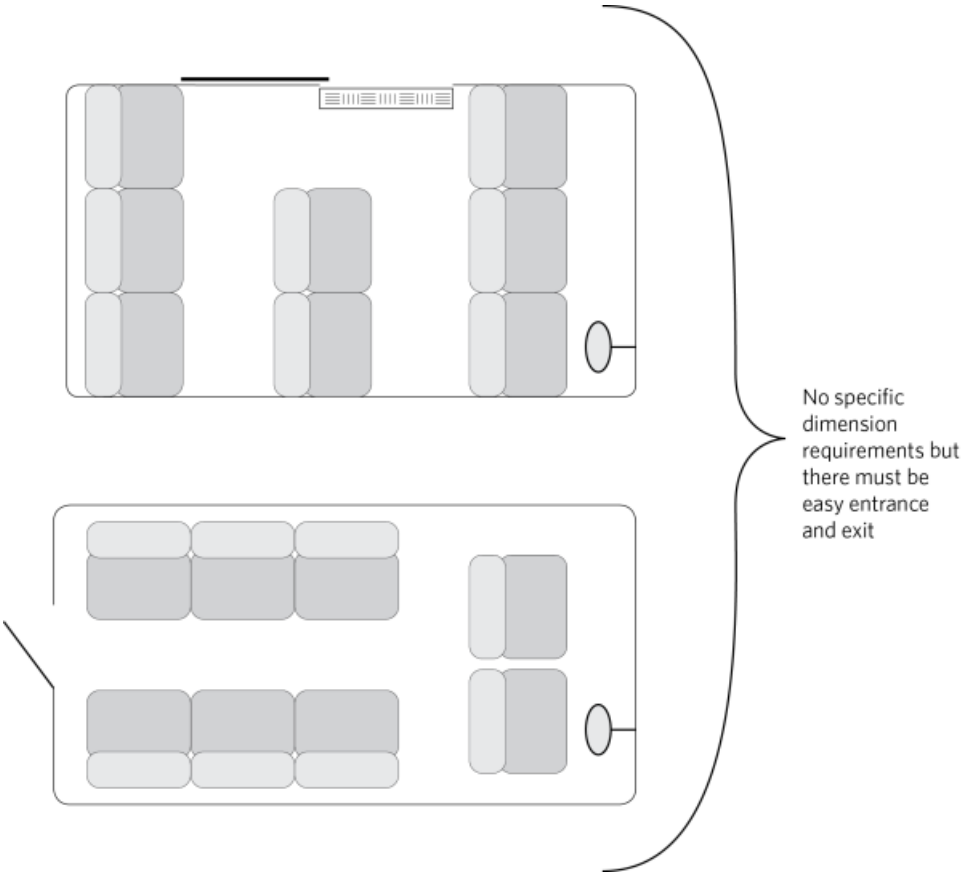
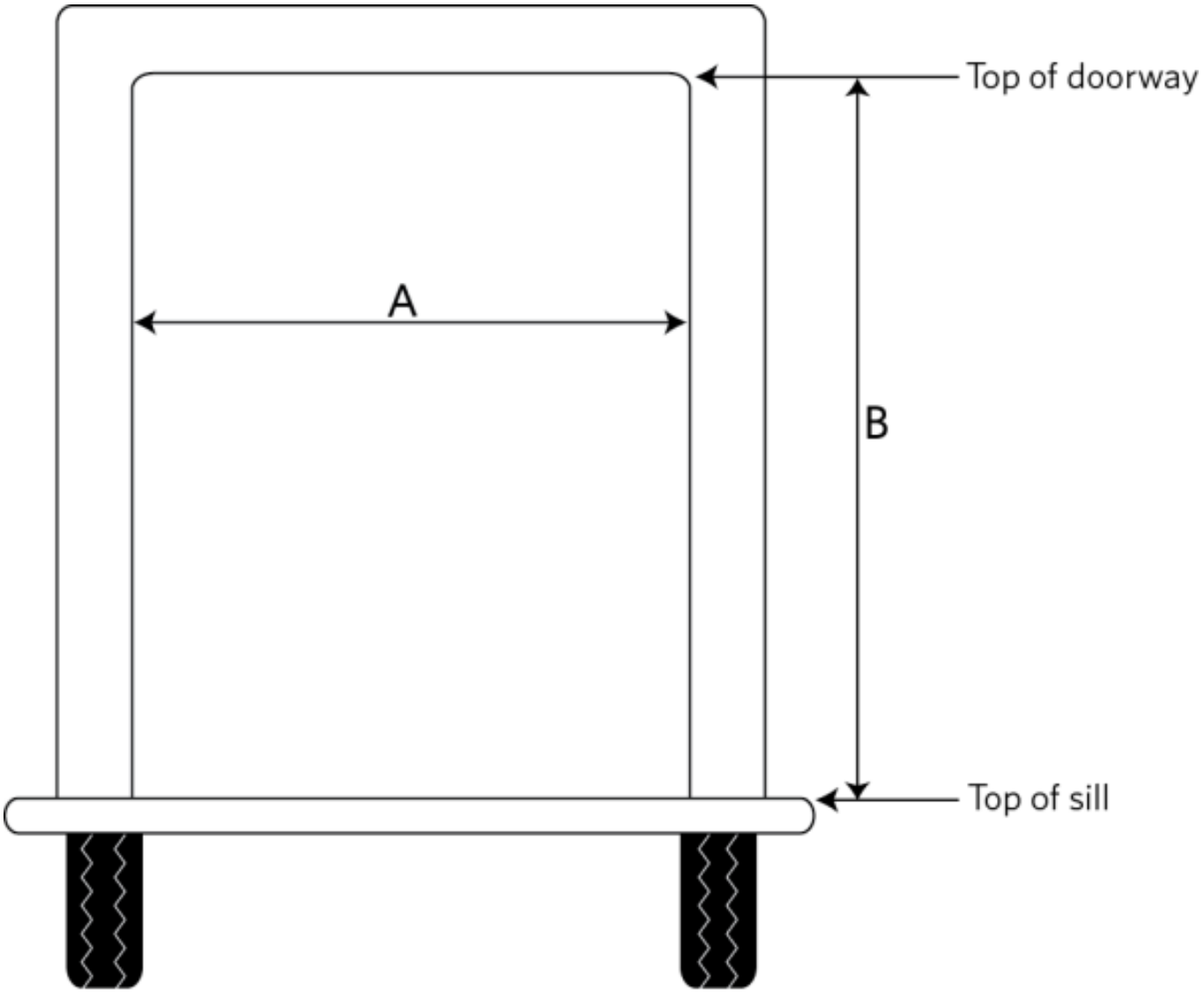
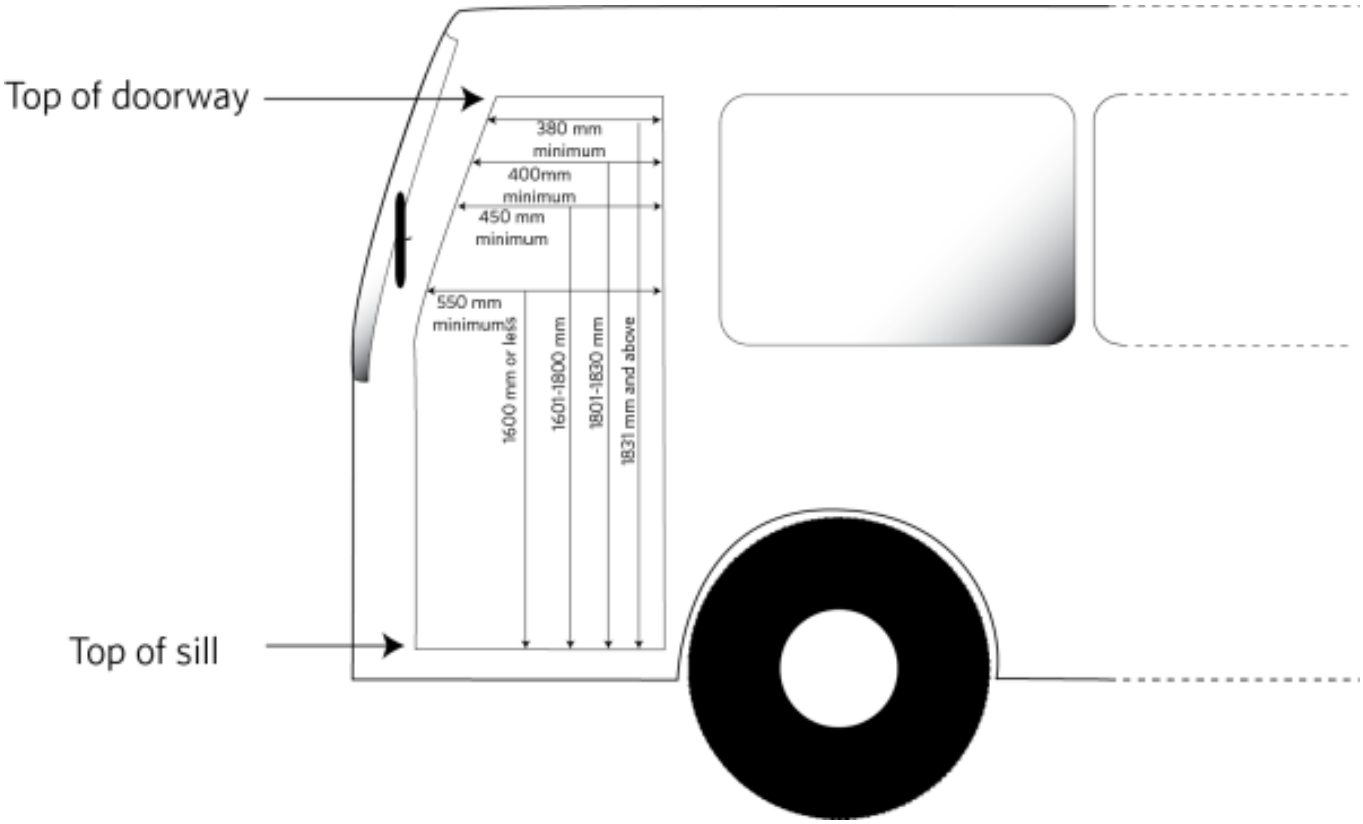


Figure 6-2-2. Doorway intended for wheel chair access



'A' must be at least 800 mm
'B' must be at least 1300 mm

Figure 6-2-3. Tapered doorways



Summary of legislation

Applicable legislation

- Land Transport Rule: Passenger Service Vehicles 1999

Mandatory requirements

1. The dimensions of a doorway must be at least those specified in Table 6-2-1

Heavy PSV

2. A heavy PSV must be fitted with handrails or handholds which are suitable to assist people entering and leaving the vehicle.

3. Required handrails and handholds must be of adequate strength for their foreseeable use and be securely fastened.

4. The minimum cross section dimension of handholds on doors may be 15mm if one other dimension is at least 25mm.

5. The cross section dimension of handholds in doorways (other than those on doors) must have no dimension smaller than 20mm or greater than 45mm.

6. Vehicles must comply with the requirements relating to mandatory equipment set out in the VIRM: In-service certification, section 6-2

Performance

7. PSV doors and doorways must comply with the requirements relating to performance set out in the **VIRM: In-service certification, section 6-2**

Page amended **1 October 2012** (see **amendment details**).

6-3 PSV entry and exit steps, ramps and hoists (light PSVs)

Note: an unmodified vehicle is not required to comply with Summary of legslation 1-5, or Reasons for rejection 1-4, provided that it complies with either:

- **UN/ECE 36** *and* **UN/ECE 66**; **UN/ECE 107** *and* **UN/ECE 66**; **UN/ECE 52** or **Directive 2001/85/EC**.

Reasons for rejection

Mandatory requirements

1. A permanent external step or ramp on the side of the passenger service vehicle:

    a) extends more than 20mm beyond the adjacent body line of the vehicle, or

    b) could injure a person (eg is not pedestrian friendly).

2. A manually operated extending step on the side of the vehicle:

    a) does not have an audible or visual alarm to warn the driver when the vehicle is moving that the steps are extended more than 20mm beyond the adjacent bodyline of the vehicle , or

    b) could injure a person (eg is not pedestrian friendly).

3. On a vehicle with a power operated retractable step:

    a) the movement of the step is not synchronised with the operation of the associated door, or

    b) the vehicle is able to move under its own power when the step is extended, or

    c) if the associated door is not within the driver's direct view, the door is able to be closed with a passenger on the step (compliance with this requirement may be demonstrated by placing a weight of 15kg at the centre of the step), or

    d) the step protrudes more than 10mm beyond the adjacent line of the body work when the associated door is closed.

4. On a vehicle with a mechanically operated retractable step, the step protrudes more than 10mm beyond the adjacent line of the body work when the associated door is closed.

5. A ramp is not:

    a) at least 800mm wide, or

    b) at least 760mm wide with a 20mm high safety ridge along the side edges.

6. A fully extended ramp from a vehicle parked on a flat level surface has a gradient that is steeper than 1 in 4.

7. A handhold on steps or a ramp has a cross section dimension:

    a) smaller than 20mm, or

b) greater than 45mm.

8. A vehicle does not comply with the requirements relating to mandatory requirements set out in the **VIRM: In-service certification, section 6-3**

Condition and performance

9. A vehicle does not comply with a requirement relating to condition or performance set out in the **VIRM: In-service certification, section 6-3**

Summary of legislation

Applicable legislation

- **Land Transport Rule: Passenger Service Vehicles 1999**

Mandatory requirements

1. Permanent external steps and ramps on the side of the passenger service vehicle must not extend more than 20mm beyond the adjacent body line of the vehicle, and must be constructed so that they are not likely to injure any person.

2. Manually operated extending steps on the side of the passenger service vehicle must:

a) be constructed so that they are not likely to injure any person, and

b) protrude no more than 20mm beyond the adjacent body line of the vehicle when they are folded away, and

c) if the steps extend more than 20mm beyond the adjacent body line of the vehicle, have an audible or visual alarm system that alerts the driver if the vehicle is moving and the steps are extended.

3. Retractable steps must comply with the requirements of the version of UN/ECE Regulation No. 52, UN/ECE Regulation No. 107 or Directive 2001/85/EC, which was applicable either:

a) if they were fitted before the vehicle entered service as a PSV in New Zealand, at the time when the vehicle entered service as a PSV in New Zealand, or

b) if they were fitted after the vehicle entered service as a PSV in New Zealand, at the time the steps were fitted.

4. Power operated retractable steps must meet the following requirements:

a) the movement of the step must be synchronised with the operation of the associated door, and

b) the vehicle must not be able to move under its own power when the step is extended, and

c) if the associated door is not within the driver's direct view, the door must not be able to be closed with a passenger on the step (compliance with this requirement may be demonstrated by placing a weight of 15kg at the centre of the step), and

d) the step must not protrude more than 10mm beyond the adjacent line of the body work when the associated door is closed.

5. Mechanically operated retractable steps must not protrude more than 10mm beyond the adjacent line of the body work when the associated door is closed.

6. Ramps must be at least 800 mm wide, or at least 760mm wide with a 20mm high safety ridge along the side edges.

7. A ramp which is fully extended from a vehicle parked on a flat level surface must not have a gradient that is steeper than 1 in 4 .

8. The cross section dimension of handholds on steps or ramps must have no dimension smaller than 20mm or greater than 45mm.

9. A vehicle must comply with the requirements relating to mandatory requirements set out in the **VIRM: In-service certification, section 6-3**

Condition and performance

10. A vehicle must comply with the requirements relating to condition and performance set out in the **VIRM: In-service certification, section 6-3**

Page amended **1 November 2017** (see **amendment details**).

6-3 PSV entry and exit steps, ramps and hoists (heavy PSVs)

Note An unmodified vehicle is not required to comply with Summary of legislation 1-6, or Reasons for rejection 1-7, provided that it complies with either:

- **UN/ECE 36** *and* **UN/ECE 66**; **UN/ECE 107** *and* **UN/ECE 66**; **UN/ECE 52** or **Directive 2001/85/EC**.

Reasons for rejection

Mandatory requirements

1. A heavy PSV, other than a stretch limousine, with the floor at the entrance and exit door more than 410mm above the surface of the level roadway does not have a step or ramp (Figure 6-3-1)

2. Unless the entrance is of a stretch limousine or an outdoor access vehicle or is a left-front passenger entrance providing access for less than three passenger seating positions, the distance from the ground to the tread surface of the lowest entrance level is 410mm or more, with the unladen vehicle on a level surface and with any driver-adjustable suspension in its lowest position.

3. A required entry or exit step does not meet the following (Figure 6-3-2):

a) the rise from one step to the next is 300mm or more.

b) the depth of a step from front to inner riser is less than 200mm.

c) the width of a step parallel to the doorway is less than 550mm

d) an intermediate step that is cut away to allow space for the door to open is:

i. less than 180mm deep, or

ii. less than 250mm wide.

4. A permanent external step or ramp on the side of the passenger service vehicle:

a) extends more than 20mm beyond the adjacent body line of the vehicle, or

b) could injure a person (eg is not pedestrian friendly).

5. A manually operated extending step on the side of the vehicle:

a) does not have an audible or visual alarm to warn the driver when the vehicle is moving that the steps are extended more than 20mm beyond the adjacent bodyline of the vehicle, or

b) could injure a person (eg is not pedestrian friendly).

6. On a vehicle with a power operated retractable step:

a) the movement of the step is not synchronised with the operation of the associated door, or

b) the vehicle is able to move under its own power when the step is extended, or

c) if the associated door is not within the driver's direct view, the door is able to be closed with a passenger on the step (compliance with this requirement may be demonstrated by placing a weight of 15kg at the centre of the step), or

d) the step protrudes more than 10 mm beyond the adjacent line of the body work when the associated door is closed.

7. On a vehicle with a mechanically operated retractable step, the step protrudes more than 10mm beyond the adjacent line of the body work when the associated door is closed.

8. A ramp is not:

a) at least 800mm wide, or

b) at least 760mm wide with a 20mm high safety ridge along the side edges.

9. A fully extended ramp from a vehicle parked on a flat level surface has a gradient that is steeper than 1 in 4.

10. A handhold on steps or a ramp has a cross section dimension:

a) smaller than 20mm, or

b) greater than 45mm.

11. A vehicle does not comply with the requirements relating to mandatory requirements and equipment set out in the **VIRM: In-service certification, section 6-3**

Condition and performance

12. A vehicle does not comply with a requirement relating to condition or performance set out in the **VIRM: In-service certification, section 6-3**

Figure 6-3-1. Height of floor from surface of level roadway

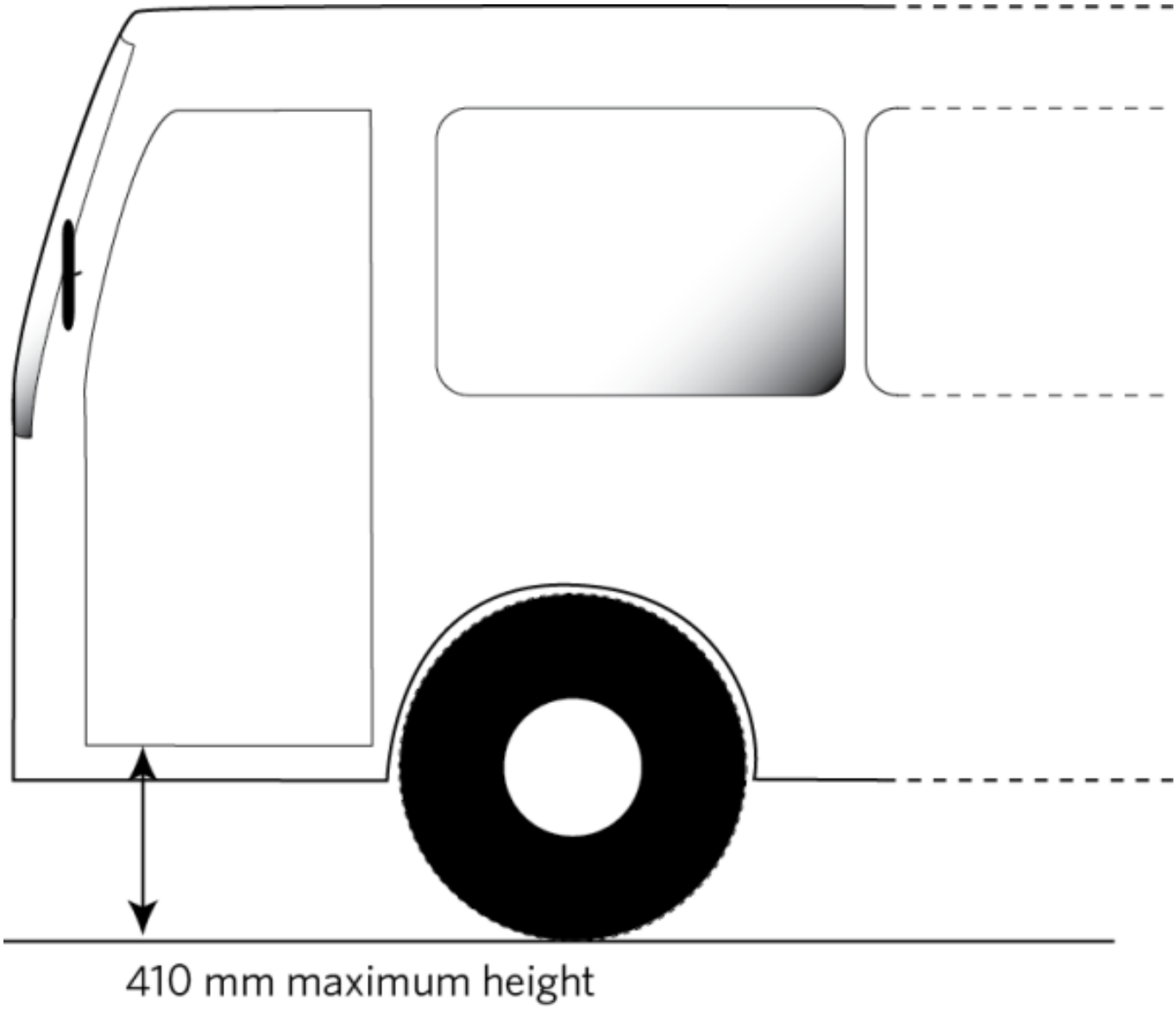
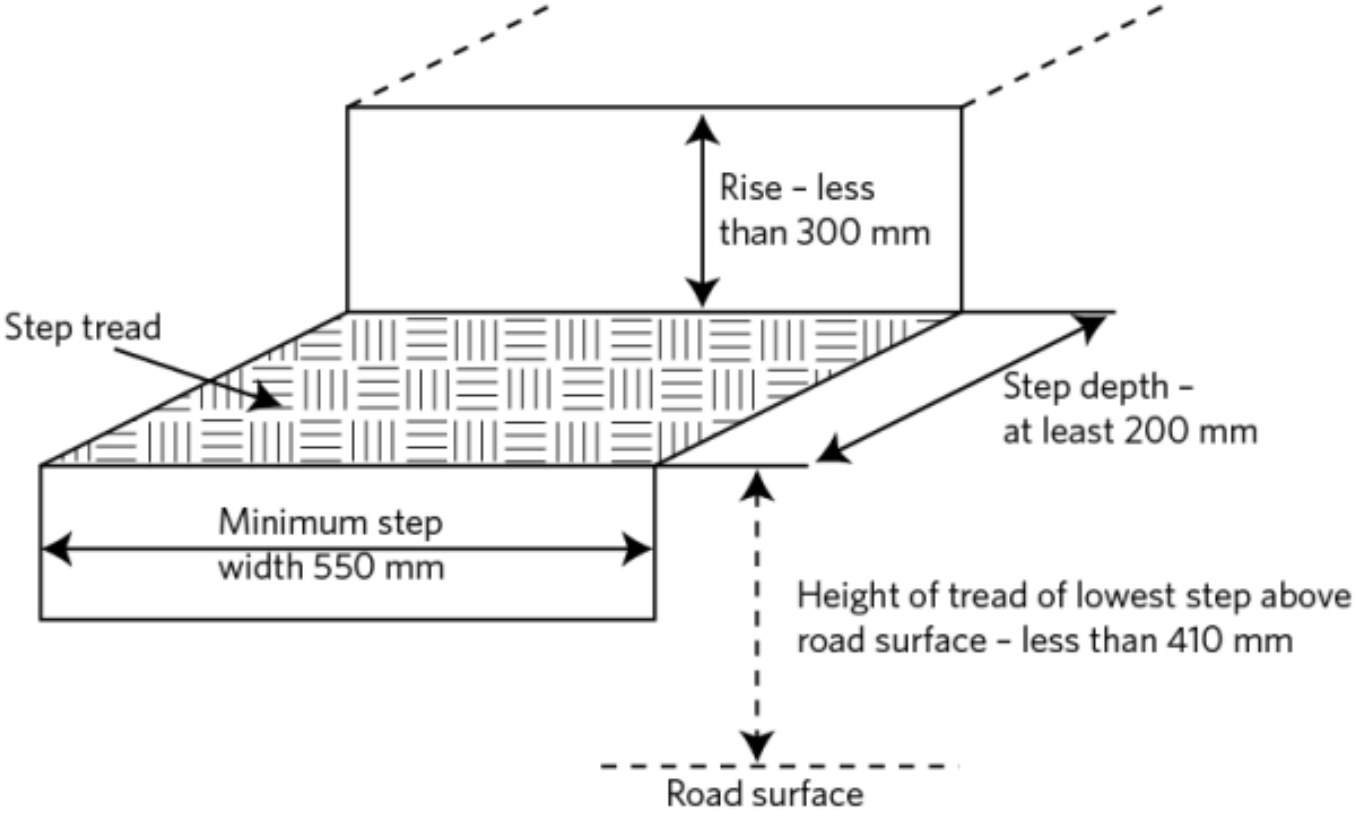


Figure 6-3-2. Entry/exit step requirements



Summary of legislation

Applicable legislation

- Land Transport Rule: Passenger Service Vehicles 1999

Mandatory requirements

1. Except for a stretch limousine, if the floor of a heavy PSV at the entrance or exit door is more than 410mm above the surface of the level roadway, there must be a step or ramp which complies with the following requirements:

    a) unless the entrance is of an outdoor access vehicle or is a left-front passenger entrance providing access for less than three passenger seating positions, the distance from the ground to the tread surface of the lowest entrance level must be less than 410mm when measured with the unladen vehicle:

        i. on a flat horizontal surface, and

        ii. if the height of the suspension can be adjusted from the driver's seat, the vehicle is in its lowest suspension position.

2. Unless the entrance is of a stretch limousine or an outdoor access vehicle or is a left-front passenger entrance providing access for less than three passenger seating positions, entry and exit steps must meet the following dimensional requirements:

    a) if more than one step is provided, the rise from one step to the next must be less than 300mm, and

    b) the step depth from the front edge to inner riser must be at least 200mm, and

c) the step width parallel to the doorway must be at least 550mm, and

d) If more than one step is provided, any intermediate step which is cut away to allow space for the door to open must be at least 180mm deep and at least 250mm wide.

3. Permanent external steps and ramps on the side of the passenger service vehicle must not extend more than 20mm beyond the adjacent body line of the vehicle, and must be constructed so that they are not likely to injure any person.

4. Manually operated extending steps on the side of the passenger service vehicle must:

a) be constructed so that they are not likely to injure any person, and

b) protrude no more than 20mm beyond the adjacent body line of the vehicle when they are folded away, and

c) if the steps extend more than 20mm beyond the adjacent body line of the vehicle, have an audible or visual alarm system that alerts the driver if the vehicle is moving and the steps are extended.

5. Retractable steps must comply with the requirements of the version of UN/ECE Regulation No 36, UN/ECE Regulation No. 107 or Directive 2001/85/EC, which was applicable either:

a) if they were fitted before the vehicle entered service as a PSV in New Zealand, at the time when the vehicle entered service as a PSV in New Zealand, or

b) if they were fitted after the vehicle entered service as a PSV in New Zealand, at the time the steps were fitted.

6. Power operated retractable steps must meet the following requirements:

a) the movement of the step must be synchronised with the operation of the associated door, and

b) the vehicle must not be able to move under its own power when the step is extended, and

c) if the associated door is not within the driver's direct view, the door must not be able to be closed with a passenger on the step (compliance with this requirement may be demonstrated by placing a weight of 15kg at the centre of the step), and

d) the step must not protrude more than 10 mm beyond the adjacent line of the body work when the associated door is closed.

7. Mechanically operated retractable steps must not protrude more than 10mm beyond the adjacent line of the body work when the associated door is closed.

8. Ramps must be at least 800mm wide, or at least 760mm wide with a 20mm high safety ridge along the side edges.

9. A ramp which is fully extended from a vehicle parked on a flat level surface must not have a gradient that is steeper than 1 in 4.

10. The cross section dimension of handholds on steps or ramps must have no dimension smaller than 20mm or greater than 45mm.

11. A vehicle must comply with the requirements relating to mandatory requirements and equipment set out in the **VIRM: In-service certification, section 6-3**

Condition and performance

12. A vehicle must comply with the requirements relating to condition and performance set out in the **VIRM: In-service certification, section 6-3**

Page amended **1 October 2012** (see **amendment details**).

6-4 PSV emergency exits (light PSVs)

Note: an unmodified vehicle is not required to comply with Summary of legislation 1–6, or Reasons for rejection 1–6, provided that it complies with either:

- **UN/ECE 36** *and* **UN/ECE 66**; **UN/ECE 107** *and* **UN/ECE 66**; **UN/ECE 52** or **Directive 2001/85/EC**.

Reasons for rejection

Mandatory requirements

1. A PSV does not have emergency exits:

    a) distributed throughout the area used by the occupants of the PSV, or

    b) on at least two different surfaces of the compartment.

2. A PSV does not have dedicated emergency exits on as many different surfaces as is practicable.

3. A PSV with less than three dedicated emergency exits has one on the left-hand side of the vehicle.

4. A dedicated emergency exit door opens inwards.

5. A dedicated emergency exit on the side wall is hinged on its rear edge.

6. A push-out or free-falling dedicated emergency exit requires a force of more than 400 newtons to open it (Note 2)

7. A PSV is fitted with a sliding or similar type of dedicated emergency exit, which is likely to jam or malfunction if there is even a slight distortion of the vehicle body or frame.

8. A dedicated emergency exit which is a doorway is not at least:

    a) 1200mm high (except for a stretch limousine),or

    b) 500mm wide.

9. A dedicated emergency exit which is a window or hatch:

    a) has a dimension (eg height or width) less than 500mm, or

    b) has a free area of the opening is less than 0.35m^2.

10. A person is required to step both upwards and downwards to access a dedicated emergency exit.

11. The lower edge of a dedicated emergency exit on the side of the vehicle is 1m or more above the adjacent floor.

12. A dedicated emergency exit window or door is in the extreme rear of the vehicle and there are seats in front of it, and there is no permanent shelf to cover any gap exceeding 150mm between the emergency exit window/door and the rear of the seats (Figure 6-4-1)

13. A vehicle does not comply with the requirements relating to mandatory equipment set out in the **VIRM: In-service certification, section 6-4**

Performance

14. A vehicle does not comply with a requirement relating to performance set out in the **VIRM: In-service certification, section 6-4**

Note 1 Definitions

Compartment, *for the purposes of emergency exits*, means:

- the separated driver's compartment
- the upper and lower passenger compartments of a double-decked vehicle
- the front and rear sections of the passenger compartment of an articulated bus
- the passenger compartment of a single-decked non-articulated bus.

Emergency exit means:

- a door used for the entry and exit of the occupants and, for this purpose, a door of double single width is a single emergency exit
- the access between the front and rear sections of an articulated bus
- the stairway from the upper deck to the lower deck
- a dedicated emergency exit.

Dedicated emergency exit means any doorway, window, hatch or other opening that is designed and constructed solely to provide a means of leaving the vehicle in the event of an emergency.

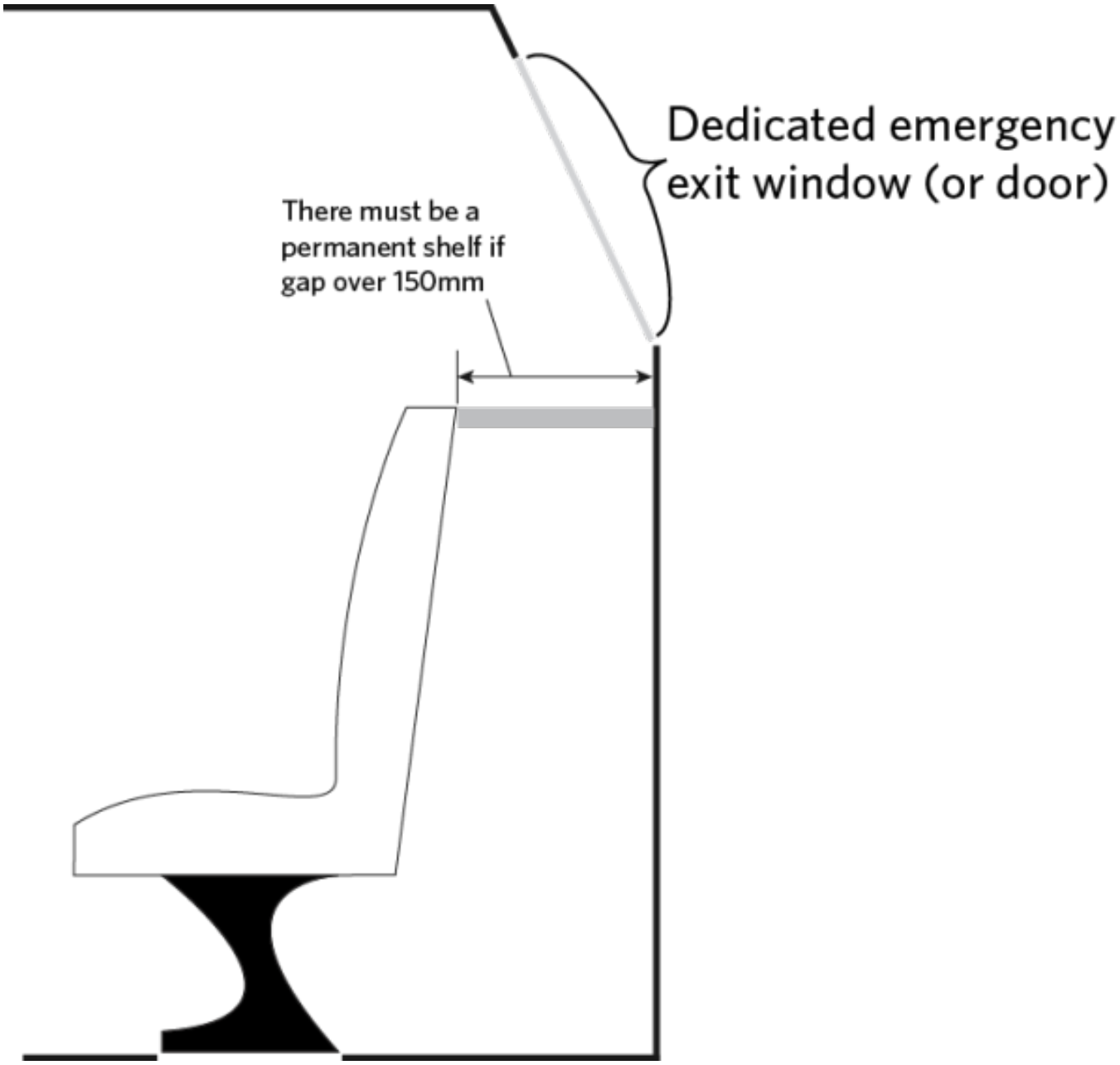
Surfaces (of a PSV) means:

- the side walls
- the front and rear faces
- the roof
- the floor of the upper deck of a double-decked vehicle.

Note 2

If it is suspected that the opening force exceeds 400 newtons, the exit must be checked during an entry inspection. A push-out or free falling dedicated emergency exit is not required to have levers or handles to open it. It must be mounted in a rubber that has a removable rubber strip on both the inside and outside. In the absence of either rubber strip the owner must demonstrate the operation of the exit.

Figure 6-4-1. Dedicated emergency exit window (or door)



Summary of legislation

Applicable legislation

- Land Transport Rule: Passenger Service Vehicles 1999

Mandatory requirements

1. Emergency exits must be:

    a) distributed throughout the area used by the occupants of the PSV, and

    b) on at least two different surfaces of the compartment.

2. Dedicated emergency exits:

a) must be provided for on as many different surfaces as is practicable, and

b) must not be on the left-hand side of the PSV if the vehicle has less than three dedicated emergency exits.

3. A dedicated emergency exit must open outwards.

4. A dedicated emergency exit of a hinged door or hinged window type in the side wall of a vehicle must not be hinged on its rear edge.

5. A push-out or free-falling dedicated emergency exit must not require a force of more than 400 newtons to open it (Note 2).

6. A sliding or similar type of dedicated emergency exit, which is likely to jam or malfunction if there is even a slight distortion of the vehicle body or frame, must not be fitted on a motor vehicle which entered service as a PSV in New Zealand on or after 1 September 1999.

7. A dedicated emergency exit which is a doorway must be at least:

a) 1200mm high (except for a stretch limousine), and

b) 500mm wide.

8. A dedicated emergency exit which is a window or hatch must have no dimension less than 500mm, and the free area of the opening must be at least 0.35m^2

9. A dedicated emergency exit in a motor vehicle which entered service as a PSV in New Zealand on or after 1 September 1999 must comply with the following requirements:

a) a person must not be required to step both upwards and downwards to access the emergency exit, and

b) if an emergency exit window is on the side of the vehicle, the lower edge of the emergency exit window opening must not be more than 1m above the floor adjacent to the emergency exit, and

c) if an emergency exit window is in the extreme rear of the vehicle and there are seats in front of it, there must be a permanent shelf to cover any gap greater than 150mm between the emergency exit window and the rear of the seats.

10. A vehicle must comply with the requirements relating to mandatory equipment set out in the **VIRM: In-service certification, section 6-4**

Performance

11. A vehicle must comply with the requirements relating to performance set out in the **VIRM: In-service certification, section 6-4**

Page amended **1 October 2012** (see **amendment details**).

6-4 PSV emergency exits (heavy PSVs)

Note: an unmodified vehicle is not required to comply with Summary of legislation 1–6, or Reasons for rejection 1–6, provided that it complies with either:

- **UN/ECE 36** *and* **UN/ECE 66**; **UN/ECE 107** *and* **UN/ECE 66**; **UN/ECE 52** or **Directive 2001/85/EC**.

Reasons for rejection

Mandatory requirements

1. A PSV does not have emergency exits:

    a) distributed throughout the area used by the occupants of the PSV, or

    b) on at least two different surfaces of the compartment.

2. A PSV does not have dedicated emergency exits on as many different surfaces as is practicable.

3. A PSV with less than three dedicated emergency exits has one on the left-hand side of the vehicle.

4. A dedicated emergency exit door opens inwards.

5. A dedicated emergency exit in the side wall is hinged on its rear edge.

6. A push-out or free-falling dedicated emergency exit requires a force of more than 400 newtons to open it (Note 2).

7. A PSV is fitted with a sliding or similar type of dedicated emergency exit, which is likely to jam or malfunction if there is even a slight distortion of the vehicle body or frame.

8. A dedicated emergency exit which is a doorway is not at least:

    a) 1200mm high (except for a stretch limousine),or

    b) 500mm wide.

9. A dedicated emergency exit which is a window or hatch:

    a) has a dimension (e.g. height or width) less than 500mm, or

    b) has a free area of the opening is less than 0.35 m2.

10. A person is required to step both upwards and downwards to access a dedicated emergency exit.

11. The lower edge of a dedicated emergency exit on the side of the vehicle is 1m or more above the adjacent floor.

12. A dedicated emergency exit window or door is in the extreme rear of the vehicle and there are seats in front of it, and there is no permanent shelf to cover any gap exceeding 150mm between the emergency exit window/door and the rear of the seats (Figure 6-4-1).

13. A vehicle does not comply with the requirements relating to mandatory equipment set out in the **VIRM: In-service certification, section 6-4**

Performance

14. A vehicle does not comply with a requirement relating to performance set out in the **VIRM: In-service certification, section 6-4**

Note 1 Definitions

Compartment, *for the purposes of emergency exits*, means:

- the separated driver's compartment
- the upper and lower passenger compartments of a double-decked vehicle
- the front and rear sections of the passenger compartment of an articulated bus

- the passenger compartment of a single-decked non-articulated bus.

Emergency exit means:

- a door used for the entry and exit of the occupants and, for this purpose, a door of double single width is a single emergency exit
- the access between the front and rear sections of an articulated bus
- the stairway from the upper deck to the lower deck
- a dedicated emergency exit.

Dedicated emergency exit means any doorway, window, hatch or other opening that is designed and constructed solely to provide a means of leaving the vehicle in the event of an emergency.

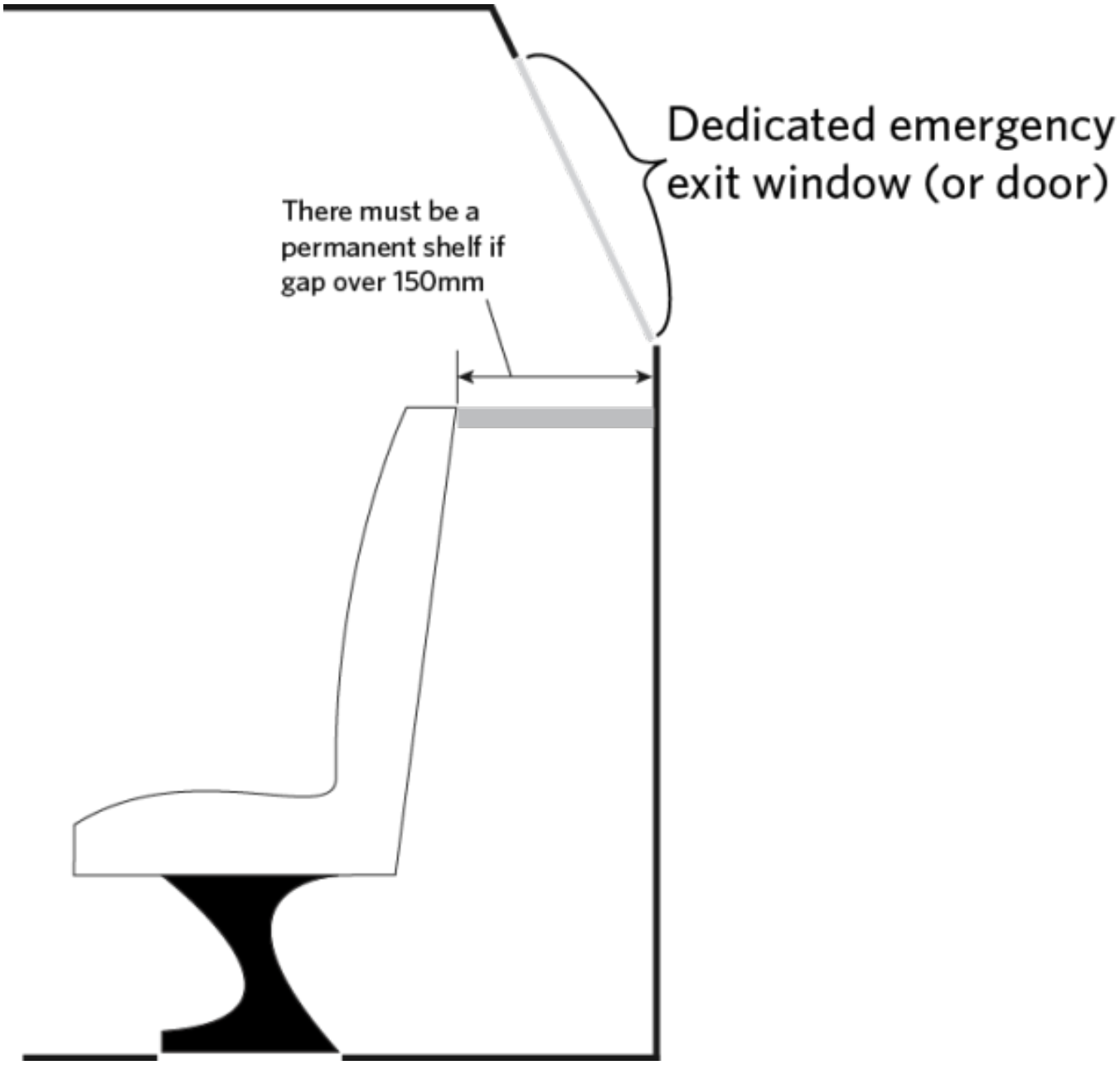
Surfaces (of a PSV) means:

- the side walls
- the front and rear faces
- the roof
- the floor of the upper deck of a double-decked vehicle.

Note 2

If it is suspected that the opening force exceeds 400 newtons, the exit must be checked during an entry inspection. A push-out or free falling dedicated emergency exit is not required to have levers or handles to open it. It must be mounted in a rubber that has a removable rubber strip on both the inside and outside. In the absence of either rubber strip the owner must demonstrate the operation of the exit.

Figure 6-4-1. Dedicated emergency exit window (or door)



Summary of legislation

Applicable legislation

- Land Transport Rule: Passenger Service Vehicles 1999

Mandatory requirements

1. Emergency exits must be:

    a) distributed throughout the area used by the occupants of the PSV, and

    b) on at least two different surfaces of the compartment.

2. Dedicated emergency exits:

a) must be provided for on as many different surfaces as is practicable, and

b) must not be on the left-hand side of the PSV if the vehicle has less than three dedicated emergency exits.

3. A dedicated emergency exit must open outwards.

4. A dedicated emergency exit of a hinged door or hinged window type in the side wall of a vehicle must not be hinged on its rear edge.

5. A push-out or free-falling dedicated emergency exit must not require a force of more than 400 newtons to open it (Note 2)

6. A sliding or similar type of dedicated emergency exit, which is likely to jam or malfunction if there is even a slight distortion of the vehicle body or frame, must not be fitted on a motor vehicle which entered service as a PSV in New Zealand on or after 1 September 1999.

7. A dedicated emergency exit which is a doorway must be at least:

a) 1200mm high (except for a stretch limousine), and

b) 500mm wide.

8. A dedicated emergency exit which is a window or hatch must have no dimension less than 500mm, and the free area of the opening must be at least 0.35m^2

9. A dedicated emergency exit in a motor vehicle which entered service as a PSV in New Zealand on or after 1 September 1999 must comply with the following requirements:

a) a person must not be required to step both upwards and downwards to access the emergency exit, and

b) if an emergency exit window is on the side of the vehicle, the lower edge of the emergency exit window opening must not be more than 1m above the floor adjacent to the emergency exit, and

c) if an emergency exit window is in the extreme rear of the vehicle and there are seats in front of it, there must be a permanent shelf to cover any gap greater than 150mm between the emergency exit window and the rear of the seats.

10. A vehicle must comply with the requirements relating to mandatory equipment set out in the **VIRM: In-service certification, section 6-4**

Performance

11. A vehicle must comply with the requirements relating to performance set out in the **VIRM: In-service certification, section 6-4**

Page amended **1 October 2012** (see **amendment details**).

7 Vehicle interior

7-1 Seats and seat anchorages

IMPORTANT: any parts that require removal or disassembly in order to carry out the inspection of seat anchorages must be removed. See **Vehicle structure – 3-3 Inspection specifications**

A vehicle whose seats or seat anchorages have been damaged beyond the limits specified in **Vehicle structure – 3-4 Threshold for requiring repair certification** must be certified by a specialist repair certifier before entry certification.

Reasons for rejection

Mandatory equipment

1. A vehicle does not comply with a requirement relating to mandatory equipment set out in:

- **VIRM: In-service certification, section 7-1, general vehicles**
- **VIRM: In-service certification, section 7-1, heavy vehicles**

See **Technical bulletin 14** for an explanation of the requirements relating to rotating seats.

Compliance with approved standards

2. A seat or seat anchorage that is required to comply with an approved seat and seat anchorage standard did not comply, or cannot be demonstrated to have complied, with at least one of the standards listed in Table 7-1-1 at the time the vehicle was manufactured.

Condition, performance and modification

3. A seat or seat anchorage does not comply with a requirement relating to condition, performance or modification set out in:

- **VIRM: In-service certification, section 7-1, general vehicles**
- **VIRM: In-service certification, section 7-1, heavy vehicles**

Note 1

Vehicles that comply with approved frontal impact standards are not required to comply with approved seat and seat anchorage standards. For the avoidance of doubt, this does not apply to vehicles:

- that have been issued with a special interest vehicle permit or immigrant's vehicle permit for frontal impact
- vehicles with a gross vehicle mass over 2500kg
- vehicles over 20 years old that do not comply with a frontal impact standard.

Table 7-1-1. Approved seat and seat anchorage standards*

UN-ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan
17	74/408 81/577 96/37 2005/39	207	3	Technical standard for seats and seat anchorages Article 22

***** A seat or seat anchorage that is required to comply with an approved seat and seat anchorage standard must comply with at least one of the standards listed in the table.

Summary of legislation

Applicable legislation

- **Land Transport Rule: Seats and Seat Anchorages 2002**

Mandatory equipment

1. Vehicles must comply with the requirements relating to mandatory equipment set out in:

- **VIRM: In-service certification, section 7-1, general vehicles**
- **VIRM: In-service certification, section 7-1, heavy vehicles**

Compliance with approved standards

2. Seats and seat anchorages in the following vehicles must comply with one or more of the approved seat and seat anchorage standards in Table 7-1-1:

- vehicles of class MA, MB, MC and NA manufactured on or after 1 October 2002.

Condition, performance and modification

3. Seats and seat anchorages must comply with the requirements relating to condition, performance and modification set out in:

- **VIRM: In-service certification, section 7-1, general vehicles**
- **VIRM: In-service certification, section 7-1, heavy vehicles**

Page updated 7 January 2025 (see **details**)

7-2 PSV seating (light and heavy PSVs)

Note: an unmodified vehicle is not required to comply with Reasons for rejection 1–4 or Summary of legislation 1–3, of section 7-2 provided that it complies with either:

- **UN/ECE 36** *and* **UN/ECE 66**; **UN/ECE 107** *and* **UN/ECE 66**; **UN/ECE 52**; or **Directive 2001/85/EC**.

Reasons for rejection

Mandatory requirements

1. A seat dimension or spacing does not comply with the requirements of Table 7-2-1

2. A seat is able to be adjusted, by sliding it backwards, so it enchroaches into the required seat space or foot room.

3. On a PSV, the shoulder width of a passenger seat to the left of the driver's seat:

    a) encroaches to within 250mm of a longitudinal vertical plane through the centre of the steering wheel, or

    b) encroaches to within 500mm of the internal surface of the right-hand door, if any (Figure 7-2-1).

4. A vehicle part, such as the wheel housing, drive-shaft tunnel, or similar equipment, protrudes into the foot room area in a manner that is likely to hinder emergency evacuation of the PSV.

In addition to UN/ECE compliance:

5. On a PSV intended to carry wheelchairs, the height from floor to ceiling in positions where wheelchairs will be restrained is less than 1480mm.

6. On a PSV intended to carry wheelchairs, the wheelchair or wheelchair-occupant restraint anchor points are positioned within the foot room requirements of Table 7-2-1.

7. Energy-absorbing material is not fitted to:

    a) the top of an exposed partition less than 1.2m high in front of a seat, or

    b) the top of a seat (except for a dedicated handhold integrated into the seat frame or a seatbelt fastening point).

8. A handhold on a seat has a cross section smaller than 15 × 25mm.

9. A vehicle does not comply with the requirements relating to mandatory requirements or mandatory and permitted equipment set out in:

- **VIRM: In-service certification, section 7-2, light PSVs**
- **VIRM: In-service certification, section 7-2, heavy PSVs**

Condition and performance

10. A vehicle does not comply with a requirement relating to condition or performance set out in:

- **VIRM: In-service certification, section 7-2, light PSVs**
- **VIRM: In-service certification, section 7-2, heavy PSVs**

Table 7-2-1. Minimum seating dimensions and spacings (mm)

	Height above seats (Figure 7-2-2)	Shoulder-room width	Seat spacing	Foot room (Figure 7-2-9)
All PSVs except dedicated primary-school and intermediate-school buses				
9 seats or less	No requirement	No requirement	**For seats facing same direction:** 650 (Figure 7-2-4, Figure 7-2-5), or 660 (Figure 7-2-6), or 760 (Figure 7-2-7) **For seats facing each other:** 1300 (Figure 7-2-8) (1200 for outdoor-access vehicles) (Figure 7-2-8)	300 wide, and 300 deep (unless compliant with UN/ECE 107)
More than 9 seats	850 for driver's seat and any passenger seat located in-line with the driver's seat 900 all other seats	450 shoulder room (Figure 7-2-3)		
Dedicated primary-school and intermediate-school buses				
9 seats or less	No requirement	No requirement	**For seats facing same direction:** 600 (Figure 7-2-4, Figure 7-2-5, Figure 7-2-6, Figure 7-2-7) **For seats facing each other:** 1200 (Figure 7-2-8)	250 wide, and 250 deep (unless compliant with UN/ECE 107)
More than 9 seats	850 for driver's seat and any passenger seat located in-line with the driver's seat 900 all other seats	300 shoulder room2		

Figure 7-2-1. Driving position protection and encroachment limits

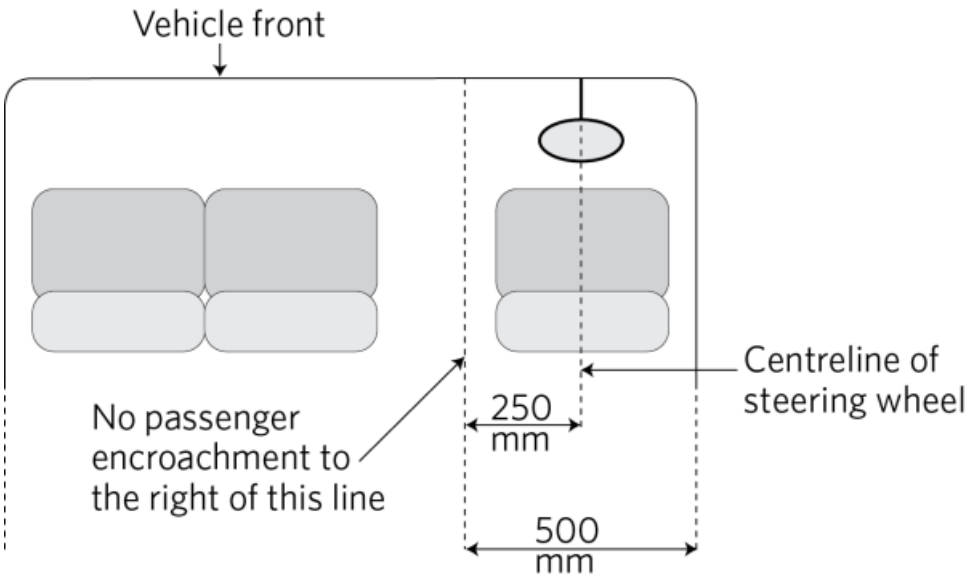
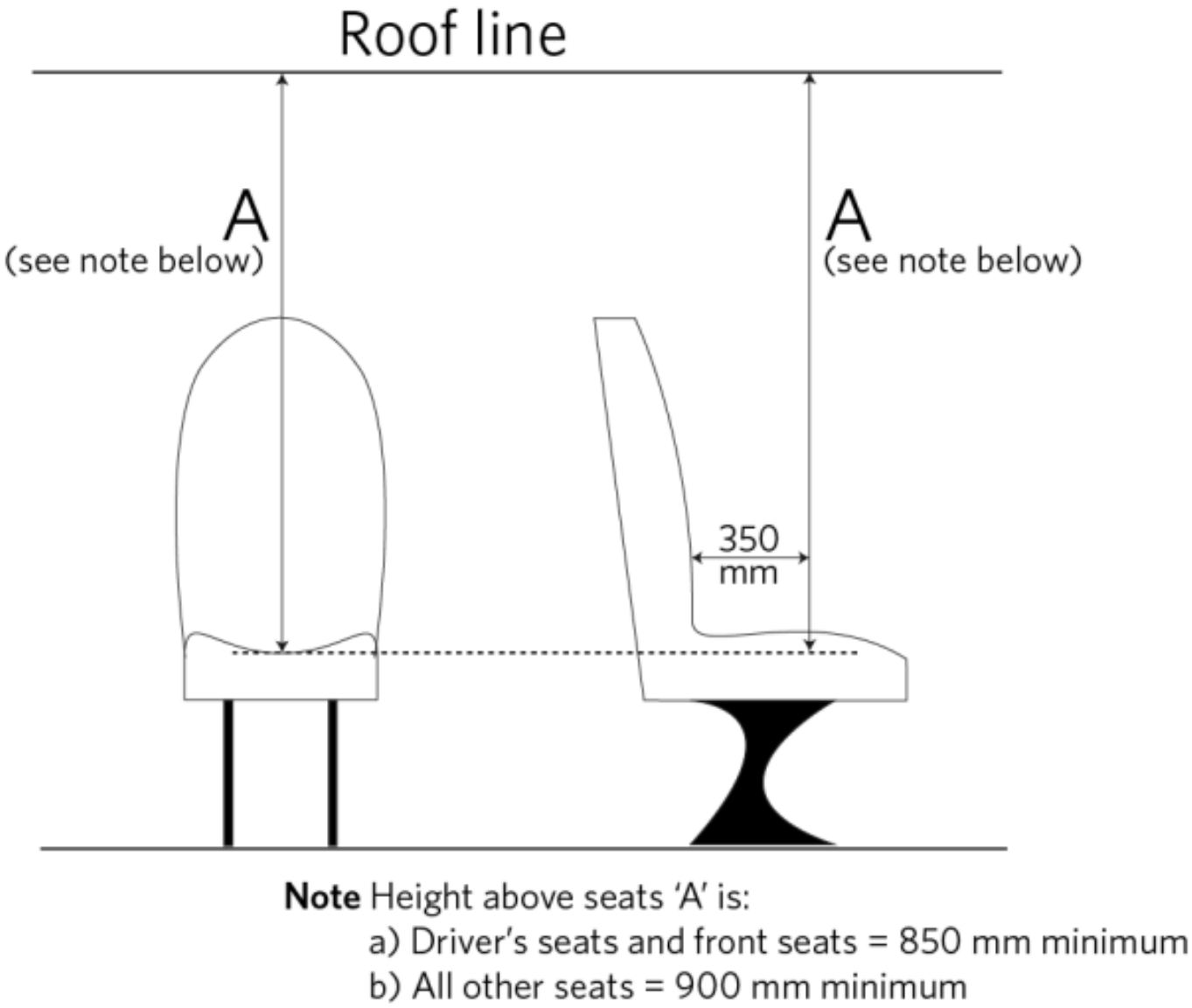
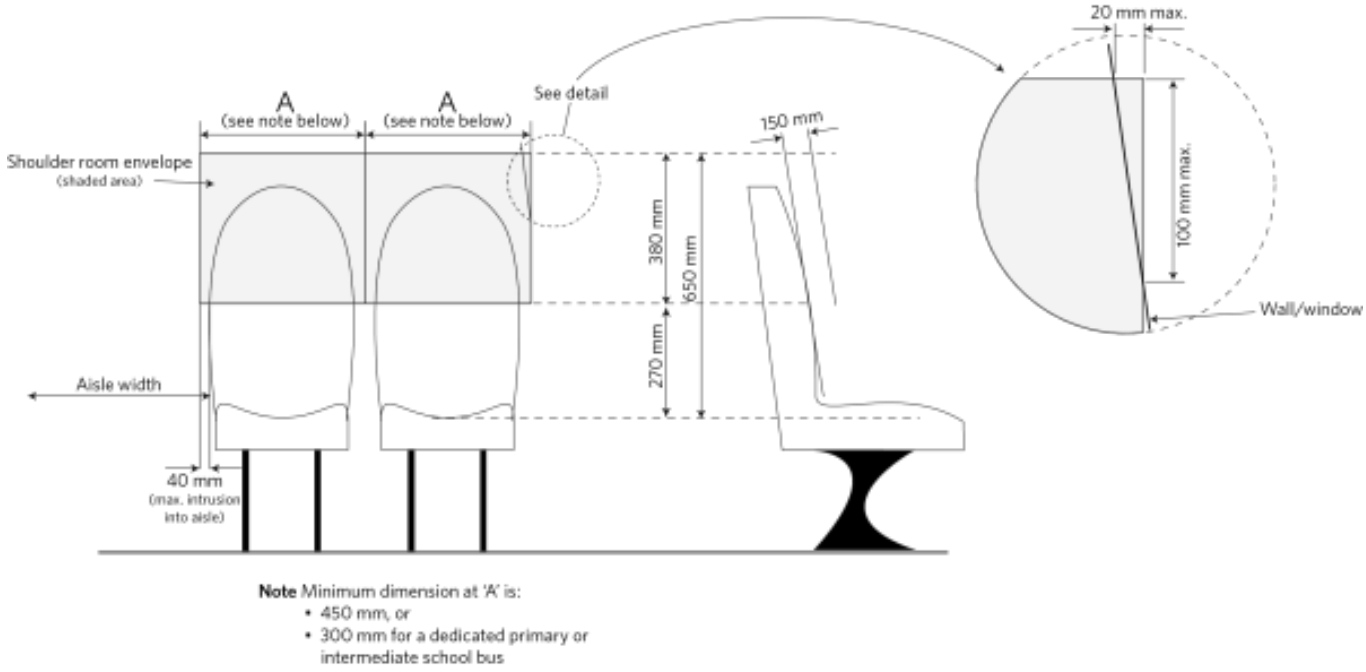


Figure 7-2-2. Vertical clearance



Height above seats is the vertical clearance above the seat cushion when measured 350mm in front of the backrest.

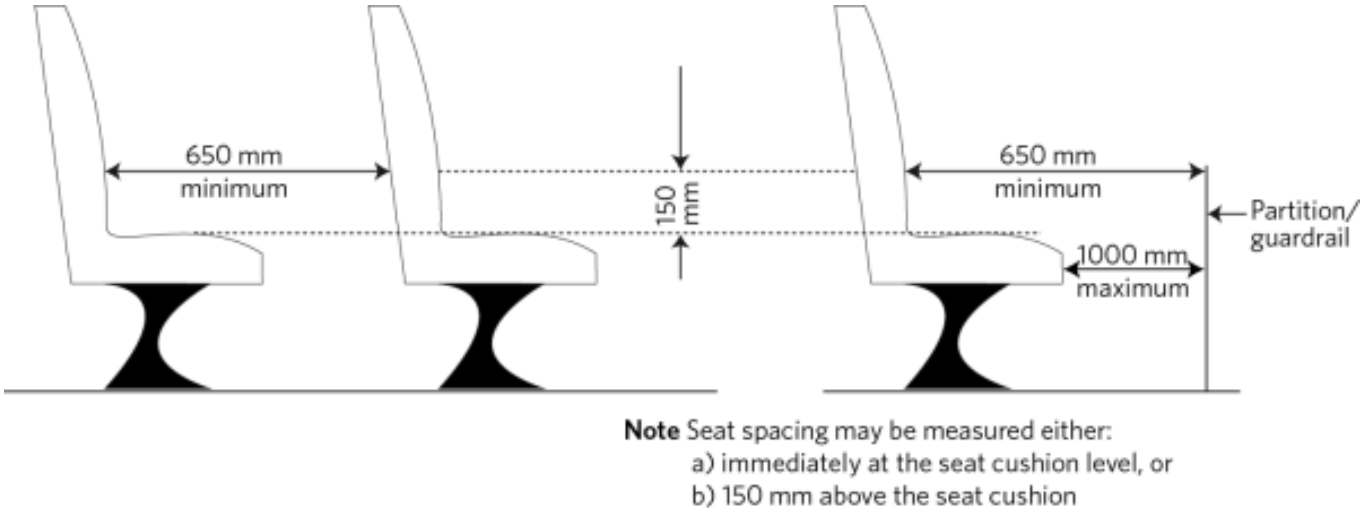
Figure 7-2-3. Shoulder room measurement



Shoulder room is measured 150mm in front of the backrest, above the seating surface, parallel to the seat width, at a height between 270mm and 650mm above the centre of the seat cushion. Shoulder room may encroach into the aisle provided that the encroachment is less than 40mm on each side of the aisle.

For seats next to the wall of the vehicle, the wall or window may encroach into the upper corner of the shoulder room if the encroachment is not larger than a triangular area which is 20mm wide at the upper edge and 100mm long at the side edge of the shoulder room.

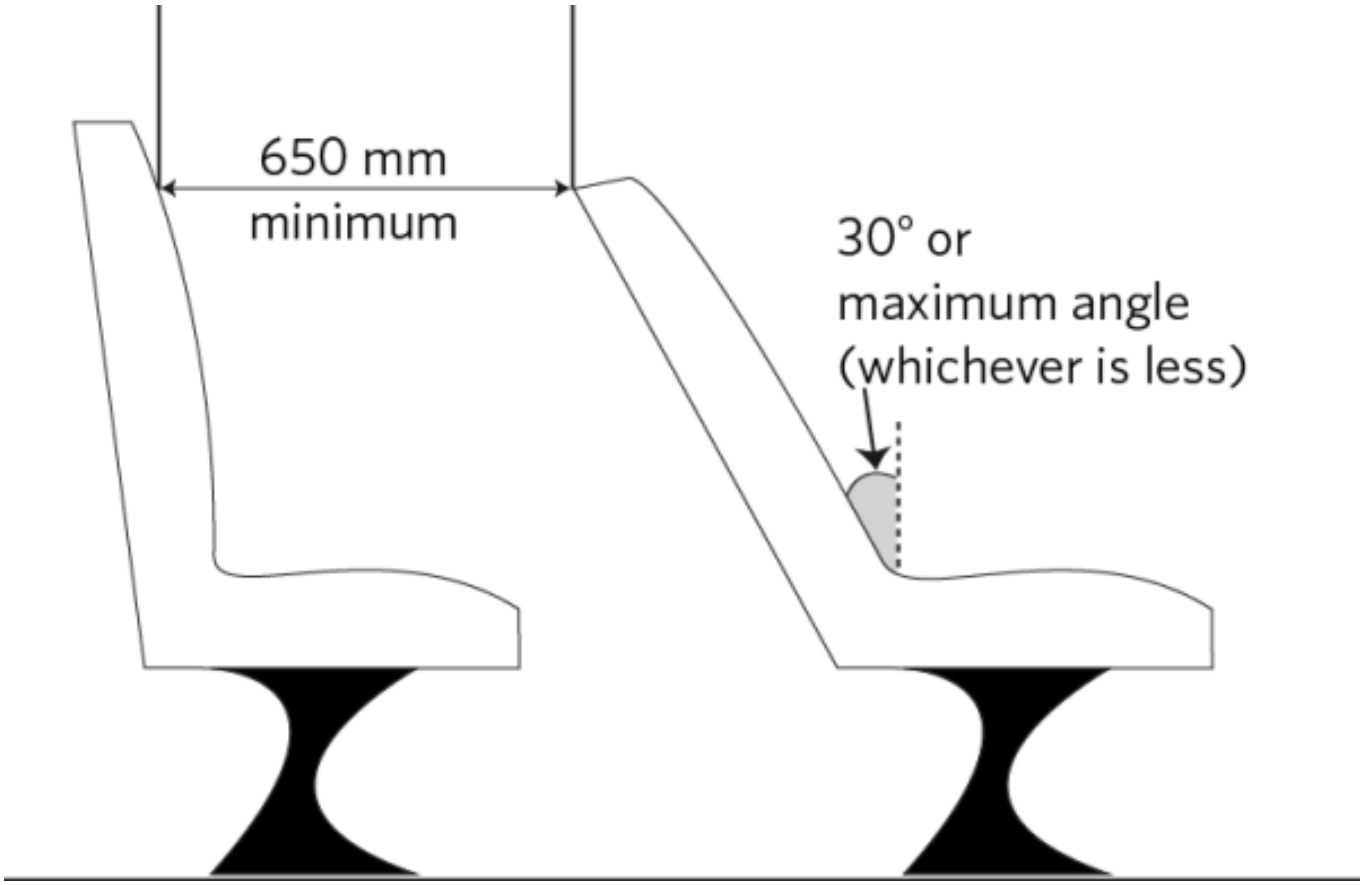
Figure 7-2-4. Seat spacing for non-reclinable or reclinable forward- or rearward-facing seats facing in the same direction (650mm)



For **non-reclinable forward-** or **rearward-facing seats** facing in the same direction, seat spacing of 650mm is measured horizontally, immediately above the seat cushion, or 150mm above the seat cushion, between:

- the backrest of the seat and the rear of the seat, if any, immediately in front of it, or
- the backrest of the seat and the rear surface of the partitioning or protecting device, if any, in front of the seat.

Figure 7-2-5. Reclinable seat spacing measurement (650mm)



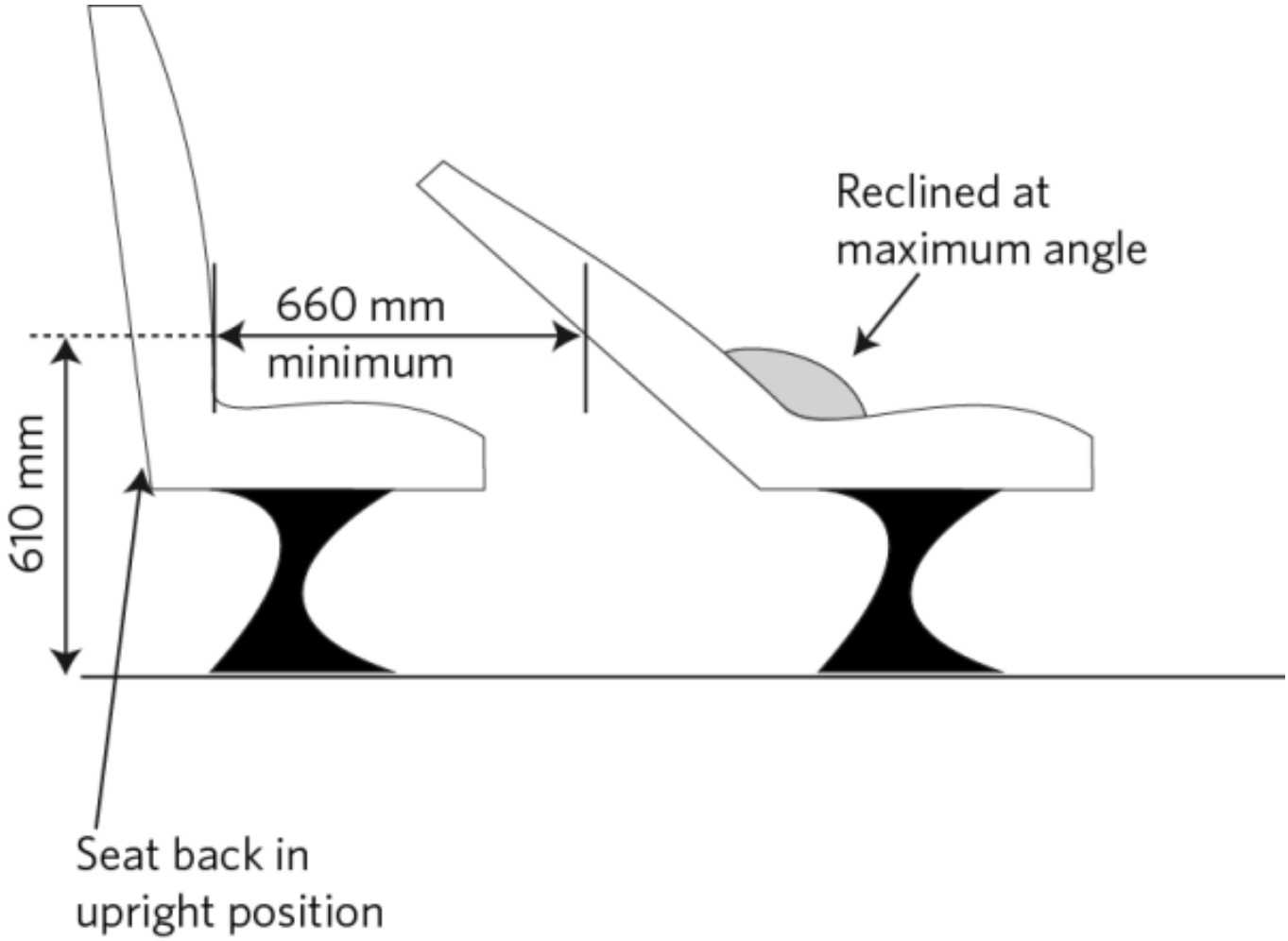
For **reclinable forward-** or **rearward-facing seats** which face in the same direction, the seat spacing of 650mm is measured either (Figure 7-2-4):

- with the seat in the upright position, and
- horizontally, immediately above the seat cushion, or 150mm above the seat cushion, and
- between the backrest of the seat and the rear surface of the partitioning or protecting device, if any, in front of the seat ,

OR

- with the rear seat in the upright position and the front seat reclined to its maximum angle or by 30 degrees from the vertical, whichever is the smaller angle, and
- horizontally at the height of the rearmost point of the front seat, and
- between the backrest of the rear seat and the rear of the front seat (Figure 7-2-5).

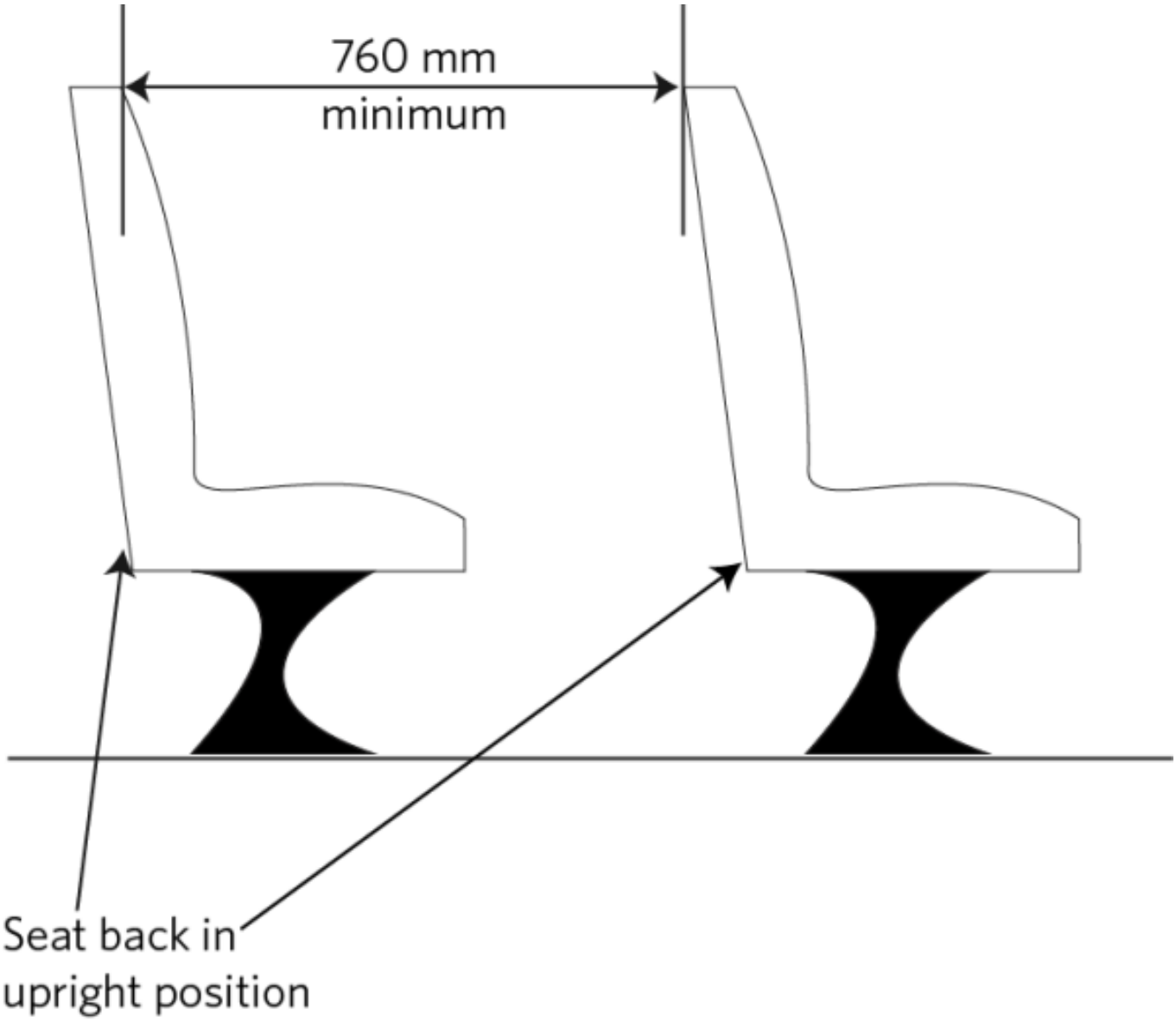
Figure 7-2-6. Reclinable seat spacing measurement (660mm)



For **reclinable forward-** or **rearward-facing seats** which face in the same direction, the seat spacing of 660mm is measured:

- horizontally, 610mm above the floor, and
- with the front seat reclined to the maximum angle and the rear seat in an upright position, and
- between the backrest of the rear seat and the rear of the front seat.

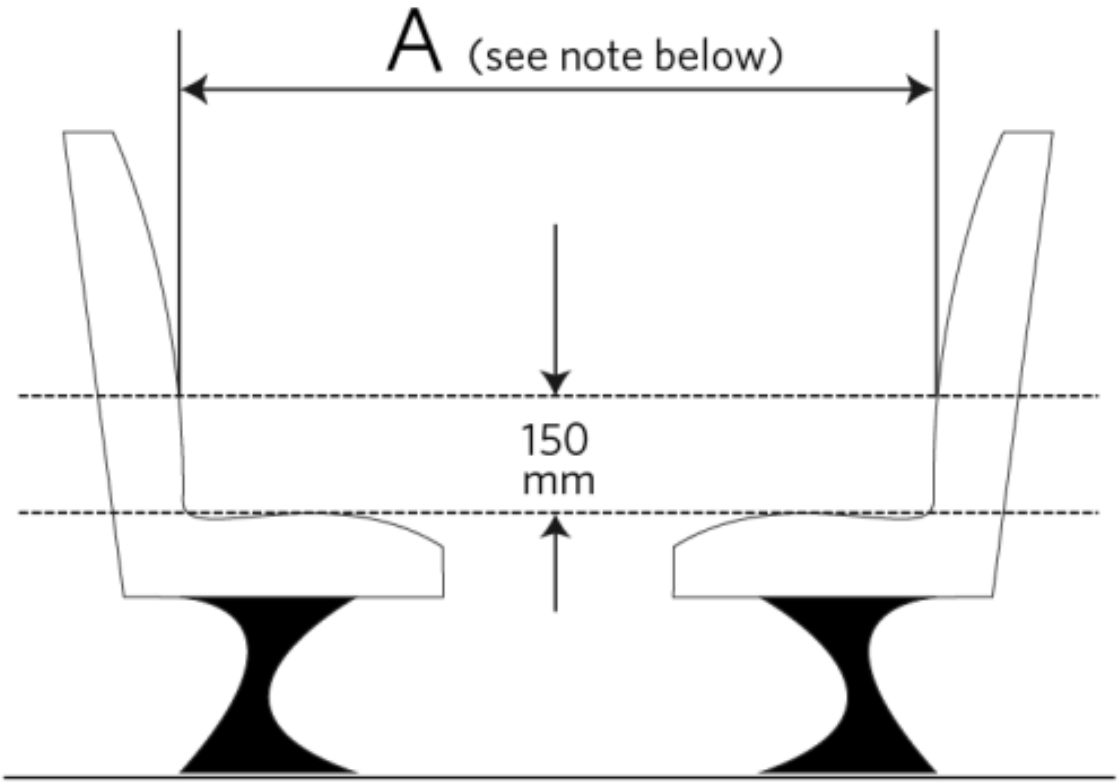
Figure 7-2-7. Reclinable seat spacing measurement (760mm)



For **reclinable forward-** or **rearward-facing seats** which face in the same direction, the seat spacing of 760mm is measured:

- with both the front seat and the rear seat backrests in an upright position, and
- horizontally at the height of the rearmost point of the front seat, and
- between the backrest of the rear seat and the rear of the front seat.

Figure 7-2-8. Seat spacing measurement (facing seats)



Note Minimum dimension of 'A' is:

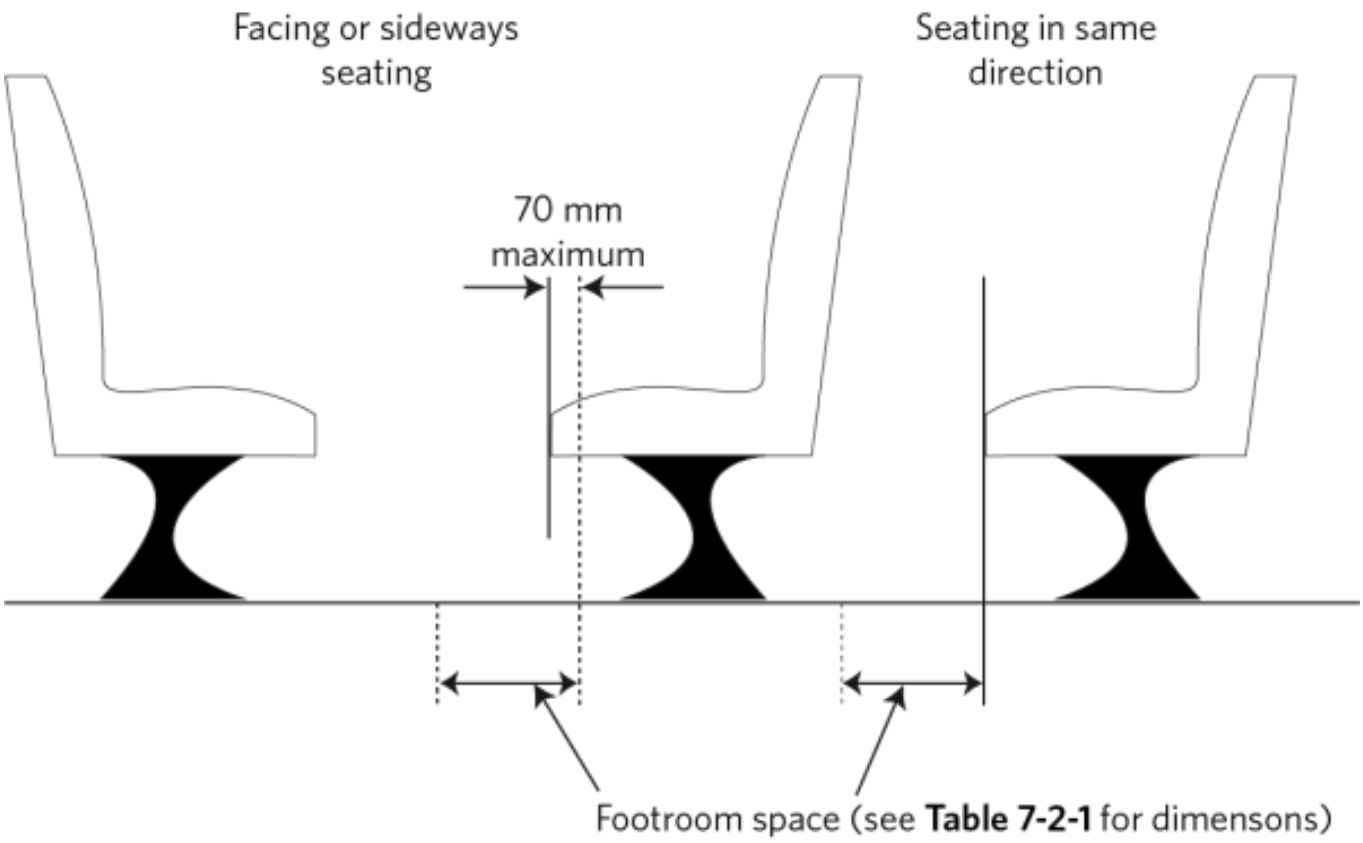
- 1300 mm, or
- 1200 mm for an outdoor access vehicle, or a dedicated primary or intermediate school bus

Seat spacing may be measured either:

- immediately at the seat cushion level, or
- 150 mm above the seat cushion

For **seats that face each other**, the seat spacing is measured horizontally, immediately above the seat cushion, or 150mm above the seat cushion, between the inside surfaces of the backrests.

Figure 7-2-9. Foot room measurement



For **seats facing in the same direction**, foot room is measured from a line on the floor, which is immediately below the front of the seat cushion. For seats facing each other, foot room is measured not more than 70mm behind the line immediately below the front of the seat cushion.

Summary of legislation

Applicable legislation

- Land Transport Rule: Passenger Service Vehicles 1999

Mandatory requirements

1. Seat dimensions and spacings, measured with uncompressed seat padding, must comply with Table 7-2-1

2. If there are passenger seating positions to the left of the driver's seat, the seats and driving controls must be designed and located so that the shoulder width of the passenger seat does not encroach into the space required by the driver when driving. On a motor vehicle that entered service as a PSV on or after 1 September 1999 the space designed to be clear of encroachment must:

    a) extend at least 250mm to the left of a longitudinal plane through the centre of the steering wheel, and

    b) extend for a width of at least 500mm to the left of the internal surface of the right-hand door, if any, excluding the armrest.

3. If vehicle parts, such as the wheel housing, drive-shaft tunnel, or similar equipment, protrude into the foot room area, they must not encroach into the area in a manner that is likely to hinder emergency evacuation of the PSV.

In addition to UN/ECE compliance:

4. On a PSV intended to carry wheelchairs, the height from floor to ceiling in positions where wheelchairs will be restrained must be at least 1.48m.

5. Energy-absorbent material must be fitted to:

a) the tops of exposed partitions, which are less than 1.2m high, situated in front of seats, and

b) the tops of seats, except in a limited area:

i. at the upper corners of seat backs which are dedicated handholds and which are integrated parts of the seat frames, or

ii. to which the upper point of a lap-and diagonal seatbelt is fitted.

6. The minimum cross section dimension of handholds on seats may be 15mm if one other dimension is at least 25mm.

7. A vehicle must comply with the requirements relating to mandatory requirements, mandatory and permitted equipment set out in:

- **VIRM: In-service certification, section 7-2, light PSVs**
- **VIRM: In-service certification, section 7-2, heavy PSVs**.

Condition and performance

8. A vehicle must comply with the requirements relating to condition and performance set out in:

- **VIRM: In-service certification, section 7-2, light PSVs**
- **VIRM: In-service certification, section 7-2, heavy PSVs**.

Page amended **1 June 2019** (see **amendment details**).

7-3 Head restraints

Reasons for rejection

Compliance with approved standards

1. A head restraint that is required to comply with an approved head restraint standard did not comply, or cannot be demonstrated to have complied, with at least one of the standards listed in Table 7-3-1 at the time the vehicle was manufactured or the head restraint was fitted.

Condition, performance and modification

2. A head restraint does not comply with a requirement relating to condition, performance or modification set out in the **VIRM: In-service certification, section 7-3**

Table 7-3-1. Approved head restraint standards*

UN-ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan
17 25	78/932 74/408 81/577 96/37 2005/39	202	22 3	Technical Standard for Head Restraints Article 22–4

***** A head restraint that is required to comply with an approved head restraint standard must comply with at least one of the standards listed in the table.

Summary of legislation

Applicable legislation

- **Land Transport Rule: Head Restraints 2001**

Compliance with approved standards

1. Head restraints in the following vehicles must comply with one or more of the approved head restraint standards in Table 7-3-1:

    - vehicles of class MA, MB, MC and MD1 manufactured on or after 1 March 1999.

Condition, performance and modification

2. Head restraints must comply with the requirements relating to condition, performance and modification set out in the **VIRM: In-service certification, section 7-3**

Page updated 7 January 2025 (see **details**)

7-4 PSV aisles (light PSVs)

Note: an unmodified vehicle is not required to comply with section 7-4 provided that it complies with either:

- **UN/ECE 36** *and* **UN/ECE 66**; **UN/ECE 107** and **UN/ECE 66**; **UN/ECE 52**; or **Directive 2001/85/EC**.

Reasons for rejection

Mandatory requirements

1. An aisle step:

a) is not permanently fixed, or

b) encroaches on required foot room or seating space in **section 7-2**, or

c) are arranged so that passengers leaving the vehicle step upward (unless the steps are over the engine cover and provide access from a central door to seating positions), or

d) from one step to the next is 250mm or more, or

e) from a sunken aisle to the seating area is 250mm or more, or

f) is less than 200mm deep from the front edge to the rise of the next step, or

g) width is less than the minimum aisle width in Table 7-4-2

2. Where steps are fitted over an engine cover to provide access from a central door to seating positions:

a) there are more than two steps, or

b) the combined step height is 400mm or more, or

c) the steps provide access to more than five seating positions.

3. An aisle has a gradient steeper than:

a) 1 in 8 where standing passengers are not permitted, or

b) 1 in 12.5 where standing passengers are permitted.

4. The aisle height is below the minimum specified in Table 7-4-1

5. The aisle width is less than the minimum specified in Table 7-4-2

6. On a PSV intended to carry wheelchairs, any wheelchair or wheelchair-occupant restraint anchor points are positioned within the aisle width requirements of Table 7-4-2

7. A handhold on an aisle step or an internal ramp has a cross section dimension:

a) smaller than 20mm, or

b) greater than 45mm.

8. A vehicle does not comply with the requirements relating to mandatory equipment set out in the **VIRM: In-service certification, section 7-4**

Condition and performance

9. A vehicle does not comply with a requirement relating to condition or performance set out in the **VIRM: In-service certification, section 7-4**

Note 1 Definition

An **aisle** is the area that provides unobstructed access throughout the passenger service vehicle from each doorway used for passenger entry and exit to the footroom of each passenger seating position and includes aisle steps and internal ramps.

Table 7-4-1. Minimum aisle height

<table>
<tr><td></td><td colspan="3">Minimum aisle height (mm)*</td></tr>
<tr><td>Standing passengers</td><td colspan="3">1830
1800 - if CoL allows only primary- and intermediate-school pupils to stand.</td></tr>
<tr><td>Stretch limousines</td><td colspan="3">Not less than the height of the doorway(s) servicing the aisle.</td></tr>
<tr><td colspan="4">Single-decked vehicle (excluding stretch limousines), no standing passengers</td></tr>
<tr><td>Aisle length (mm)</td><td>Up to 12 seats (including driver’s)</td><td>13 to 17 seats (including driver’s)</td><td>18 or more seats (including driver’s)</td></tr>
<tr><td>1900 or less</td><td rowspan="13">1200</td><td>1350</td><td rowspan="4">1500</td></tr>
<tr><td>1901–2000</td><td>1390</td></tr>
<tr><td>2001–2100</td><td>1430</td></tr>
<tr><td>2101–2200</td><td>1470</td></tr>
<tr><td>2201–2300</td><td colspan="2">1510</td></tr>
<tr><td>2301–2400</td><td colspan="2">1550</td></tr>
<tr><td>2401–2500</td><td colspan="2">1590</td></tr>
<tr><td>2501–2600</td><td colspan="2">1620</td></tr>
<tr><td>2601–2700</td><td colspan="2">1660</td></tr>
<tr><td>2701–2800</td><td colspan="2">1700</td></tr>
<tr><td>2801–2900</td><td colspan="2">1740</td></tr>
<tr><td>2901 and greater</td><td colspan="2">1780</td></tr>
</table>

	Minimum aisle height (mm)*		
Aisle length (mm)	**Up to 12 seats (including driver's)**	**13 to 17 seats (including driver's)**	**18 or more seats (including driver's)**
Double-decked vehicles	Lower deck 1740, upper deck 1720		

***** The minimum aisle height dimension in Table 7-4-1 (other than for standing passengers) must be applied to the entire aisle throughout the passenger compartment.

Table 7-4-2. Minimum aisle width

Passenger type	Minimum aisle width (mm)
No standing passengers	300
Standing passengers (adult or secondary school pupils)	380
Standing primary and intermediate school pupils only	300

Figure 7-4-1. Aisle length measurement – one doorway opening into aisle

The **aisle length** is the longest aisle in a compartment measured as follows:

a) if only one doorway opens into that aisle, measured from:

i) the front edge of the doorway to the front edge of the front seat serviced by that aisle, or

ii) the rear edge of the doorway to the front edge of the rearmost seat serviced by that aisle,

b) if more than one door opens into the aisle, measured from:

i) the front edge of the front doorway to the front edge of the front seat serviced by that aisle, or

ii) the rear edge of the rearmost doorway to the front edge of the rearmost seat serviced by that aisle, or

iii) the point halfway between the front edge of the rearmost doorway to the rear edge of the front doorway.

Summary of legislation

Applicable legislation

- Land Transport Rule: Passenger Service Vehicles 1999

Mandatory requirements

1. Aisle steps must comply with the following requirements:

a) the steps must be permanently fixed and must not encroach on any required foot room or seating space (section 7-2), and

b) except for steps over the engine cover to provide access from a central door to seating positions, the steps must be arranged so that any passenger, upon exiting the PSV, steps only downwards, and

c) the rise from one step to the next or, in the case of a sunken aisle, the rise up to the seating area, must be less than 250mm, and

d) the depth of the step from the front edge to the rise of the next step must be at least 200mm, and

e) the width of the step must not be less than the minimum aisle width for that vehicle.

2. If steps are fitted over an engine cover to provide access from a central door to seating positions:

a) there must be less than three steps, and

b) the combined step height must be less than 400mm, and

c) the steps must not provide access to more than five seating positions.

3. The gradient of an aisle must not be steeper than:

a) 1 in 8 where standing passengers are not permitted, or

b) 1 in 12.5 where standing passengers are permitted.

4. The aisle height must be above or at the minimum specified in Table 7-4-1.

5. The aisle width must be above or at the minimum specified in Table 7-4-2.

6. The cross section dimension of handholds on aisle steps or an internal ramp in a vehicle which entered service as a PSV in New Zealnd on or after 1 August 2000 must have no dimension smaller than 20mm or greater than 45mm.

7. A vehicle must comply with the requirements relating to mandatory equipment set out in the **VIRM: In-service certification, section 7-4**

Performance

8. A vehicle must comply with the requirements relating to performance set out in the **VIRM: In-service certification, section 7-4**

Page amended **1 October 2012** (see **amendment details**).

7-4 PSV aisles (heavy PSVs)

Note: an unmodified vehicle is not required to comply with section 7-4 provided that it complies with either:

- **UN/ECE 36** *and* **UN/ECE 66**; **UN/ECE 107** and **UN/ECE 66**; **UN/ECE 52**; or **Directive 2001/85/EC**.

Reasons for rejection

Mandatory requirements

1. An aisle step:

a) is not permanently fixed, or

b) encroaches on required foot room or seating space in **section 7-2**, or

c) are arranged so that passengers leaving the vehicle step upward (unless the steps are over the engine cover and provide access from a central door to seating positions), or

d) from one step to the next is 250mm or more, or

e) from a sunken aisle to the seating area is 250mm or more, or

f) is less than 200mm deep from the front edge to the rise of the next step, or

g) width is less than the minimum aisle width in Table 7-4-3

2. Where steps are fitted over an engine cover to provide access from a central door to seating positions:

a) there are more than two steps, or

b) the combined step height is 400mm or more, or

c) the steps provide access to more than five seating positions.

3. An aisle has a gradient steeper than:

a) 1 in 8 where standing passengers are not permitted, or

b) 1 in 12.5 where standing passengers are permitted.

4. The aisle height is below the minimum specified in Table 7-4-2

5. The aisle width is less than the minimum specified in Table 7-4-3

6. On a PSV intended to carry wheelchairs, any wheelchair or wheelchair-occupant restraint anchor points are positioned within the aisle width requirements of Table 7-4-3

7. Handrails, handholds, or handgrips in a PSV with a CoL that allows standing passengers are:

a) insufficient for the number of passengers permitted to occupy the aisle, or

b) inappropriately located, or

c) do not allow for passengers of different heights.

8. A handhold on an aisle step or an internal ramp has a cross section dimension:

a) smaller than 20mm, or

b) greater than 45mm.

9. A vehicle does not comply with the requirements relating to mandatory equipment set out in the **VIRM: In-service certification, section 7-4**

Condition and performance

10. A vehicle does not comply with a requirement relating to condition or performance set out in the **VIRM: In-service certification, section 7-4**

Note 1

An **aisle** is the area that provides unobstructed access throughout the passenger service vehicle from each doorway used for passenger entry and exit to the footroom of each passenger seating position and includes aisle steps and internal ramps.

Table 7-4-2. Minimum aisle height

<table>
<tr><td colspan="4">Minimum aisle height (mm)*</td></tr>
<tr><td>Standing passengers</td><td colspan="3">1830
1800 - if CoL allows only primary- and intermediate-school pupils to stand.</td></tr>
<tr><td>Stretch limousines</td><td colspan="3">Not less than the height of the doorway(s) servicing the aisle.</td></tr>
<tr><td colspan="4">Single-decked vehicle (excluding stretch limousines), no standing passengers</td></tr>
<tr><td>Aisle length (mm)
(Figure 7-4-2)</td><td>Up to 12 seats
(including driver’s)</td><td>13 to 17 seats
(including driver’s)</td><td>18 or more seats
(including driver’s)</td></tr>
<tr><td>1900 or less</td><td rowspan="13">1200</td><td>1350</td><td rowspan="4">1500</td></tr>
<tr><td>1901–2000</td><td>1390</td></tr>
<tr><td>2001–2100</td><td>1430</td></tr>
<tr><td>2101–2200</td><td>1470</td></tr>
<tr><td>2201–2300</td><td colspan="2">1510</td></tr>
<tr><td>2301–2400</td><td colspan="2">1550</td></tr>
<tr><td>2401–2500</td><td colspan="2">1590</td></tr>
<tr><td>2501–2600</td><td colspan="2">1620</td></tr>
<tr><td>2601–2700</td><td colspan="2">1660</td></tr>
<tr><td>2701–2800</td><td colspan="2">1700</td></tr>
<tr><td>2801–2900</td><td colspan="2">1740</td></tr>
<tr><td>2901 and greater</td><td colspan="2">1780</td></tr>
</table>

Minimum aisle height (mm)*			
Aisle length (mm) (Figure 7-4-2)	**Up to 12 seats (including driver's)**	**13 to 17 seats (including driver's)**	**18 or more seats (including driver's)**
Double-decked vehicles	Lower deck 1740, upper deck 1720		

***** The minimum aisle height dimension in Table 7-4-2 (other than for standing passengers) must be applied to the entire aisle throughout the passenger compartment.

In the case where there are aisle step(s) in front of a seat at the rear of the aisle, foot room for that seat may be considered to extend to the edge of the rearmost riser leading to that seat or the front edge of the seat immediately in front of the rear seat, whichever is the lesser distance (see "Distance 'A'" in Figure 7-4-3)

While the height above the foot room does not have a minimum requirement, it must still allow easy access to the seating positions.

Table 7-4-3. Minimum aisle width

Passenger type	Minimum aisle width (mm)
No standing passengers	300
Standing passengers (adult or secondary school pupils)	380
Standing primary and intermediate school pupils only	300

Figure 7-4-2. Aisle length measurement

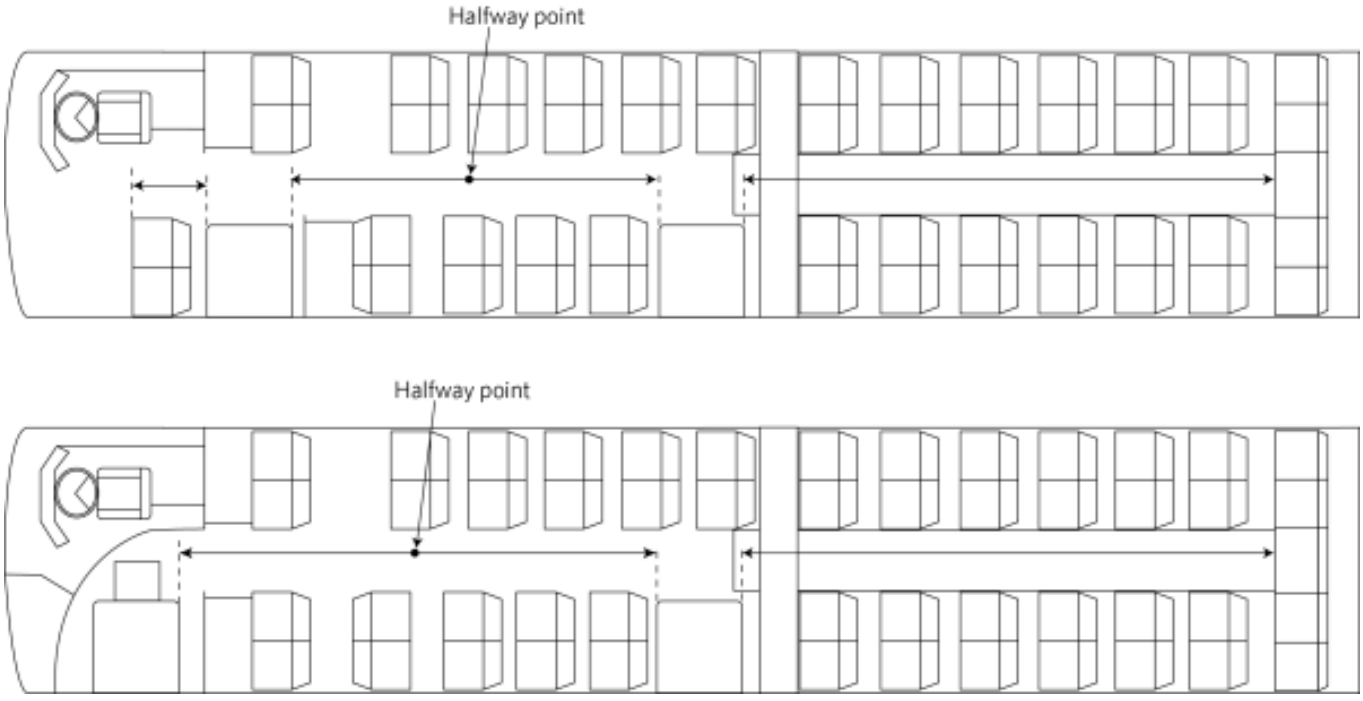
Aisle length measurement – one doorway opening into aisle

The **aisle length** is the longest aisle in a compartment measured as follows if **only one doorway**:

a) the front edge of the doorway to the front edge of the front seat serviced by that aisle, or

b) the rear edge of the doorway to the front edge of the rearmost seat serviced by that aisle (above).

Aisle length measurement – more than one doorway opening into aisle



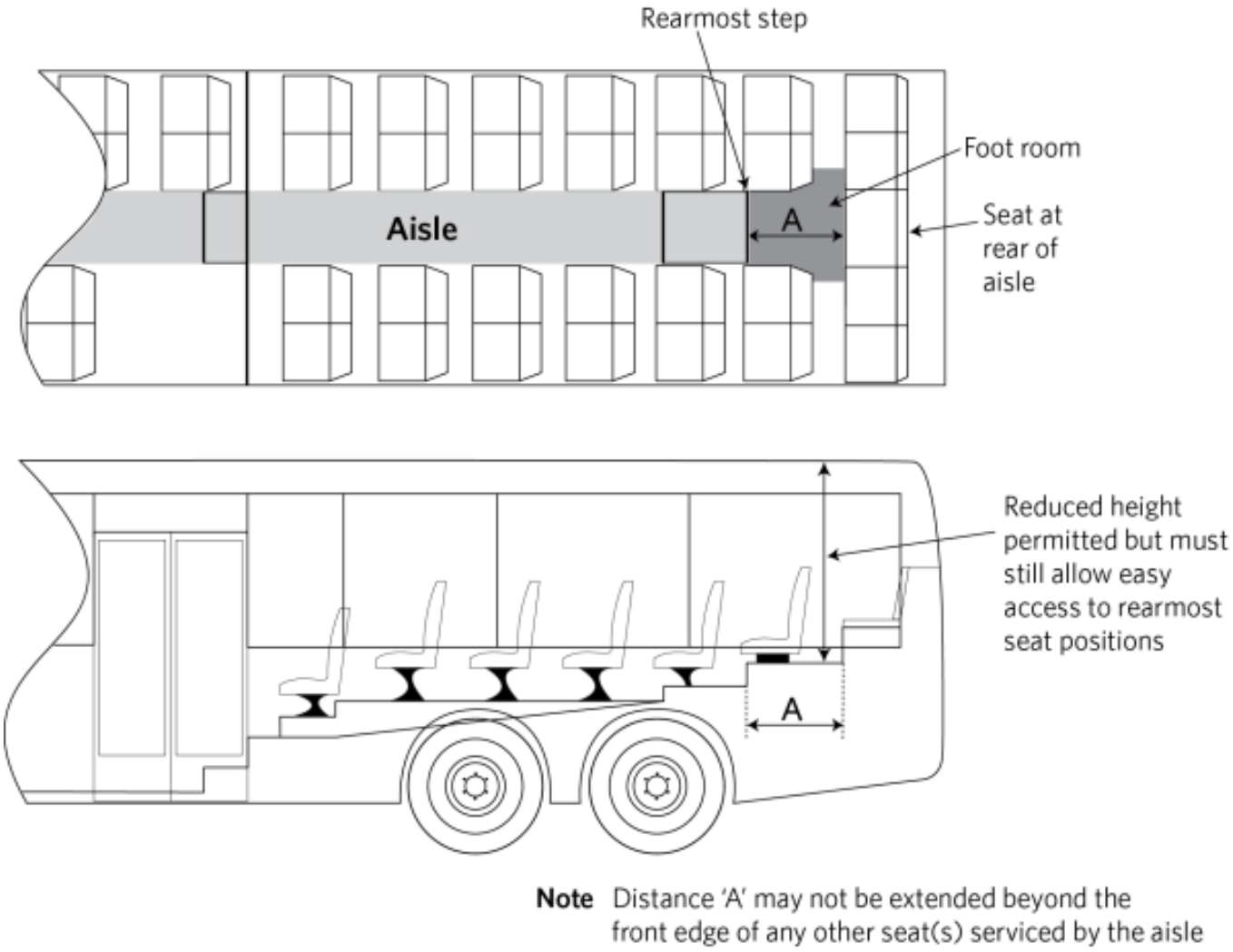
The **aisle length** is the longest aisle in a compartment measured as follows if **more than one door** opens into the aisle, measured from:

a) the front edge of the front doorway to the front edge of the front seat serviced by that aisle, or

b) the rear edge of the rearmost doorway to the front edge of the rearmost seat serviced by that aisle, or

c) the point halfway between the front edge of the rearmost doorway to the rear edge of the front doorway (above).

Figure 7-4-3. Foot room length with centre rear seat and aisle steps



Summary of legislation

Applicable legislation

- Land Transport Rule: Passenger Service Vehicles 1999

Mandatory requirements

1. Aisle steps must comply with the following requirements:

a) the steps must be permanently fixed and must not encroach on any required foot room or seating space (**section 7-2**), and

b) except for steps over the engine cover to provide access from a central door to seating positions, the steps must be arranged so that any passenger, upon exiting the PSV, steps only downwards, and

c) the rise from one step to the next or, in the case of a sunken aisle, the rise up to the seating area, must be less than 250mm, and

d) the depth of the step from the front edge to the rise of the next step must be at least 200mm, and

e) the width of the step must not be less than the minimum aisle width for that vehicle.

2. If steps are fitted over an engine cover to provide access from a central door to seating positions:

a) there must be less than three steps, and

b) the combined step height must be less than 400mm, and

c) the steps must not provide access to more than five seating positions.

3. The gradient of an aisle must not be steeper than:

a) 1 in 8 where standing passengers are not permitted, or

b) 1 in 12.5 where standing passengers are permitted.

4. The aisle height must be above or at the minimum specified in Table 7-4-2

5. The aisle width must be above or at the minimum specified in Table 7-4-3

6. A PSV with a CoL that allows standing passengers must be fitted with handrails, handholds, or handgrips, whose number and location must be appropriate for the number of passengers permitted to occupy the aisle and for passengers of different heights.

7. The cross section dimension of handholds on aisle steps or an internal ramp in a vehicle which entered service as a PSV in New Zealand on or after 1 August 2000 must have no dimension smaller than 20mm or greater than 45mm.

8. A vehicle must comply with the requirements relating to mandatory equipment set out in the **VIRM: In-service certification, section 7-4**

Performance

9. A vehicle must comply with the requirements relating to performance set out in the **VIRM: In-service certification, section 7-4**

Page amended **1 October 2012** (see **amendment details**).

7-5 Seatbelts and seatbelt anchorages

IMPORTANT: Any parts that require removal or disassembly in order to carry out the inspection of seatbelt anchorages must be removed. See **Vehicle structure – 3-3 Inspection specifications**.

A vehicle whose structure has been damaged beyond the limits specified in **Vehicle structure – 3-4 Threshold for requiring repair certification** must be certified by a specialist repair certifier before entry certification.

Reasons for rejection

Mandatory and permitted equipment

1. A vehicle does not comply with a requirement relating to mandatory or permitted equipment set out in:

- **VIRM: In-service certification, section 7-5, general vehicles**
  - Refer to **Technical bulletin 19**, which explains the requirements for an SSBELTSOK exemption
- **VIRM: In-service certification, section 7-5, heavy vehicles**
- **VIRM: In-service certification, section 7-5, heavy PSVs**
  - See **Technical bulletin 14** for an explanation of requirements for rotating seats.
  - For further information on replacement seatbelts, see **Technical bulletin 16**, which outlines requirements for replacement seatbelts, and/or **Technical bulletin 19**, which explains the requirements for an SSBELTSOK exemption
  - Where a vehicle is not fitted with the type of seatbelt required in the in-service VIRM and the vehicle does not have anchorages for the required type of seatbelt, refer to **Reference material 55**

2. A three-point seatbelt imported and distributed by BVL (Business Ventures Limited) and manufactured by Changzhou BWD, China or Jiang Su Jiu Jiu Traffic Facilities Co. Ltd. is installed (See Figure 7-5-2 for samples to help identify the seatbelt).

- See also the **Safety alert: Seatbelts imported by BVL (Business Ventures Limited)**

Compliance with approved standards

3. A seatbelt did not comply, or cannot be demonstrated to have complied, with at least one of the standards listed in Table 7-5-1 or, if applicable, Table 7-5-2 at the time the seatbelt was manufactured.

4. A seatbelt anchorage that is required to comply with an approved seatbelt anchorage standard did not comply, or cannot be demonstrated to have complied, with at least one of the standards listed in Table 7-5-3 at the time the vehicle was manufactured.

5. A retrofitted seatbelt anchorage that is required to comply with a requirement in List A, B or C of Table 7-5-5 did not comply, or cannot be demonstrated to have complied, with at least one of the requirements in the applicable list of Table 7-5-5 at the time the seatbelt anchorage was retrofitted.

Condition, performance and modification

6. A seatbelt or seatbelt anchorage does not comply with a requirement relating to condition, performance or modification set out in:

- **VIRM: In-service certification, section 7-5, general vehicles**
- **VIRM: In-service certification, section 7-5, heavy vehicles**
- **VIRM: In-service certification, section 7-5, heavy PSVs**

- **Technical bulletin 15** contains further information for Toyota Hiace seatbelt requirements.

Note 1

An original equipment seatbelt anchorage is an anchorage that was installed by the vehicle manufacturer at the time the vehicle was manufactured, and was fitted with a seatbelt by the vehicle manufacturer at the time the vehicle was manufactured.

Note 2

When inspecting Nissan Terrano and Mistral model vehicles, corrosion of the rear floorpan assembly may affect seatbelt anchorages. Refer to **Technical bulletin 10** for further information.

Note 3

For class MA vehicles built to FMVSS 209 that are frontal impact compliant, there is no requirement in the standard for original equipment seatbelts or for any genuine replacement seatbelts to be marked. The same also applies to the US equivalent of NA, MB and MC class vehicles built after 1983 to FMVSS 208 and to NB and NC class vehicles built to FMVSS 209.

Note 5

Technical bulletin 20 describes the inspection requirements for vehicles with OE-installed rear upper seatbelt anchorages, with retrofitted seatbelts.

Note 6

When checking the sensitivity of dual-sensitive seatbelts fitted to the rear seating positions, the inspector must check that both sensitivities are functioning correctly.

Note 7

Modifications that would be a reason for rejection include re-webbing seatbelts onto the retractor to replace a faded or damaged seatbelt.

Table 7-5-1. Approved seatbelt standards*

UN-ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan	Others
16	77/541 81/576 82/319 90/628 96/36 2000/3 2005/40	209	4	TS for seatbelt assemblies JIS D4604 Article 22–3	NZS 5401 AS/NZS 2596 SABS 1080

* Seatbelts must comply with at least one of the standards listed in the table.

Table 7-5-2. Approved seatbelt standards*

UN-ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan	Others
16	77/541 81/576 82/319 90/628 96/36 2000/3 2005/40	209	4	TS for seatbelt assemblies JIS D4604 Article 22–3	NZS 1662 NZS 5401 AS/NZS 2596 AS E35.1 AS E35.2 BS AU 160c SABS 1080

* Seatbelts must comply with at least one of the standards listed in the table.

Table 7-5-3. Approved OE seatbelt anchorage standards*

UN-ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan
14	76/115 81/575 82/318 90/629 96/38 2005/41	210	5	TS for seatbelt anchorages Article 22–3

* A seatbelt anchorage that is required to comply with an approved seatbelt anchorage standard must comply with at least one of the standards listed in the table.

Table 7-5-4. Approved standards for child restraints

UN-ECE Regulation no.	FMVSS	British Standard	Japan	Other
44	213[1]	3254 AU 185 AU 202	TS for child restraints[2] Article 22–5	AS/NZS 1754

[1] Must have been verified for compliance with that standard by an organisation specified by the NZTA in the New Zealand Gazette.

[2] Must be integrated with the rear seat of a motor vehicle.

See Figure 7-5-1 for the standard markings that may assist in determining compliance of seatbelts with approved standards.

Table 7-5-5. List of requirements for retrofitted seatbelt anchorages

List A	List B	List C
• MoT St 31391, except for Appendix YY • LTSA St 120395 (only for seatbelt anchorages for the fitting of seatbelts without retractors1 retrofitted in vehicles of models that have not been successfully type tested) • Low Volume Vehicle Code • HVS certification.	• LTSA St 91290 (only for seatbelt anchorages retrofitted on or after 1 January 1991 and before 31 March 1991 in vehicles first registered in New Zealand in the same period) • MoT St 31391, except for Appendix YY (only for seatbelt anchorages retrofitted in vehicles of models that have been type tested) • Appendix YY of MoT St 31391 (only for seatbelt anchorages retrofitted before 1 January 1997 in privately imported class MA, MB or MC vehicles of models that have not been type tested) • LTSA St 120395 (only for seatbelt anchorages for the fitting of seatbelts without retractors[1] retrofitted in vehicles manufactured before 1 January 1991 of models that have not been successfully type tested) • Low Volume Vehicle Code • HVS certification.	• UN-ECE Regulation No. 14 (as determined by a type test carried out by a facility approved by the NZTA) • Low Volume Vehicle Code • HVS certification.

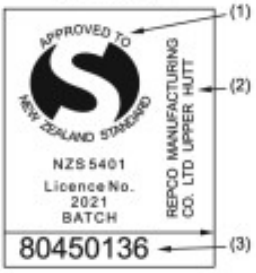
* A seatbelt anchorage that is required to comply with a requirement in List A, B or C must comply with at least one of the requirements in the applicable list (subject to any specified conditions).

[1] Seatbelts with retractors may be fitted also but only if the LTSA St 120395 anchorages are certified as appropriate for the seatbelts by an approved person or organisation.

Figure 7-5-1. Approved seatbelt standard markings

NEW ZEALAND STANDARDS

NZS 5401



(1) standards mark
(2) manufacturer
(3) date of manufacture code

EUROPEAN STANDARDS

Economic Commission for Europe ECE 16	European Economic Commission (EEC)
Arp 4m (1)	Arp 4m
E2 (2)	e 4
0417033 (3)	117033

Key to symbols

(1) Type of seatbelt for seating positions.
- (a) Where 3 point with dual sensitive emergency locking retractors are required, the labelling
  - must display Ar4m
  - may also include letters Z, e & p,
  - must not include letters B, S or s.
- (b) Where 3 point seatbelts are required, the labelling
  - must display the letter A,
  - may include letters e, r, p, 4, s,
  - must not include letters B or S.
- (c) Where 2 point lap seatbelts are required, the labelling
  - must display the letter B,
  - may include letters e, r, p, 4, m, s
  - must not include letters A or S.

The main symbols to note are:
A = 3 point belt
B = lap belt
S = special type of belt, e.g., racing harness
Z = seatbelt forms part of a restraint system
s = single sensitive

(2) approving country
(3) approval number

AUSTRALIAN STANDARDS

AS 2596

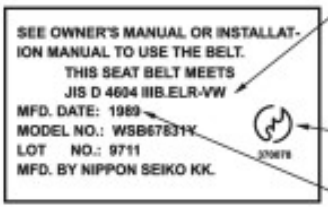
Current marking

Superseded marking

AS E35

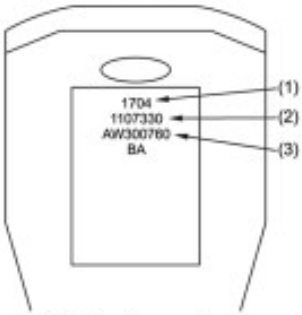
AS E35 was withdrawn in October 1991. Seatbelts manufactured after this date are not approved.

JAPANESE INDUSTRIAL STANDARD JIS D 4604



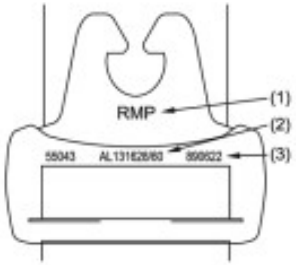
AUSTRALIAN DESIGN RULES

Buckle markings



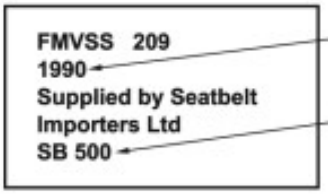
(1) date of manufacture
(2) belt part number
(3) identity code

Belt markings



(1) manufacturer
(2) belt part number
(3) date of manufacture

FEDERAL MOTOR VEHICLE SAFETY STANDARD. FMVSS 209



SOUTH AFRICAN STANDARD SABS 1080 –1983

Type of belt or required information to be included on the belt label restraint system:
- manufacturer's name, trade mark or mark
- means of identification for traceability purposes.

The use of either symbol is optional.

BRITISH STANDARD AU160c

Compliant seatbelts that are not required to have standard markings

- Seatbelts that comply with the Japanese Technical Standard for Seatbelt Assemblies are not

  required to have standards markings, provided the seatbelts are OE and the vehicle has Japanese type approval.
- Seatbelts in a fully Australian Design Rule (ADR) compliant vehicle are not required to have standards markings.

Figure 7-5-2. Identifying seatbelts by BVL (Business Ventures Limited) and manufactured by Changzhou BWD, China or Jiang Su Jiu Jiu Traffic Facilities Co. Ltd.

Summary of legislation

Applicable legislation

- Land Transport Rule: Seatbelts and Seatbelt Anchorages 2002
- Land Transport Rule: Vehicle Equipment 2004

Mandatory and permitted equipment

1. Vehicles must comply with the requirements relating to mandatory and permitted equipment set out in:

- **VIRM: In-service certification, section 7-5, general vehicles**
- **VIRM: In-service certification, section 7-5, heavy vehicles**
- **VIRM: In-service certification, section 7-5, heavy PSVs**

Compliance with approved standards

2. The following seatbelts must comply with one or more of the standards in Table 7-5-1:

a) seatbelts required to be fitted in vehicles first registered in New Zealand between 1 January 1991 and 31 March 2002 and first registered outside New Zealand between 1 January 1961 and 31 March 2002

b) seatbelts required to be fitted in vehicles first registered in New Zealand from 1 April 2002 that were manufactured between 1 November 1979 and 30 September 2003

c) seatbelts required to be fitted in vehicles manufactured from 1 October 2003

d) seatbelts fitted in vehicles or seating positions that are not required to be fitted with seatbelts.

3. All seatbelts not listed in (2) above must comply with one or more of the standards in Table 7-5-2

4. The following original equipment seatbelt anchorages (Note 1) fitted with seatbelts must comply with one or more of the seatbelt anchorage standards in Table 7-5-3:

a) seatbelt anchorages in vehicles first registered in New Zealand between 1 January 1991 and 31 March 2002, and first registered outside New Zealand between 1 January 1991 and 31 March 2002

b) seatbelt anchorages in vehicles first registered in New Zealand from 1 April 2002 and manufactured between 1 November 1979 and 30 September 2003, and first registered outside New Zealand from 1 January 1991

c) seatbelt anchorages in vehicles manufactured from 1 October 2003.

5. Seatbelt anchorages retrofitted (Note 2) between 1 January 1991 and 31 March 2002 in the following vehicles must comply with one or more of the requirements in List A of Table 7-5-5:

- vehicles first registered in New Zealand before 1 January 1991 and first registered in any country between 1 November 1979 and 1 January 1991.

6. Seatbelt anchorages retrofitted (Note 2) before 1 April 2002 in the following vehicles must comply with one or more of the requirements in List B of Table 7-5-5:

a) vehicles first registered in New Zealand between 1 January 1991 and 31 March 2002 and first registered outside New Zealand between 1 January 1961 and 31 March 2002

b) vehicles first registered in New Zealand from 1 April 2002 and manufactured between 1 November 1979 and 30 September 2003.

7. Seatbelt anchorages retrofitted (Note 2) from 1 April 2002 must comply with one or more of the requirements in List C of Table 7-5-5

8. Child restraints permanently fitted to the rear seat of a vehicle must comply with one or more of the requirements in Table 7-5-4

Condition, performance and modification

9. Seatbelts and seatbelt anchorages must comply with the requirements relating to condition, performance and modification set out in:

- **VIRM: In-service certification, section 7-5, general vehicles**
- **VIRM: In-service certification, section 7-5, heavy vehicles**
- **VIRM: In-service certification, section 7-5, heavy PSVs**

Page amended **1 June 2019** (see **amendment details**).

7-6 Airbags

IMPORTANT A vehicle with an airbag in a condition beyond the threshold specified in **Vehicle structure – 3-4 Threshold for requiring repair certification** must be certified by a specialist repair certifier before entry certification.

Where required, an entry certifier must obtain a declaration from a recognised technician stating that any supplementary restraint system (SRS) is within safe tolerance of the manufacturer's specifications. See **Technical bulletin 29** for further information on SRS/ABS declaration requirements.

For requirements regarding the Takata Alpha airbag recall see **Technical bulletin 43: Takata airbag recall**

Vehicles must comply with the requirements relating to mandatory equipment, permitted equipment, condition, performance and modification set out in:

- **VIRM: In-service certification, section 7-6, general vehicles**
- **VIRM: In-service certification, section 7-6, heavy vehicles**

Other than the above, there are no additional requirements in respect of airbags for the inspection and certification of vehicles for entry into service.

7-7 Interior impact

IMPORTANT: a vehicle with an airbag in a condition beyond the threshold specified in **Vehicle structure – 3-4 Threshold for requiring repair certification** must be certified by a specialist repair certifier before entry certification.

Reasons for rejection

Compliance with approved standards (Note 1)

1. A vehicle that is required to comply with approved interior impact standard(s) in respect of its interior fittings, controls and surface did not comply, or cannot be demonstrated to have complied, at the time of manufacture, with:

a) all of the interior impact standard(s) listed in at least one of the five columns in Table 7-7-1, or

b) at least one of the frontal impact standard(s) listed in **Table 3-2-1**

Condition, performance and modification

2. An interior fitting, control or surface does not comply with a requirement relating to condition, performance or modification set out in:

- VIRM: In-service certification, section 7-7, light PSVs
- VIRM: In-service certification, section 7-7, heavy PSVs

Note 1

Vehicles that comply with approved frontal impact standards are not required to comply with approved interior impact standards. For the avoidance of doubt, this does not apply to vehicles:

- that have been issued with a special interest vehicle permit or immigrant's vehicle permit for frontal impact
- vehicles with a gross vehicle mass over 2500kg
- vehicles over 20 years old that do not comply with a interior impact standard.

Table 7-7-1. Approved interior impact standards*

UN-ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan
21	74/60, 78/632 or 2000/4 and one of: 71/127 79/795 85/205 86/562 87/354 88/321 2003/97 2005/27	201	11 and 21 and 42 General Safety Requirements (section on external or internal protrusions)	TS for instrument panel impact absorption, and TS for sunvisor impact absorption, and Interpretation of the TS for sunvisor impact absorption, and TS for seatback impact absorption, and TS for impact reduction of inside rear-view mirrors Article 20

* The interior fittings, controls and surfaces of a vehicle that is required to comply with approved interior impact standard(s) must comply with all the standard(s) listed in at least one of the five columns.

Summary of legislation

Applicable legislation

- Land Transport Rule: Interior Impact 2001

Compliance with approved standards

1. The interior fittings, controls and surfaces in the passenger compartment of the following vehicles must comply with one or more of the approved interior impact standards in Table 7-7-1:

a) vehicles of class MA manufactured on or after 1 January 1992 (Note 1)

b) vehicles of class MB and MC manufactured on or after 1 March 1998 (Note 1)

Condition, performance and modification

2. Interior fittings, controls and surfaces must comply with the requirements relating to condition, performance and modification set out in:

- **VIRM: In-service certification, section 7-7, light PSVs**
- **VIRM: In-service certification, section 7-7, heavy PSVs**

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

7-8 PSV heating and ventilation (light and heavy PSVs)

Reasons for rejection

Mandatory requirements

1. Opening windows or roof hatches are the only means of ventilation and the minimum window opening provided is not at least 0.013m^2 for each occupant (Note 1)

2. Forced ventilation is the only means of ventilation and the system does not (Note 2):

a) incorporate at two independent power-driven fans of similar size and capacity, which together can deliver within two minutes an air volume of the passenger compartment, or

b) have fans wired in such a way that a power failure in one fan will not affect the other, or

c) by its design and construction minimise the risk of occupants being harmed by the system or its components.

3. A vehicle does not comply with the requirements relating to mandatory equipment set out in:

- **VIRM: In-service certification, section 7-8, light PSVs**
- **VIRM: In-service certification, section 7-8, heavy PSVs**

Condition and performance

4. A vehicle does not comply with a requirement relating to condition or performance set out in:

- **VIRM: In-service certification, section 7-8, light PSVs**
- **VIRM: In-service certification, section 7-8, heavy PSVs**

Note 1

The ventilation requirement must be calculated for the maximum number of occupants that the vehicle can carry.

Note 2

It can be generally accepted that an unmodified mass-produced vehicle will comply with requirements. If there is doubt, the vehicle inspector must obtain evidence that the vehicle does comply.

Summary of legislation

Applicable legislation

- **Land Transport Rule: Passenger Service Vehicles 1999**

Mandatory requirements

1. If opening windows or roof hatches are the only means of ventilation, the minimum window opening provided must be (Note 1):

    a) 0.013m^2 for each seating position, and 0.01m2 for each seated school child, for a vehicle which entered service as a PSV in New Zealand before 1 July 2000, or

    b) 0.013m^2 for each occupant for a vehicle which entered service as PSV in New Zealand on or after 1 July 2000.

2. If forced ventilation if the only means of ventilation, the system must:

    a) incorporate at two independent power-driven fans of similar size and capacity, which together can deliver within two minutes an air volume of the passenger compartment, and

    b) have fans wired in such a way that a power failure in one fan will not affect the other, and

    c) be designed and constructed to minimise the risk of occupants being harmed by the system or its components.

3. A vehicle must comply with the requirements relating to mandatory equipment set out in:

    - **VIRM: In-service certification, section 7-8, light PSVs**
    - **VIRM: In-service certification, section 7-8, heavy PSVs**

Condition and performance

4. A vehicle must comply with the requirements relating to condition and performance set out in:

    - **VIRM: In-service certification, section 7-8, light PSVs**
    - **VIRM: In-service certification, section 7-8, heavy PSVs**

7-9 PSV fire protection (light and heavy PSVs)

Vehicles must comply with the requirements relating to mandatory equipment, condition and performance set out in:

- **VIRM: In-service certification, section 7-9, light PSVs**
- **VIRM: In-service certification, section 7-9, heavy PSVs**

There are no additional requirements in respect of PSV fire protection for the inspection and certification of vehicles for entry into service.

8 Brakes

8-1 Service brake and park brake

> See also **Heavy vehicle brake testing: CoF and entry certification brake test protocol and procedure**

Reasons for rejection

Mandatory equipment

1. A vehicle does not comply with a requirement relating to mandatory equipment set out in the **VIRM: In-service certification, section 8-1**

- Where required, an entry certifier must obtain a declaration from a recognised technician, stating that the anti-lock braking system is within safe tolerance of the manufacturer's specifications. See **Technical bulletin 29** for further information on SRS/ABS/ESC declarations.

2. A **new** motor vehicle of class MA, MB, MC or NA that is first certified for entry into service in New Zealand on or after 1 July 2015 does not have electronic stability control fitted (Note 1).

- For evidence of acceptable proof that the vehicle is fitted with an ESC system see **Technical bulletin 37**

3. A **used** motor vehicle of class MC that is inspected at the border for entry into service in New Zealand on or after 1 March 2016 does not have electronic stability control fitted (Note 1).

- For evidence of acceptable proof that the vehicle is fitted with an ESC system see **Technical bulletin 37**

4. A **used** motor vehicle of class MA with engine capacity greater than 2 litres that is inspected at the border from 1 March 2018 does not have electronic stability control fitted (Note 1).

- For evidence of acceptable proof that the vehicle is fitted with an ESC system see **Technical bulletin 37**

5. A **used** motor vehicle of class MA, MB and NA light passenger and goods vehicles that is inspected at the border from 1 March 2020 does not have have electronic stability control fitted (Note 1).

- For evidence of acceptable proof that the vehicle is fitted with an ESC system see **Technical bulletin 37**

6. A vehicle of class LC, LD or LE does not comply with the requirements of Table 8-1-2.

Compliance with approved standards

7. A brake that is required to comply with an approved brake standard did not comply, or cannot be demonstrated to have complied, with at least one of the standards listed in Table 8-1-1 at the time the vehicle was manufactured.

8. A brake has brake friction material that is:

a) not identifiable by markings of the vehicle manufacturer or a recognised brake friction material manufacturer listed in **Figure 8-2-1**, or

b) not supplied by a recognised supplier and accompanied by a statement of compliance from that supplier.

Condition, performance and modification

9. Brake fluid in the master cylinder reservoir shows signs of dirt or contamination.

10. Brake friction material is:

    a) worn below the limits shown in **Table 8-2-1**, or

    b) separating from the brake pad backing plate or brake shoe, or

    c) cracked or otherwise damaged, or

    d) contaminated by brake fluid, oil or grease.

11. A brake drum:

    a) has an ovality or a diameter that is outside the service limits set by the vehicle or brake manufacturer, or

    b) is fractured, scored or otherwise damaged.

12. A brake disc:

    a) has runout or a thickness that is outside the service limits set by the vehicle or brake manufacturer, or

    b) has a thickness of less than 90% of the original thickness if the service limits for runout or thickness are not known, or

    c) is fractured, scored or otherwise damaged.

13. A vehicle or brake does not comply with a requirement relating to condition, performance or modification set out in the **VIRM: In-service certification, section 8-1**

Note 1

Similar to frontal impact and emissions requirements this provision will not apply to:

- an immigrant's vehicle, or
- a special interest vehicle, or
- a motorsport vehicle that is operated in accordance with the conditions of a valid low volume vehicle authority card issued for the vehicle in accordance with the Low Volume Vehicle Code, or
- a low volume vehicle that was not originally fitted with an electronic stability control system and is certified in accordance with the Low Volume Vehicle Code, or
- a motor vehicle of class MA, MB, MC or NA manufactured, or first registered outside of New Zealand, twenty years or more before the date of its first certification for entry into service in New Zealand.

Table 8-1-1. Approved brake standards*

UN-ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan
13 13-H 78	71/320 74/132 75/524 79/489 85/647 88/194 91/422 98/12 2002/78 93/14 2006/27	105 122 135	31 33 35	TS for passenger motor vehicle braking systems, or TS for two-wheeled vehicle brake systems Article 12 TS for two-wheeled vehicle brake systems Article 61

* A brake that is required to comply with an approved brake standard must comply with at least one of the standards listed in the table.

Table 8-1-2. ABS brake requirements for class LC, LD and LE vehicles

	A new class LC, LD and LE vehicle of a model or sub-model that was first manufactured on or after 1 April 2020	All class LC, LD and LE vehicles (see exceptions below)
A class LC, LD or LE vehicle that is powered by either: • **a combustion engine of capacity greater than 50 cubic centimetres up to and including 125 cubic centimetres; or** • **an electrically powered motor having net power output of greater than 4kW up to and including 11kW.**	Antilock braking systems or Combined braking systems required if first certified for entry into service in New Zealand on or after 1 April 2020	Antilock braking systems or Combined braking systems required if first certified for entry into service in New Zealand on or after 1 November 2021
A class LC, LD or LE vehicle that is powered by either: • **a combustion engine of capacity greater than 125 cubic centimetres; or** • **an electrically powered motor having net power output of greater than 11kW and a power to weight ratio of greater than 0.1kW/kg**	Antilock braking systems required if first certified for entry into service in New Zealand on or after 1 April 2020	Antilock braking systems required if first certified for entry into service in New Zealand on or after 1 November 2021

Exceptions to Table 8-1-2

Advanced brake system requirements do not apply to:

- an enduro motorcycle; or
- a trial motorcycle; or
- a motorcycle that was first registered in any country before 1 January 1990; or
- an immigrant's vehicle; or
- a motorcycle for which a special interest motorcycle permit has been granted; or
- a farm motorcycle, or
- a low volume vehicle that was:
    - assembled or scratch-built in quantities of 500 or less in any one year (ie, not a uniquely modified low volume vehicle), and
    - not originally fitted with an antilock brake system or a combined brake system, and
    - is certified in accordance with the Low Volume Vehicle Code.

Summary of legislation

Applicable legislation

- **Land Transport Rule: Light-vehicle Brakes 2002**

Mandatory equipment

1. Vehicles must comply with the requirements relating to mandatory equipment set out in the **VIRM: In-service certification, section 8-1**

2. A **new** motor vehicle of class MA, MB, MC or NA that is first certified for entry into service in New Zealand on or after 1 July 2015 must have electronic stability control fitted (Note 1)

- For evidence of acceptable proof that the vehicle is fitted with an ESC system see **Technical bulletin 37**

3. A **used** motor vehicle of class MC that is inspected at the border for entry into service in New Zealand on or after 1 March 2016 must have electronic stability control fitted (Note 1)

- For evidence of acceptable proof that the vehicle is fitted with an ESC system see **Technical bulletin 37**

4. A **used** motor vehicle of class MA with engine capacity greater than 2 litres that is inspected at the border from 1 March 2018 must have electronic stability control fitted (Note 1)

- For evidence of acceptable proof that the vehicle is fitted with an ESC system see **Technical bulletin 37**

5. A **used** motor vehicle of class MA, MB and NA light passenger and goods vehicles that is inspected at the border from 1 March 2020 must have electronic stability control fitted (Note 1)

- For evidence of acceptable proof that the vehicle is fitted with an ESC system see **Technical bulletin 37**

6. A vehicle of class LC, LD or LE must comply with the requirements of Table 8-1-2

Compliance with approved standards

7. The brakes on the following vehicles must comply with one or more of the approved brake standards in Table 8-1-1:

a) vehicles of group L, and class MD1 and MD2 manufactured on or after 1 October 2002

b) vehicles of class MA manufactured on or after 1 January 1992

c) vehicles of class MB, MC and NA manufactured on or after 1 January 1996.

Condition, performance and modification

8. Brakes must be easily adjustable to compensate for wear and must be maintained in good condition and efficient working order.

9. Brake friction surfaces must be within safe tolerance of their state when manufactured and must not be scored, damaged or weakened to the extent that the safety performance of the brake is adversely affected.

10. The ovality and diameter of brake drums must be within the service limits set by the vehicle or brake manufacturer.

11. The runout and thickness of brake discs must be within the service limits set by the vehicle or brake manufacturer. If the thickness limit is not known for a particular disc, the thickness must not be less than 90% of the original thickness.

12. Vehicles and brakes must also comply with the requirements relating to condition, performance and modification set out in the **VIRM: In-service certification, section 8-1**

Page amended **9 August 2021** (see **amendment details**)

Page updated 6 January 2025 (see **details**)

8-1 Service brake and park brake (heavy vehicles)

> See also **Heavy vehicle brake testing: CoF and entry certification brake test protocol and procedure**

Reasons for rejection

Mandatory equipment

1. A vehicle does not comply with a requirement relating to mandatory equipment set out in:

- **VIRM: In-service certification, section 8-1, heavy vehicles**

2. A vehicle in Table 8-1-2 does not have proof of compliance with requirements in that table.

Condition, performance and modification

3. A vehicle or brake does not comply with a requirement relating to condition, performance or modification set out in:

- **VIRM: In-service certification, section 8-1, heavy vehicles**

Note 1

Where required, an entry certifier must obtain a declaration from a recognised technician stating that the anti-lock braking system is within safe tolerance of the manufacturer's specifications. See **Technical bulletin 29** for further information on SRS/ABS declarations.

Table 8-1-2. Heavy-vehicle brakes – compliance requirements for class MD3, MD4, ME, NB and NC vehicles[1]

Conditions applying	Requirements
Imported, and • first registered in New Zealand 1 March 2007 to 30 June 2008, and • operated in a combination with a GM[2] >39?44 t	• HVBS(2) Heavy Vehicle Braking Specification of 6 December 1998, or • HVBC(2) Heavy Vehicle Brake Code, second edition, or • HVBNZ New Zealand Heavy Vehicle Brake Specification, or • At least one approved standard in Table 8-1-3
Manufactured in New Zealand, and • first registered in New Zealand 1 March 2007 to 30 June 2008, and • operated in a combination with a GM[2] >39?44 t	• HVBS(2) Heavy Vehicle Braking Specification of 6 December 1998, or • HVBC(2) Heavy Vehicle Brake Code, second edition, or • HVBNZ New Zealand Heavy Vehicle Brake Specification
Imported[4] first registered in New Zealand on or after 1/7/2008	• At least one approved standard in Table 8-1-3
Manufactured in New Zealand, and • first registered on or after 1 July 2008, and • with a towing connection for towing a heavy trailer	• HVBNZ, New Zealand Heavy Vehicle Brake Specification
Manufactured in New Zealand and • first registered on or after 1 July 2008, and • with no towing connection for towing a heavy trailer	• HVBNZ New Zealand Heavy Vehicle Brake Specification, or • stopping tests in 6.1(2)(b) of Heavy-vehicle Brake Rule

[1] Not applicable to mobile cranes except those constructed using a commercial truck chassis.

[3] GM means gross mass.

[4] Imported in this case includes heavy PSVs that are manufactured in New Zealand from imported transport frame/chassis which comply with an approved brake standard in Table 8-1-3.

Table 8-1-3. Approved brake standards for class MD3, MD4, ME, NB and NC vehicles*

UN-ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan
13	71/320 91/422 98/12 2002/78	105 (Hydraulic and Electric Brake Systems); or 121 (Air Brake Systems)	35	TS for brake systems of trucks and buses (Japan); or TS for anti-lock brake system (Japan) Article 12

* A brake that is required to comply with an approved brake standard must comply with at least one of the standards listed in the table.

- **Technical bulletin 31** clarifies brake standards requirements for class MD3, MD4, ME, NB and NC vehicles.

Summary of legislation

Applicable legislation

- **Land Transport Rule: Heavy-vehicle Brakes 2006**.

Mandatory equipment

1. Vehicles must comply with the requirements relating to mandatory equipment set out in:

    - **VIRM: In-service certification, section 8-1, heavy vehicles**.

2. The brakes on class MD3, MD4, ME, NB and NC vehicles must comply with the requirements in Table 8-1-2.

Condition, performance and modification

3. Brakes must be easily adjustable to compensate for wear and must be maintained in good condition and efficient working order.

4. Vehicles and brakes must also comply with the requirements relating to condition, performance and modification out in:

    - **VIRM: In-service certification, section 8-1, heavy vehicles**.

8-1 Service brake and park brake (heavy PSVs)

See also **Heavy vehicle brake testing: CoF and entry certification brake test protocol and procedure**

Reasons for rejection

Mandatory equipment

1. A vehicle does not comply with a requirement relating to mandatory equipment set out in:

- **VIRM: In-service certification, section 8-1, heavy PSV**

2. A vehicle in Table 8-1-2 does not have proof of compliance with requirements in that table.

Condition, performance and modification

3. A vehicle or brake does not comply with a requirement relating to condition, performance or modification set out in:

- **VIRM: In-service certification, section 8-1, heavy PSV**

Note 1

Where required, an entry certifier must obtain a declaration from a recognised technician stating that the anti-lock braking system is within safe tolerance of the manufacturer's specifications. See **Technical bulletin 29** for further information on SRS/ABS declarations.

Table 8-1-2. Heavy-vehicle brakes – compliance requirements for class MD3, MD4, ME, NB and NC vehicles[1]

Conditions applying	Requirements
Imported, and • first registered in New Zealand 1 March 2007 to 30 June 2008, and • operated in a combination with a GM[2] >39?44 t	• HVBS(2) Heavy Vehicle Braking Specification of 6 December 1998, or • HVBC(2) Heavy Vehicle Brake Code, second edition, or • HVBNZ New Zealand Heavy Vehicle Brake Specification, or • At least one approved standard in Table 8-1-3
Manufactured in New Zealand, and • first registered in New Zealand 1 March 2007 to 30 June 2008, and • operated in a combination with a GM[2] >39?44 t	• HVBS(2) Heavy Vehicle Braking Specification of 6 December 1998, or • HVBC(2) Heavy Vehicle Brake Code, second edition, or • HVBNZ New Zealand Heavy Vehicle Brake Specification
Imported[4] first registered in New Zealand on or after 1/7/2008	• At least one approved standard in Table 8-1-3
Manufactured in New Zealand, and • first registered on or after 1 July 2008, and • with a towing connection for towing a heavy trailer	• HVBNZ, New Zealand Heavy Vehicle Brake Specification
Manufactured in New Zealand and • first registered on or after 1 July 2008, and • with no towing connection for towing a heavy trailer	• HVBNZ New Zealand Heavy Vehicle Brake Specification, or • stopping tests in 6.1(2)(b) of Heavy-vehicle Brake Rule

[1] Not applicable to mobile cranes except those constructed using a commercial truck chassis.

[3] GM means gross mass.

[4] Imported in this case includes heavy PSVs that are manufactured in New Zealand from imported transport frame/chassis which comply with an approved brake standard in Table 8-1-3

Table 8-1-3. Approved brake standards for class MD3, MD4, ME, NB and NC vehicles*

UN-ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan
13	98/12 2002/78	105 (Hydraulic and Electric Brake Systems); or 121 (Air Brake Systems)	35	TS for brake systems of trucks and buses (Japan); or TS for anti-lock brake system (Japan) Article 12

* A brake that is required to comply with an approved brake standard must comply with at least one of the standards listed in the table.

- **Technical bulletin 31** clarifies brake standards requirements for class MD3, MD4, ME, NB and NC vehicles.

Summary of legislation

Applicable legislation

- **Land Transport Rule: Heavy-vehicle Brakes 2006**

Mandatory equipment

1. Vehicles must comply with the requirements relating to mandatory equipment out in:

    - **VIRM: In-service certification, section 8-1, heavy PSV**

2. The brakes on class MD3, MD4, ME, NB and NC vehicles must comply with the requirements in Table 8-1-2

Condition, performance and modification

3. Brakes must be easily adjustable to compensate for wear and must be maintained in good condition and efficient working order.

4. Vehicles and brakes must also comply with the requirements relating to condition, performance and modification out in:

    - **VIRM: In-service certification, section 8-1, heavy PSV**

8-1 Service brake and park brake (heavy trailers)

See also **Heavy vehicle brake testing: CoF and entry certification brake test protocol and procedure**

Reasons for rejection

Mandatory equipment

1. A vehicle does not comply with a requirement relating to mandatory equipment set out in the **VIRM: In-service certification, section 5-1**

2. A vehicle in Table 8-1-4 has not been certified as set out in that table.

Condition, performance and modification

3. A vehicle or brake does not comply with a requirement relating to condition, performance or modification set out in the **VIRM: In-service certification, section 5-1**

Table 8-1-4. Heavy-vehicle brakes – compliance requirements for class TC and TD vehicles

Conditions applying	Requirements
• Operated in a combination with a GM[1] >39?44 t, and • first registered in New Zealand 1 March 2007 to 30 June 2008	• Breakaway brake, and • HVBS(2) Heavy Vehicle Braking Specification of 6 December 1998, or • HVBC(2) Heavy Vehicle Brake Code, second edition, or • HVBNZ New Zealand Heavy Vehicle Brake Specification
• First registered on or after 1 July 2008	• Breakaway brake, and • HVBNZ New Zealand Heavy Vehicle Brake Specification

[1] GM means gross mass.

[2] The appropriate brakes standard code must be entered into the standards code field in the ILOAD screen on LANDATA (refer to page 3-1-1 of the **LATIS agents' manual**).

Summary of legislation

Applicable legislation

- **Land Transport Rule: Heavy-vehicle Brakes 2006**

Mandatory equipment

1. Vehicles must comply with the requirements relating to mandatory equipment set out in the **VIRM: In-service certification, section 5-1**

2. The brakes on class TC and TD vehicles must comply with requirements in Table 8-1-4.

Condition, performance and modification

3. Brakes must be easily adjustable to compensate for wear and must be maintained in good condition and efficient working order.

4. Vehicles and brakes must also comply with the requirements relating to condition, performance and modification set out in the **VIRM: In-service certification, section 5-1**

8-2 Inspection specifications

Technical information

IMPORTANT: any parts that require removal or disassembly in order to carry out the inspection of brakes and brake components must be removed or disassembled.

Exceptions to this requirement are as follows:

a) No removal or disassembly is required for vehicles presented for re-registration that were manufactured before 1991 and previously registered in New Zealand before 1 January 1991.

b) No removal or disassembly is required for new vehicles and scratch-built low volume vehicles, it is not necessary to disassemble any brake components.

c) For vehicles with rear drum brakes that are less than two years old and that have travelled less than 40,000km, only the front brakes must be disassembled initially. If the front brakes are up to standard, and there are no signs of problems with the rear brakes, disassembly of the rear brakes is not required.

d) No removal or disassembly is required for class LA and LB vehicles, new, used or being re-registered.

Procedure

Entry-level brake inspection process for class LC, LD, LE vehicles, and group M or N light vehicles

The vehicle inspector must personally carry out the brake inspection of all vehicles according to the following specifications.

The alternative method for motorcycles may be used if the vehicle inspector is unfamiliar with the disassembly or reassembly of the braking system.

Master cylinder

1. Check the condition of the brake fluid in the master cylinder reservoir for contaminants. If there are visible signs of dirt, moisture or other contaminants in the fluid, the fluid must be replaced.

2. Check the master cylinder for leaks.

Underbody brake components

1. Brake components underneath the vehicle must be inspected using a hoist, pit or ramp that allows the vehicle inspector to comfortably walk under the vehicle.

2. Check the park brake cable by examining exposed cable for signs of knotting, corrosion or fraying or the use of auxiliary tensioning devices.

3. Examine any brake rods for excessive corrosion or wear.

Wheels, brake drums and disc pads

1. Remove all wheels, brake drums and disc pads.

a) Only the front brakes need to be disassembled initially, if the vehicle:

- is less than two years old, and
- has travelled less than 40,000km, and
- is fitted with drum brakes at the rear.

Provided there are no problems detected with the front brakes and the rear brakes exhibit no external sign of a problem (eg uneven braking, leaks, noises), no further disassembly is required.

b) Brake components do not need to be disassembled during the entry certification inspection if the vehicle is new (Note 1) or a scratch-built low volume vehicle.

Note 1

'New' means a vehicle that has not been registered and operated in any country, and has not been operated on a road in any country as a demonstration or courtesy vehicle or used for training or test purposes. It must not be a scratch-built vehicle that contains components which have been fitted to a vehicle operated on a road in any country.

c) Any brake discs or drums and their friction materials, which are used for park brakes only, do not have to be inspected in detail, or have compliance verified. No further disassembly is required provided the brakes do not show any external signs of a problem and meet performance and condition requirements set out in the **VIRM: In-service certification section 8-1**

2. Check the run out of the disc rotors, the minimum thickness of the discs and any variation in disc thickness using calibrated measuring equipment (Note 2)

3. Check the drums for ovality using calibrated measuring equipment.

Measurements must be checked against the manufacturer's specifications. If the manufacturer's specifications are not available, the following maximum runout and ovality are permitted:

- runout on a disc brake rotor with a single acting hydraulic piston 0.1mm
- runout on a disc brake rotor with opposing hydraulic pistons 0.2mm
- ovality on a brake drum for light vehicles 1.0mm.

Note 2

If an entry certifier wishes to use a roller brake machine to detect disc/rotor runout, they must be able to demonstrate this ability to an NZTA officer.

If machining is required, both of the drums or discs on a common axis must be machined. If it is found that a disc brake rotor requires machining or replacing, the brake friction material that was originally fitted to the vehicle may be re-used, provided it is within safe tolerance of the vehicle manufacturer's specifications. The entry certifier must consider the thickness and condition of the remaining brake friction material, and whether or not the vehicle manufacturer permits the re-fitting of brake friction material to new or re-surfaced brake rotors.

Wheel cylinders and callipers

1. Check wheel cylinders and callipers for fluid leaks.

2. Check that the calliper or cylinder pistons have not seized, and are able to slide or swing on their mountings as appropriate.

Brake pipes

1. Ensure that brake pipes are secure and supported.

Hoses and connections

1. Inspect all hoses and connections (under pressure) for condition. Flexible brake hoses must be rejected if:

- they leak brake fluid, or
- they are insecure, or
- they bulge under pressure, or
- they are twisted, or
- they have been stretched, or
- the outer covering is chafed or cracked, particularly in the area of the crimp.

Brake friction material

1. Visually inspect the brake friction material to verify that the material was supplied by the vehicle manufacturer. The name or logo of the vehicle manufacturer or a brake friction material manufacturer (listed in Figure 8-2-1) will be marked on the backing plate or the edge of the friction material.

If the material cannot be identified as being supplied by the vehicle manufacturer, the vehicle must not be certified until replacement brake friction material has been fitted, which:

- has been supplied by a recognised supplier (Note 3), or
- is accompanied by a statement completed by the supplier (see **Reference material 42**), or
- is accompanied by a 'Brake repair declaration' form (see **Reference material 42**) completed by a recognised brake repairer.

A correctly completed 'Brake repair declaration' form is acceptable evidence for replaced brake friction material.

If the brake friction material fitted to a vehicle is not known to be original equipment (OE), it may be accepted if it was made by a manufacturer that is known to produce OEM or OES brake parts.

If brake friction material does not meet these criteria, it must be removed and replaced with parts that return the vehicle's brakes to within safe tolerance of the manufacturer's specifications. When disc pads or linings are replaced, the material on both the left and right side of an axle must be replaced using identical material with the same co-efficient of friction.

Table 8-2-1. Limits for wear on brake friction material

Material	Minimum thickness
Disc pads	3.0mm
Shoe linings (bonded)	2.0mm
Shoe linings (riveted)	2.0mm above the head of the rivet minimum thickness
Motorcycle disc pads and shoe linings	Manufacturer's minimum specification, if available, otherwise the general limits above must be used.

Note 3

A recognised supplier is a supplier recognised by the entry certifier as being reputable and competent to supply material that ensures the braking system will be returned to within safe tolerance of its state when manufactured.

Note 4

These limits for wear do not apply if the manufacturer has specified a greater minimum thickness for specific vehicle makes and models.

Important: Entry certifiers are required to include a regular audit of brake repairers in their procedures to ensure that information contained in declarations is correct.

Markings not found in published data

Where brake friction material is found with markings that cannot be found in published data, but the entry certifier believes the material to be OEM (or acceptable manufacturer's alternative) and otherwise fit for further service, it can be accepted. The entry certifier will need to provide evidence of how they determined that the friction material is OEM (or acceptable manufacturer's alternative) (if asked).

Reassembly

Where components are removed as part of the inspection process, an entry certifier must have procedures in place to ensure that those components are re-assembled correctly.

Brake performance

1. Once components have been accepted, carry out a service brake system performance test using an NZTA-approved brake machine.

2. Record the braking effort achieved.

3. Check that the performance meets the requirements specified in the **VIRM: In-service certification, section 8-1**

Re-checking brakes that fail inspection

A brake performance test is required following any brake system repair or component replacement.

Vehicles returning for recheck following brake repair are not expected to be dismantled again for invasive inspection if a declaration from a recognised brake repairer is supplied. The 'Brake repair declaration' form is shown in **Reference material 42**

Note 6

Brake parts that meet UN/ECE Regulation 90R are acceptable for vehicles undergoing entry certification. The vehicle inspector must retain documented evidence that the brake parts meet UN/ECE 90R and are suitable for the particular vehicle (in the location where they are fitted) on the vehicle file.

Alternate method for motorcycle brakes

In cases where a vehicle inspector is not familiar with the disassembly or reassembly of the motorcycle's braking system, a relevant person or company, recognised by the entry certifier as being reputable and competent to carry out this work, may be employed to strip, inspect and reassemble motorcycle brake systems in accordance with the above inspection specifications.

This recognised person or company must supply the entry certifier with documentation confirming that the brake system and components are within safe tolerance of their state when manufactured.

If the motorcycle is required to comply with an approved brake standard, the documentation must also confirm that the brakes still comply with the original equipment brake standard to which the motorcycle was manufactured.

The recognised person or company must issue a declaration confirming that:

1. the motorcycle brake system has been dismantled, and
2. all brake components have been inspected, and
3. measurements have been taken and recorded, and
4. the brake system has been reassembled with no repairs required

OR

any component(s) not within safe tolerance of the manufacturer's specifications is repaired or replaced, and the brake system has been reassembled.

If the motorcycle brake components are dismantled away from the inspection site, the brake component measurements must be recorded by the recognised person or company, or the vehicle inspector must be present during the dismantling process to record details.

The motorcycle owner/importer may take the vehicle to the recognised person or company.

Alternate method for vehicles fitted with high performance brake systems

In cases where a vehicle inspector is not familiar with the disassembly or reassembly of the motorcycle's braking system, a relevant person or company, recognised by the entry certifier as being reputable and competent to carry out this work, may be employed to strip, inspect and reassemble motorcycle brake systems in accordance with the above inspection specifications.

This recognised person or company must supply the entry certifier with documentation confirming that the brake system and components are within safe tolerance of their state when manufactured.

If the motorcycle is required to comply with an approved brake standard, the documentation must also confirm that the brakes still comply with the original equipment brake standard to which the motorcycle was manufactured.

The recognised person or company must issue a declaration confirming that:

1. the motorcycle brake system has been dismantled, and

2. all brake components have been inspected, and

3. measurements have been taken and recorded, and

4. the brake system has been reassembled with no repairs required

OR

any component(s) not within safe tolerance of the manufacturer’s specifications is repaired or replaced, and the brake system has been reassembled.

If the motorcycle brake components are dismantled away from the inspection site, the brake component measurements must be recorded by the recognised person or company, or the vehicle inspector must be present during the dismantling process to record details.

The motorcycle owner/importer may take the vehicle to the recognised person or company.

Figure 8-2-1. Recognised brake friction material manufacturers

- see Note 7

Manufacturer	Logos
Aisin	AISIN
	ADVICS
Akebono	akebono
Ambrake	AMBRAKE CORPORATION
AP Racing* (see below)	AP RACING
Asktechnica	Ask Corporation
ATE	Ate
Bendix	Bendix
Bosch	BOSCH
BRAXe	BRAXE
Brembo	brembo
Delco	ACDelco
Delphi	DELPHI
EBC Brakes	EBC BRAKES
Ferodo	FERODO
Girling	GIRLING
Hitachi	HITACHI
Hosei	
Japan Brake Industrial Co.	JB
Jurid	JURID
KIA Precision Works	Similar to KPW
Lockheed	Not supplied
Lucas	Lucas

Manufacturer	Logos
Mando	MANDO
Mintex	MINTEX
MK Kashiyama	
MY 2016 Ltd	CAC
NBK	NBK
Nippondenso	DENSO
Nisshinbo	NISSHINBO
Nissin Kogyo	NISSIN
PAGID	PAGID
PBR	pbr
Powerbrake	POWERBRAKE
Premier	PREMIER BRAKING LIMITED
Royale	ROYALE
Sangsin	SB SANGSIN
Sanyo	
Scandinavian Brake Systems	sbs
Sumitomo	Sumitomo
Takara/Vesrah	
TEMB Auto Brake Co. Ltd	TEMB
Teves	TEVES
Textar	TX TEXTAR
Tokiko	TOKICO LTD
TRW Aftermarket	TRW
Valeo	Valeo

***** AP Racing pads may only be accepted if the friction material type can be identified. AP Racing acceptable pad material types are identified by:

- APF403
- APF404
- APF405.

These are not acceptable, as these are identified by the manufacturer as track only materials.

- APF401
- APF402
- APG406.

Table 8-2-2. Approved brake parts suppliers

- see Note 7

Legal name of business	Trading name used on invoice
Allparts International Ltd	Allparts International Ltd
Apex Brake and Clutch Ltd	Apex Brake and Clutch Ltd
Auto Brake and Clutch Ltd	Auto Brake and Clutch Specialists
Auto Brake and Clutch Supplies Ltd	Auto Brake and Clutch Supplies Ltd
Auto Brakes Ltd	Auto Brakes Ltd
Auto Replacements 1994 Ltd	Auto Replacements 1994 Ltd
Auto Trail Ltd	Auto Trail Ltd
Autolines NP Ltd	Autolines Auto One
Automotive Brake and Clutch Ltd	Automotive Brake and Clutch Ltd
Automotive Driveline 1992 Ltd	Automotive Driveline 1992 Ltd
Automotive Parts Giants Ltd.	Automotive Parts Giants Ltd.
Automotive Partzio Ltd	Partzio (East Tamaki Ltd)
Automotive Partzio Ltd	Partzio (Otahuhu Ltd)
Bay City Motor Co Ltd	Bay City Motor Co Ltd
Belfor Automotive Centre Ltd	Belfor Automotive Centre Ltd
Brake and Clutch Rebuilders Ltd	Brake and Clutch Rebuilders Ltd
Brake and Transmission Ltd	Brake and Transmission NZ Ltd
Brakes and Spares Ltd	Brakes and Spares Ltd

Legal name of business	Trading name used on invoice
Challenge Auto Parts	Challenge Auto Parts
Cockram Motors (Chch) Ltd	Cockram Nissan
Collins Motors Ltd	Collins Auto Parts and Accessories
Cycle and Carriage (North Shore) Ltd	Kia Motors New Zealand
Daihatsu New Zealand Limited	Daihatsu New Zealand Limited
Direct Auto One	Direct Auto One
EBC Brakes NZ Ltd	EBC Brakes NZ
Extreme Distributors Ltd	Extreme Automotive Distributors
Forward Specs (2000) Ltd	Forward Specs (2000) Ltd
Garland Motors	Whakatane Auto One
GPC Asia Pacific Limited	Repco Auto Parts
	NAPA Auto Parts
Holdaways Limited	Holdaways Ltd
Holden New Zealand Ltd	Holden New Zealand Ltd
Honda New Zealand Ltd	Honda New Zealand Ltd
Import Part Specialists Ltd	Import Part Specialists Ltd
Independent Brake Supplies NZ Ltd	Independent Brake Supplies NZ Ltd
Interpart Ltd	Interpart Ltd
Jaycon Engineering Ltd	MP Auto Parts

Legal name of business	Trading name used on invoice
Jeffrey Gong, T/A Callahan Auto Supply	Callahan Auto Supply
John Patton Ltd	Thames Auto One
Johnson Piston Rings Ltd	Johnson Piston Rings
Lambert Brake and Clutch Ltd	Lambert Brake and Clutch Ltd
Le Freins Ltd	Autosafe Taupo
MacDonald Halligan Motors Ltd	MacDonald Halligan Motors Ltd
Master Part Automotive Products (1997) Ltd	0800 Brakes
Master Part Automotive Products Ltd	Master Part Brake and Clutch
Mintoft and Heenan Ltd	Freemans Auto One
Muffler and Brake Ltd	Muffler and Brake Ltd
Murray McLean Motorcycles Services Ltd	Murray McLean Motorcycles Services Ltd
Napier Auto Supplies (1980) Ltd	Napier Auto Supplies
Nelson Brake Services Ltd	Nelson Brake Services Ltd
New Zealand Brake Company Ltd	Brake Co
Orton Motor 1990 Ltd	Ruts Auto Brake, Clutch
Owens Suspension and Brake Specialists Ltd	Owens Suspension and Brake Specialists Ltd
Partmaster Ltd	Partmaster
Pembroke Fram Ltd	Union Yamaha

Legal name of business	Trading name used on invoice
Precision Brake and Clutch Services Ltd	Precision Brake and Clutch Services Ltd
R and J E Hull Ltd	Brake Specialists
Rawson Parts Ltd	Partnership Auto One
Red Baron (NZ) Ltd	
Redwood Investments Ltd	Bikes ’n’ Bits
River City Auto World	Wanganui Toyota
Robbie’s Speedy Exhaust and Brakes Shop Ltd	Robbie’s Speedy Exhaust and Brake Shop Ltd
RTJ Industries	Brake Service Centre
Safe R Brakes Ltd	Safe R Brakes Ltd
SAS Autoparts Limited	SAS Autoparts
Segedins Auto Parts Ltd	Segedins Auto Parts Ltd
Sims Brake Services Ltd	Sims Brake Services Ltd
Southern Brakes and Driveline Ltd	Southern Brakes and Driveline Ltd
Speedy Parts (NZ) Ltd	Speedy Parts (NZ) Ltd
Sterling Brake and Clutch Specialists	Sterling Brake and Clutch Specialists
Styles Autoparts Ltd	Hawera Autospares
Suvic Engineering Ltd	Suvic Engineering Ltd
T B and J F Bell Partnership	Redhills Benz

Legal name of business	Trading name used on invoice
Taupo Auto One Ltd	Taupo Auto One
Transport Brake and Clutch Ltd	Transport Brake and Clutch
Triumph Promotions Ltd	Jim Wright Nissan
Vehicle Testing and Compliance Ltd	Vehicle Testing and Compliance Ltd
Waikato Bonding Services Ltd	
Waikato Clutch and Brake Specialists Ltd	Waikato Clutch and Brake Specialists Ltd
Whakatane Brake and Clutch Centre Ltd	Whakatane Brake and Clutch Centre Ltd
W. White Wholesale Ltd.	Whites Powersports

Table updated 6 May 2024.

Note 7

If you would like information added to this page please email **virmupdates@nzta.govt.nz** with the following information:

- documentation from the manufacturer proving the parts meet the requirements of the **Land Transport Rule: Light Vehicle Brakes 2002**, section 3.3(3) (ie that they comply with UN/ECE Regulation 90)
- the manufacturers logo
- the legal name of your business and the trading name used on invoices.

NZTA will review your submission and add to this page if satisfied.

Page amended **21 August 2024** (see **amendment details**)

9 Steering and suspension

9-1 Steering and suspension systems

IMPORTANT: if a vehicle's suspension system has been damaged beyond the threshold specified in **Vehicle structure – 3-4 Threshold for requiring repair certification** it must be certified by a specialist repair certifier before entry certification.

Reasons for rejection

Mandatory and permitted equipment

1. A vehicle that is not covered by an exemption has the steering column to the left of the longitudinal centre line of the body of the vehicle.

2. A vehicle does not comply with a requirement relating to mandatory equipment set out in:

- **VIRM: In-service certification, section 9-1, general vehicles**
- **VIRM: In-service certification, section 9-1, heavy vehicles**
- **VIRM: In-service certification, section 9-1, light PSVs**
- **VIRM: In-service certification, section 9-1, heavy PSVs**

Compliance with approved standards

3. A vehicle that is required to comply with an approved steering system standard in respect of its steering system did not comply, or cannot be demonstrated to have complied, at the time of manufacture, with

a) the steering system standard(s) listed in at least one of the four columns in Table 9-1-1, or

b) at least one of the frontal impact standard(s) listed in **Table 3-2-1** of this manual.

4. A vehicle capable of exceeding a speed of 50km/h and equipped with a steering system (Note 1) with no direct mechanical connection between the driver's means of control and the wheels, or other means of changing the vehicle's direction, does not have at least one additional means of steering, unless the vehicle was entry certified as meeting either of the following standards:

- Council Directive of 8 June 1970 on the approximation of the laws of the Member States relating to the steering equipment for motor vehicles and their trailers (70/311/EEC), or
- UN/ECE Regulation No. 79, Uniform provisions concerning the approval of vehicles with regard to steering equipment (E/ECE324-E/ECE/TRANS/505/Rev.1/Add.78).

Condition, performance and modification

5. A steering or suspension system does not comply with a requirement relating to condition, performance or modification set out in:

- **VIRM: In-service certification, section 9-1, general vehicles**
- **VIRM: In-service certification, section 9-1, heavy vehicles**
- **VIRM: In-service certification, section 9-1, light PSVs**
- **VIRM: In-service certification, section 9-1, heavy PSVs**

Note 1

Refer to **Pre-registration and VIN 5 – Left-hand drive vehicles** for information on left-hand drive vehicles and reproductions of New Zealand Gazette notices 1851 (1998) and 1478 (1999.

Table 9-1-1. Approved steering system standards*

UN-ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan
12 and 79	74/297 or 91/662 and one of: 70/311 92/62 99/7	203 and 204	10 and 90 (or, for class MA, MB, MC: 69 73)	TS for steering system impact Article 11

* A steering system that is required to comply with an approved steering system standard must comply with the standard(s) listed in at least one of the four columns.

Summary of legislation

Applicable legislation

- **Land Transport Rule: Steering Systems 2001**
- Traffic Regulations 1976, Reg 70.
- New Zealand Gazette, 19 March 1998, Issue 42, page 978.
- New Zealand Gazette, 25 February 1999, Issue 23, page 575.

Mandatory and permitted equipment

1. Vehicles must have the steering column to the right of the longitudinal centre line of the body of the vehicle, except for exempted vehicles. Exempted vehicles are listed in the New Zealand Gazette notices appending the **Pre-registration and VIN 5 – Left-hand drive vehicles** section of this manual.

2. Vehicles must also comply with the requirements relating to mandatory equipment set out in:

- **VIRM: In-service certification, section 9-1, general vehicles**
- **VIRM: In-service certification, section 9-1, heavy vehicles**
- **VIRM: In-service certification, section 9-1, light PSVs**
- **VIRM: In-service certification, section 9-1, heavy PSVs**

Compliance with approved standards

3. The steering systems on the following vehicles must comply with one or more of the approved steering system standards in Table 9-1-1:

a) vehicles of class MA manufactured on or after 1 January 1992

b) vehicles of class MB manufactured on or after 1 March 1999

c) vehicles of class MC manufactured on or after 1 March 1998.

Condition, performance and modification

4. Steering and suspension systems must comply with the requirements relating to condition, performance and modification set out in:

- **VIRM: In-service certification, section 9-1, general vehicles**
- **VIRM: In-service certification, section 9-1, heavy vehicles**
- **VIRM: In-service certification, section 9-1, light PSVs**
- **VIRM: In-service certification, section 9-1, heavy PSVs**.

Page amended **4 November 2025** (see **amendment details**).

9-2 PSV steering (light PSV)

Reasons for rejection

Prohibited equipment

1. A vehicle entering service as a PSV has its steering column to the left of the longitudinal centreline of the body of the vehicle.

Summary of legislation

Applicable legislation

- **Land Transport Rule: Passenger Service Vehicles 1999**

Prohibited equipment

1. A left-hand drive vehicle may not enter service as a PSV.

Page added **1 October 2012** (see **amendment details**).

9-2 PSV steering (heavy PSV)

Reasons for rejection

Prohibited equipment

1. A vehicle entering service as a PSV has its steering column to the left of the longitudinal centreline of the body of the vehicle.

Summary of legislation

Applicable legislation

- Land Transport Rule: Passenger Service Vehicles 1999

Prohibited equipment

1. A left-hand drive vehicle may not enter service as a PSV.

Page added **1 October 2012** (see amendment details).

10 Tyres, wheels and hubs

10-1 Tyres and wheels

Reasons for rejection

Mandatory equipment

1. A vehicle, tyre or wheel does not comply with a requirement relating to mandatory equipment set out in:

- VIRM: In-service certification, section 10-1, general vehicles
- VIRM: In-service certification, section 10-1, heavy vehicles

Compliance with approved standards

2. A new tyre that is required to comply with an approved new tyre standard did not comply, or cannot be demonstrated to have complied, with at least one of the standards listed in Table 10-1-1 at the time the tyre was manufactured.

3. A retreaded tyre that is required to comply with an approved retread tyre standard did not comply, or cannot be demonstrated to have complied with at least one of the standards listed in Table 10-1-2 at the time the tyre was retreaded.

4. A temporary-use spare tyre that is required to comply with an approved temporary-use spare tyre standard did not comply, or cannot be demonstrated to have complied, with at least one of the standards listed in Table 10-1-3 at the time the tyre was manufactured.

Condition and modification

5. A tyre or wheel does not comply with a requirement relating to condition or modification set out in:

- VIRM: In-service certification, section 10-1, general vehicles
- VIRM: In-service certification, section 10-1, heavy vehicles.

Space-saver tyres

6. A space-saver tyre does not have a safety warning label permanently attached to the outside of the wheel.

7. A space-saver tyre warning label (see Figure 10-1-3 for label examples) does not meet all of the following:

- have safety instructions that are clearly printed in English
- identify that the tyre is for temporary use only
- specify that the vehicle must not be operated at a speed of more than 80km/h or at a lesser speed specified by the tyre manufacturer
- have information on the recommended inflation pressure of the tyre when in use.

Note 1

To decode the date of manufacture codes for tyres under ECE, FMVSS and ADR, the requirements are as follows:

- for tyres manufactured before 1 January 2000, codes are three-digit numbers. The first two digits represent the week of the year, the last digit represents the year itself. For example, the code 267 means the 26th week of 1997
- for tyres manufactured on or after 1 January 2000, codes are four-digit numbers. The first two digits represent the week of the year, the last two digits represent the year itself. For example, the code 2501 means the 25th week of 2001.

Note 2

A new tyre is a tyre that has not been retreaded.

Note 3

New or retreaded tyres fitted to vehicles that are towed at speeds not exceeding 30 km/h are not required to comply with approved standards.

Note 4

New or retreaded tyres fitted to groundspreaders or dedicated groundsprayers are not required to comply with approved standards.

Note 5

New or retreaded tyres fitted to all-terrain vehicles are not required to comply with approved standards.

Note 6

New or retreaded tyres fitted to vehicles that are more than 30 years old are not required to comply with approved standards.

Note 7

Class LE2 vehicles have been omitted in the rule in the table for new tyres.

New tyres	Retreaded tyres
• NZS 5453 (although the tyre need not be marked with the standard) • NZS 5464 (although the tyre need not be marked with the standard) • ADR 23 (the tyre need not be marked with the standard but should be marked MADE IN AUSTRALIA)	• NZS 5423 • AS 1973 (must be followed by 007, 103, 125 or 4007) • BS AU 144

JATMA standards

Compliance is assured if the tyre markings contain the full company name or the brand name of one of the following manufacturers together with the words ‘Made in Japan’:

Bridgestone Corporation Bridgestone Firestone Seiberling	**Sumitomo Rubber Industries, Ltd.** Dunlop Falken	**The Yokohama Rubber Co. Ltd.** Yokohama
TOYO TIRE Corporation Toyo Nitto	**Nihon Michelin Tire Co., Ltd.** Michelin BF Goodrich	**Goodyear Japan Ltd.**
Pirelli Japan K.K.		

Compliance is assured if the tyre markings contain the brand name Michelin, the size designation 195/85R16 XZA TL 114/112L together with the words ‘Made in Thailand’ (Note 10).

Compliance is assured if the tyre markings contain the brand name Bridgestone, the size designation 11R22.5 G540 together with the words ‘Made in Thailand’.

Note 8

Makers of Dunlop and Goodyear brand tyres in Japan.

Note 9

Makers of BF Goodrich and RIKEN brand tyres in Japan.

Note 10

Isuzu NNR250, NPR250 and NPR 300 model trucks (all variants) imported by Isuzu New Zealand are fitted with these tyres.

Table 10-1-1. Approved new tyre standards*

UN/ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan	Others
30 54 75	92/23 2001/43 2005/11	109 119	23 96	JIS D4203 JIS D4230 Article 9	NZS 5453 AS/NZS 2230 The standards of the Japan Automobile Tire Manufacturers' Association, Inc. (JATMA)

* A new tyre that is required to comply with an approved new tyre standard must comply with at least one of the standards listed in the table.

Table 10-1-2. Approved retread tyre standards*

UN-ECE Regulation no.	FMVSS	Others
108 109	117	BS AU 144 AS 1973 NZS 5423

* A retreaded tyre that is required to comply with an approved retread tyre standard must comply with at least one of the standards listed in the table.

Table 10-1-3. Approved temporary-use spare tyre standards*

UN-ECE Regulation no.	FMVSS	ADR	Japan	Others
64	109 129	71 42/04	JIS D4230 Article 9	The standards of the Japan Automobile Tire Manufacturer's Association, Inc. (JATMA)

* A temporary-use spare tyre that is required to comply with an approved temporary-use spare tyre standard must comply with at least one of the standards listed in the table.

Table 10-1-4. Load indices

The load index is a numerical code associated with the maximum load (kg) a tyre can carry at the speed indicated by its speed symbol under specified service conditions up to 210 km/h.

Loadindex–(kg)								
70–335	80–450	90–600	100–800	110–1060	120–1400	130–1900	140–2500	150–3350
71–345	81–462	91–615	101–825	111–1090	121–1450	131–1950	141–2575	151–3450
72–355	82–475	92–630	102–850	112–1120	122–1500	132–2000	142–2650	152–3550
73–363	83–487	93–650	103–875	113–1150	123–1550	133–2060	143–2725	153–3650
74–375	84–500	94–670	104–900	114–1180	124–1600	134–2120	144–2800	154–3750
75–387	85–515	95–690	105–925	115–1215	125–1650	135–2180	145–2900	155–3875
76–400	86–530	96–710	106–950	116–1250	126–1700	136–2240	146–3000	156–4000
77–412	87–545	97–730	107–975	117–1285	127–1750	137–2300	147–3075	157–4125
78–425	88–560	98–750	108–1000	118–1320	128–1800	138–2360	148–3150	158–4250
79–437	89–580	99–775	109–1030	119–1360	129–1850	139–2430	149–3250	159–4375
								160–4500
								161–4625

Speed symbols represent the following speed categories:

Table 10-1-5. Speed symbols

Speed symbol – Speed category (km/h)							
A1 – 5	A5 – 25	B – 50	F – 80	L – 120	Q – 160	U – 160	Y – 300
A2 – 10	A6 – 30	C – 60	G – 90	M – 130	R – 170	H – 210	ZR – over 240
A3 – 15	A7 – 35	D – 65	J – 100	N – 140	S – 180	V – 240	
A4 – 20	A8 – 40	E – 70	K – 110	P – 150	T – 190	W – 270	

Figure 10-1-1. Approved tyre standard markings

The following standard markings may assist in determining compliance with approved standards.

Economic Commission for Europe (ECE)	European Economic Commission (EEC)	Federal Motor Vehicle Safety Standards (FMVSS)	Japanese Industrial Standards

[1] The DOT marking may appear below the rest of the marking.

Figure 10-1-2. Identifying tyre markings

The following diagram and tables help identify and explain tyre markings.

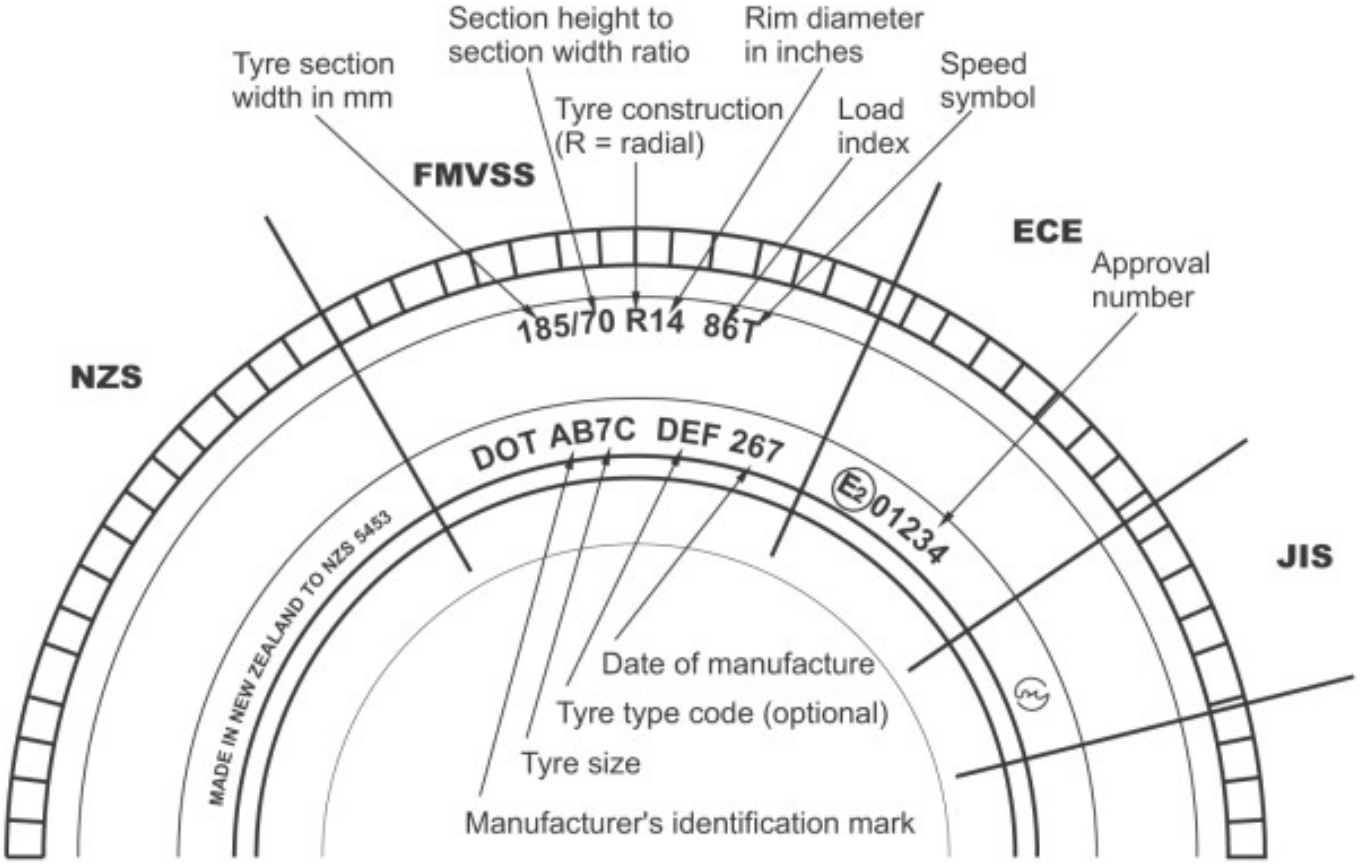


Figure 10-1-3. Common space-saver tyre labels

Note: these are labels that were previously approved by the NZTA. Labels no longer need NZTA approval, so other labels are acceptable provided they contain the required safety instructions printed clearly in English.

Summary of legislation

Applicable legislation

- Land Transport Rule: Tyres and Wheels Amendment 2005

Mandatory equipment

1. Vehicles, tyres and wheels must comply with the requirements relating to mandatory equipment set out in the VIRM: In-service certification, section 10-1

Compliance with approved standards

2. The following new tyres (Note 2) must comply with one or more of the new tyre standards in Table 10-1-1, except if one or more of Notes 3 to 6 apply:

a) tyres manufactured on or after 1 October 2002 that are fitted to vehicles of class LC, LD, LE1, LE2, TA and TB (Note 6)

b) tyres manufactured on or after 1 January 1992 that are fitted to vehicles of class MA, MB, MC, MD1, MD2 and NA

c) tyres manufactured on or after 1 October 2004 that are fitted to vehicles of class MD3, MD4, ME, NB, NC, TC and TD.

3. The following retreaded tyres must comply with one or more of the retread tyre standards in Table 10-1-2, except if any of Notes 3 to 6 apply:

a) tyres retreaded on or after 1 October 2002 that are fitted to vehicles of class TA and TB

b) tyres retreaded on or after 1 January 1995 that are fitted to vehicles of class MA, MB, MC, MD1, MD2 and NA

c) tyres retreaded on or after 1 October 2004 that are fitted to vehicles of class MD3, MD4, ME, NB, NC, TC and TD.

4. Temporary-use spare tyres manufactured on or after 1 October 2002 must comply with one or more of the temporary-use spare tyre standards in Table 10-1-3

Condition and modification

5. Tyres and wheels must comply with the requirements relating to condition and modification set out in the **VIRM: In-service certification, section 10-1**

Page updated 1 April 2026 (see **details**)

10-2 Hubs and axles

Vehicles must comply with the requirements relating to condition, performance and modification set out in:

- **VIRM: In-service certification, section 10-2, general vehicles**
- **VIRM: In-service certification, section 10-2, heavy vehicles**

There are no additional requirements in respect of hubs and axles for the inspection and certification of vehicles for entry into service.

10-3 Mudguards

Vehicles must comply with the requirements relating to mandatory equipment and condition set out in:

- **VIRM: In-service certification, section 10-3, general vehicles**
- **VIRM: In-service certification, section 10-3, heavy vehicles**

There are no additional requirements in respect of mudguards for the inspection and certification of vehicles for entry into service.

11 Exhaust

11-1 Exhaust system and silencer

Reasons for rejection

Mandatory equipment

1. A vehicle does not comply with the requirements relating to mandatory equipment set out in:

- **VIRM: In-service certification, section 11-1, general vehicles**
- **VIRM: In-service certification, section 11-1, heavy vehicles**
- **VIRM: In-service certification, section 11-1, light PSVs**
- **VIRM: In-service certification, section 11-1, heavy PSVs**

Compliance with approved standards

2. A class LC, LD, LE, MA, MB, MC, MD1, MD2, MD3, MD4, ME, NA, NB or NC vehicle, other than one listed in Table 11-1-1, manufactured on or after 1 January 1985 and certified for entry on or after 1 June 2008:

a) did not comply, or cannot be demonstrated to have complied, with at least one of the approved standards listed in Table 11-1-2 at the time the vehicle was manufactured, or

b) exceeded the noise limits in Table 11-1-2 when it was tested in accordance with the standards in Table 11-1-2 at the time the vehicle was manufactured, or

c) does not have evidence that the vehicle has passed an LVVTA objective noise test, for instance:

i. the owner cannot produce a valid 'Objective exhaust noise emission test certificate' (Figure 11-1-1), or

ii. the exhaust system tailpipe is not fitted with a valid LVVTA noise test label (Figure 11-1-2) or an appropriate LVV data plate (Figure 11-1-3)

Condition and performance

3. A vehicle does not comply with the requirements relating to condition and performance set out in:

- **VIRM: In-service certification, section 11-1, general vehicles**
- **VIRM: In-service certification, section 11-1, heavy vehicles**
- **VIRM: In-service certification, section 11-1, light PSVs**
- **VIRM: In-service certification, section 11-1, heavy PSVs**

Table 11-1-1. Vehicles deemed to comply with approved noise standards and drive-by noise limits

Evidence of compliance with an approved noise standard and noise limit is not required for the following vehicles:
• any vehicle that may be entry certified because it already meets all other approved vehicle standards applicable to the vehicle • any vehicle manufactured for a market that requires compliance with FMVSS, ECE, EEC, ADR or Japanese standards

Table 11-1-2. List of approved noise standards and drive-by noise limits

A vehicle manufactured on or after 1985 for which evidence of compliance with an approved standard and noise level is required must comply with the following:		
Approved noise standard	**Vehicle class**	**Maximum noise level (dBA)**
ISO 362	LC, LD, LE (engine capacity of 125 cc or less)	82
BS 3425	LC, LD, LE (engine capacity more than 125 cc)	86
SAE J1470	MA, MB, MC, MD1, MD2, NA	81
ADR 28/01	MD3, MD4, ME, NB, NC (power output 150 kW or less)	86
TRIAS 20	MD3, MD4, ME, NB, NC (power output more than 150 kW)	88

Figure 11-1-1. Objective exhaust noise emission test certificate

LOW VOLUME VEHICLE TECHNICAL ASSOCIATION Inc

Objective Exhaust Noise Emission Test Certificate

Vehicle and owner details: *(white copy for vehicle owner)*

Owner: (Name)		(Contact Ph #) ( )
Vehicle: (Make)	(Model)	(Sub-model)
(Year)	(Colour)	(VIN)
Engine: (Make)	(Code if known)	(Modified?)
(Cylinder configuration & #)	(Camshaft & valve arrangement)	

Exhaust system description & details:

(a) Exhaust manifold(s): (make/type)

(b) Front pipe(s): (OD/material/length)

(c) Muffler(s)/resonator(s) #1: (make/material/length/OD)

(d) Intermediate pipe(s): (OD/material/length)

(e) Muffler(s)/resonator(s) #2: (make/material/length/OD)

(f) Tail-pipe(s): (OD/material/length)

(g) Other exhaust system details: (catalytic convertor(s)/balance pipe/additional mufflers/other)

Low Volume Vehicle Certifier's declaration:

LVV Certifier: (Name)	(ID)	(Contact Ph #) ( )
☐ PASS:	Approval label: (Number)	(Location of label)

I, the above-named Low Volume Vehicle Certifier appointed by the Low Volume Vehicle Technical Association (Inc) for the purpose of Objective Exhaust Noise Emission Testing, declare that, I carried out an objective exhaust noise emission test on the above-described vehicle in accordance with the procedures specified by Low Volume Vehicle Standard 90-20, and confirm that at the time of testing the vehicle complied with all requirements of, and emitted exhaust noise emissions not exceeding that specified by, Low Volume Vehicle Standard 90-20. (Signed) ..... (Date) .....

LVV certifier's authentication (only if pass is recorded):

[Authenticity sticker with hologram security feature]

☐ **FAIL**: Recommendations to vehicle owner on bringing the exhaust system into compliance (expert advice is offered without any guarantees of a pass as a result of the advice given or implied):

Vehicle exhaust system schematic:

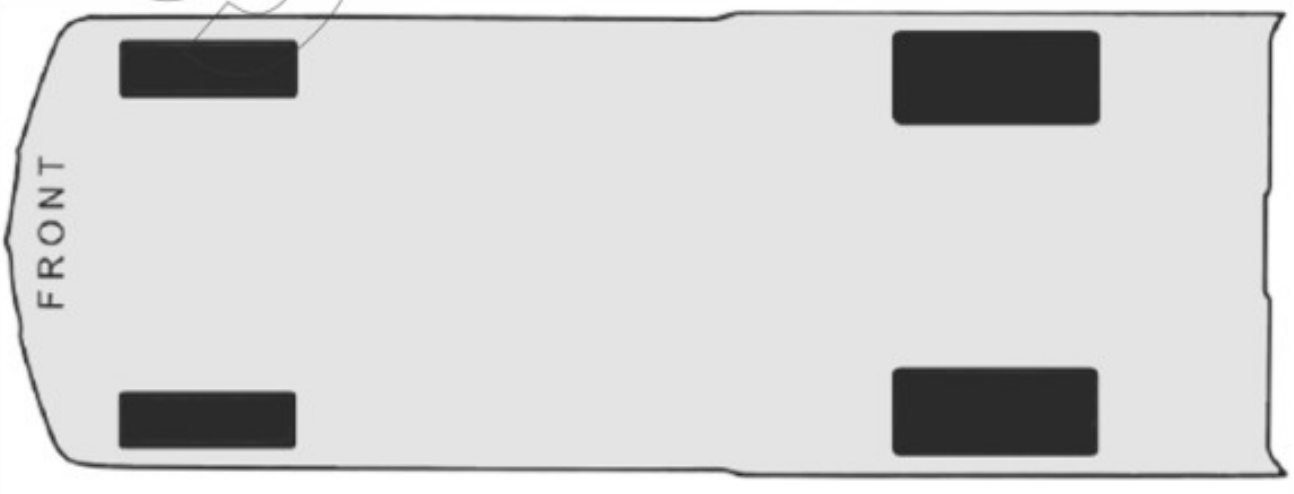


Figure 11-1-2. Objective noise test label

Figure 11-1-3. Green objective noise test electronic data plate and orange electronic data plate

From September 2025 a vehicle that passes an objective noise test (ONT) will be fitted with an electronic data plate (EDP), which will include either a green or orange label.

The green label indicates the EDP only contains ONT information, however the vehicle may also have an older style LVV engraved certification plate.

The orange label will be used when the vehicle has been LVV certified for modifications and may only cover modifications, but where an ONT is required and passed the EDP will cover both the ONT data and the LVV certified modifications.

Figure 11-1-4. Sample of objective noise test data

OBJECTIVE NOISE TEST (ONT) CERTIFICATION DETAILS	
ONT Date	04 Jun 2025
Manifold	
Front Pipe(s)	60mm OD Steel 550mm long
Muffler/Resonator	N/A
Intermediate Pipe(s)	2 x 50mm OD Steel 750mm long into Y pipe
2nd Muffler/Resonator	2 x 400mm x 100mm
Tail Pipe(s)	2 x 600mm x 45 OD into 2 x 500mm x 63 OD stainless, aftermarket rear sections
Other Exhaust System Details	Silencer plugs fitted to exhaust tips
Certifier	
Certifier ID	
Note	

Summary of legislation

Applicable legislation

- Land Transport Rule: Vehicle Equipment 2004

Mandatory equipment

1. A vehicle must comply with the requirements relating to mandatory equipment set out in:

- VIRM: In-service certification, section 11-1, general vehicles
- VIRM: In-service certification, section 11-1, heavy vehicles
- VIRM: In-service certification, section 11-1, light PSVs
- VIRM: In-service certification, section 11-1, heavy PSVs

Compliance with approved standards

2. A class LC, LD, LE, MA, MB, MC, MD1, MD2, MD3, MD4, ME, NA, NB or NC vehicle manufactured on or after 1 January 1985 and certified for entry on or after 1 June 2008 must comply with:

a) an approved standard and not exceed the relevant noise limit, as specified in Table 11-1-2, or

b) the LVVTA objective noise test.

Condition and performance

3. The exhaust system and silencer must comply with the requirements relating to condition and performance set out in the relevant section of the VIRM: In-service certification, section 11-1.

Modification

4. A vehicle must comply with the requirements relating to modifications set out in:

- VIRM: In-service certification, section 11-1, general vehicles
- VIRM: In-service certification, section 11-1, heavy vehicles
- VIRM: In-service certification, section 11-1, light PSVs
- VIRM: In-service certification, section 11-1, heavy PSVs.

11-2 Exhaust emissions

Reasons for rejection

Compliance with approved standards

1. A vehicle that is less than 20 years old and required to comply with an approved (or a more recent version, or a higher) exhaust emission standard did not comply or cannot be demonstrated to have complied with at least one of the standards listed in the following tables or in **Technical bulletin 28** at the time the vehicle was manufactured or modified.

The following tables only list approved vehicle exhaust emissions standards. More recent versions of the standards and higher standards (as well as approved standards) are listed in **Technical bulletin 28**

- Table 11-2-1 Exhaust emissions requirements for class MA, MB, MC, MD1, MD2, NA vehicles (except used-import disability vehicles) – see Note 3
- Table 11-2-2 Exhaust emissions requirements for class MA, MB, MC, MD1, MD2, NA used-import disability vehicles – see Note 3
- Table 11-2-3 Exhaust emissions requirements for class MD3, MD4, ME, NB, NC vehicles
- Table 11-2-4 Exhaust emissions requirements for class LA, LB, LC, LD, LE vehicles

Performance and modification

2. A vehicle that is required to pass the prescribed metered test (see 4. under **Compliance with approved standards**) does not pass the prescribed metered emissions test (see **section 11-3, Metered emissions test specifications**).

3. The exhaust system does not comply with requirements relating to performance set out in the **VIRM: In-service certification, section 11-2**

4. A vehicle that is required to comply with an exhaust emission standard doesn't illuminate a malfunction lamp self test related to emissions and/or engine systems when the ignition is first cycled (on).

5. A vehicle that is required to comply with an exhaust emission standard displays a message or warning which may indicate a fault or noncompliance of the engine or the vehicle's emissions system (other than a warning system self test cycle).

Note 1

Technical bulletin 28 describes methods of identifying compliance with emissions standards, and explains how to record the information in LANDATA.

Note 2

1. **New model vehicle** means a new motor vehicle that has a date of manufacture occurring in the same calendar year as that in which the particular model of the vehicle was first manufactured.

2. **Existing model vehicle** means a new vehicle that is not a new model vehicle.

3. **New** means a vehicle that has not been previously registered or operated and is not a low volume vehicle. Operation expressly for the purpose of the specific vehicle's, manufacture, delivery to New Zealand and entry certification is

exempt. Using the vehicle in activities like demonstration, training, testing, courtesy or transport services is operation.

4. **Used** means a vehicle that has been previously registered (anywhere) or operated and is not new. Refer to **9 Definitions and abbreviations**

Note 3

Disability vehicle means a light vehicle that is used for the transportation of a person with a disability and is modified to do either or both of the following:

- enable a person in a wheelchair to safely enter and exit the vehicle and enable the person and the wheelchair to be safely restrained while the vehicle is moving:
- provide a person in a wheelchair or of limited mobility with assistance to enter and exit the vehicle through the use of a swivel or swing-out seat.

A different definition of disability vehicle is used to exempt vehicles from the Clean Vehicle Standard.

Table 11-2-1 Exhaust emissions requirements for Class MA, MB, MC, MD1, MD2, NA vehicles (except used-import disability vehicles)

- see Note 3

Date of border inspection (used vehicles) or manufacture (new vehicles)	Fuel type	Used or new	Exhaust emissions requirements
Before 30 April 2024	Petrol, CNG/LPG	Used	Euro 4; or US 2004; or Japan 05; or ADR 79/02
		New	Euro 5; or US 2007; or Japan 05; or ADR 79/04
	Diesel	Used	Euro 4; or US 2004; or Japan 05; or ADR 30/01 and ADR 79/01
		New	Euro 5; or US 2007; or Japan 05; or ADR 79/04
From 30 April 2024 to 30 June 2027	Petrol, CNG/LPG	Used	Euro 5; or US Tier 2; or Japan 2005 Low Harm; or Japan 2018; or ADR 79/04

Date of border inspection (used vehicles) or manufacture (new vehicles)	Fuel type	Used or new	Exhaust emissions requirements
New	Euro 5; or US Tier 2; or Japan 2005 Low Harm; or Japan 2018; or ADR 79/04		
Diesel	Used	Euro 5; or US Tier 2; or Japan 09; or ADR 79/04	
	New	Euro 5; or US Tier 2; or Japan 09; or ADR 79/04	
From 1 July 2027 to 30 June 2028	Petrol, CNG/LPG	Used	Euro 5; or US Tier 2; or Japan 2005 Low Harm; or Japan 2018; or ADR 79/04

Date of border inspection (used vehicles) or manufacture (new vehicles)	Fuel type	Used or new	Exhaust emissions requirements
New	For existing model vehicles (Note 2) Euro 5; or US Tier 2; or Japan 2005 Low Harm; or Japan 2018; or ADR 79/04 For new model vehicles (Note 2) Euro 6d; or US Tier 3; or Japan 2018 Low Harm; or UNR83/08		
Diesel	Used	Euro 5; or US Tier 2; or Japan 09; or ADR 79/04	

Date of border inspection (used vehicles) or manufacture (new vehicles)	Fuel type	Used or new	Exhaust emissions requirements
New	For existing model vehicles (Note 2) Euro 5; or US Tier 2; or Japan 09; or ADR 79/04 For new model vehicles (Note 2) Euro 6d; or US Tier 3; or Japan 2018; or UNR83/08		
From 1 July 2028	Petrol, CNG/LPG	Used	Euro 6d; or US Tier 3; or Japan 2018 Low Harm; or UNR83/08
		New	Euro 6d; or US Tier 3; or Japan 2018 Low Harm; or UNR83/08

Date of border inspection (used vehicles) or manufacture (new vehicles)	Fuel type	Used or new	Exhaust emissions requirements
Diesel	Used	Euro 6d; or US Tier 3; or Japan 2018; or UNR83/08	
	New	Euro 6d; or US Tier 3; or Japan 2018; or UNR83/08	

Table 11-2-2 Exhaust emissions requirements for used-import disability vehicles – Class MA, MB, MC, MD1, MD2, NA

- see Note 3

Date of border inspection (used vehicles) or manufacture (new vehicles)	Fuel type	Exhaust emissions requirements
Before 30 April 2024	Petrol, CNG/LPG	Euro 4; or US 2004; or Japan 05; or ADR 79/02
	Diesel	Euro 4; or US 2004; or Japan 05; or ADR 30/01 and ADR 79/01
30 April 2024 to 31 December 2030	Petrol, CNG/LPG	Euro 5; or US Tier 2; or Japan 2005; or ADR 79/04
	Diesel	Euro 5; or US Tier 2; or Japan 2005; or ADR 79/04

Date of border inspection (used vehicles) or manufacture (new vehicles)	Fuel type	Exhaust emissions requirements
From 1 January 2031	Petrol, CNG/LPG	Euro 6d; or US Tier 3; or Japan 2018; or UNR83/08
	Diesel	Euro 6d; or US Tier 3; or Japan 2018; or UNR83/08

Table 11-2-3 Exhaust emissions requirements for Class MD3, MD4, ME, NB, NC vehicles

Date of border inspection (used vehicles) or manufacture (new vehicles)	Exhaust emissions standards	
	Used	**New**
Before 30 April 2024	Euro IV; or US 2004; or Japan 05; or ADR 30/01 and ADR 80/02	Euro V; or US 2007; or Japan 05; or Japan 09; or ADR 80/03
30 April 2024 to 31 October 2024	Euro V; or US Tier 2; or Japan 09; or ADR 80/03	Euro V; or US Tier 2; or Japan 09; or ADR 80/03
1 November 2024 to 31 October 2025	Euro V; or US Tier 2; or Japan 09; or ADR 80/03	For existing model vehicles (Note 2) Euro V; or US Tier 2; or Japan 09; or ADR80/03 For new model vehicles (Note 2) Euro VI step C; or US Tier 3; or US 2013; or Japan 2016; or ADR 80/04; or UNR49/06(Supp.4); or UNR83/07

Date of border inspection (used vehicles) or manufacture (new vehicles)	Exhaust emissions standards	
	Used	New
From 1 November 2025	Euro VI step C; or US Tier 3; or US 2013; or Japan 2016; or ADR 80/04; or UNR49/06(Supp.4); or UNR83/07	Euro VI step C; or US Tier 3; or US 2013; or Japan 2016; or ADR 80/04; or UNR49/06(Supp.4); or UNR83/07

Table 11-2-4 Exhaust emissions requirements for Class LA, LB, LC, LD, LE vehicles

Date of border inspection (used vehicles) or manufacture (new vehicles)	Exhaust emissions standards	
	Used	New
From 30 April 2025 to 31 December 2026	Euro 4m, or US 2010m, or Japan 2012m	Euro 4m; or US 2010m; or Japan 2012m
From 1 January 2027	Euro 5m; or US 2010m; or Japan 2016m	Euro 5m; or US 2010m; or Japan 2016m

Summary of legislation

Applicable legislation

- Land Transport Rule: Vehicle Exhaust Emissions 2007

Compliance with approved standards

1. The following are required to meet an approved vehicle exhaust emissions standard, or a more recent version of the standard or a higher standard:

- Vehicles that are:
  - petrol, CNG, LPG or diesel vehicles, and
  - class LA, LB, LC, LD, LE, MA, MB, MC, MD1, MD2, MD3, MD4, ME, NA, NB or NC, and
  - less than 20 years old. Less than 20 years old means first registered outside of New Zealand **or** manufactured 20 years or less before its date of certification for entry into service.

2. The following are not required to meet an approved vehicle exhaust emissions standard, or a more recent version of the standard or a higher standard:

- **Tractors** – meaning a motor vehicle (other than a traction engine) constructed principally for towing an agricultural trailer or powering agricultural implements.
- **Class MA or Class MC motorsport vehicles** – as defined in the Land Transport Rule: Frontal Impact 2001.
- **Immigrants' vehicles** – meaning a motor vehicle that has been identified in writing, under Land Transport Rule: Frontal Impact 2001, or in accordance with Schedule 4 by the Director or by an organisation appointed by the Director under 5.3(2).
- **Class MA special interest vehicles**
- **Mobile cranes** – this doesn't include a truck mounted with crane apparatus.
- **Scratchbuilt vehicles** – as specified in paragraph (a) of the definition of ‘low volume vehicle’ that comply with the emissions requirements of the Low Volume Vehicle Code.
- **Military vehicles** – as referred to in regulation 5(e) of the Land Transport (Clean Vehicle Standard) Regulations 2022.
- **Enduro, farm, special interest or trial motorcycles** – as defined in Land Transport Rule: Light-vehicle Brakes 2002.

3. The Land Transport Rule: Vehicle Exhaust Emissions doesn't apply to ancillary engines that don't power the vehicle's wheels (for example, refrigeration units, motorhome electricity generators).

4. Approved vehicle emissions standard and higher standard are defined terms:

- **Approved vehicle emissions standard** means a vehicle emissions standard specified in Table 11.-2-1, or Table 11-2-2, or Table 11-2-3 or Table 11-2-4 (Part 3 Schedule 1 of the Land Transport Rule Vehicle Exhaust Emissions 2007).
- **Higher standard** means an approved vehicle emissions standard that would have applied to the vehicle if the vehicle was inspected at the border or manufactured (as the case may be) during a later period.

5. **Land Transport Rule: Vehicle Exhaust Emissions 2007** defines Euro 4 as follows:

> *Euro 4*
>
> *(a) means:*
>
> *1. UN/ECE Regulation No. 83, uniform provisions concerning the approval of vehicles with regard to the emission of pollutants according to engine fuel requirements (E/ECE/324E/ECE/TRANS/505/Rev.1/Add.82/Rev.2) incorporating the 05 series of amendments, as per the limit values in row B of the table to clause 5.3.1.4; or*
>
> *2. Council Directive 70/220/EEC as amended by Council Directive 98/69/EC as per the limit values in row B of the table to clause 5.3.1.4 of Annex I of 98/69/EC…*

This definition does not necessarily require the vehicle to be formally certified as Euro 4. The two elements required to meet this definition are:

1. The vehicle must be certified to UN/ECE Regulation 83.05 or EC Directive 70/220/EEC as amended by 98/69/EC (or a later amendment), and

2. The declared emissions values on that certification must be within the specified limits set out in Row B of the quoted table (the Euro 4 emissions limits).

In practice, it is possible for a vehicle to be formally certified in Europe as a Euro 3 vehicle, but for it to comply with the Row B emissions limits required for Euro 4. Such vehicles are certified to UN/ECE Regulation 83.05 or 98/69/EC, or later amendment, (which contain both Euro 3 and Euro 4 requirements) In cases like this, despite being formally certified as Euro 3, the vehicle meets the Emissions Rule definition as a Euro 4 vehicle and can be accepted as such.

Performance

6. The following must pass a metered test (see **section 11-3, Metered test specifications**).

- Vehicles that are:
  - petrol, CNG, LPG or diesel, and
  - class MA, MB, MC, MD1, MD2, MD3, MD4, ME, NA, NB or NC, and
  - less than 20 years old (first registered outside of New Zealand or manufactured 20 years or less before its date of certification for entry into service), and
  - either
    - used vehicles, or
    - new vehicles that have been modified such that the modification might prevent the vehicle being able to pass the vehicle's test.

7. The following vehicles are exempt from the requirement to pass a metered emissions test:

- tractors, or
- class MA or class MC motor sport vehicles.

8. The exhaust system must comply with requirements relating to performance set out in the **VIRM: In-service certification, section 11-2**.

Page amended **10 April 2025** (see **amendment details**)

11-3 Metered emissions test specifications

Applicable legislation

- **Land Transport Rule: Vehicle Exhaust Emissions 2007**, section 3.

Application

Group M or N vehicles less than 20 years old (Note 4) and certified for entry on or after 1 May 2008 must pass a prescribed metered exhaust emissions test, according to the following procedures and requirements.

Note 1

This requirement does not apply to tractors, class MA or MC motorsport vehicles, or a vehicle certified to the low-volume vehicle standard exhaust gas emissions 90–10(00).

Note 2

This requirement does not apply to vehicles being re-registered or new vehicles.

Note 3

The entry inspector must personally carry out the tail-pipe test. Other staff may prepare the vehicle for testing but the test must be carried out by the entry inspector.

Note 4

Less than 20 years old means “a motor vehicle first registered outside of New Zealand, or manufactured, 20 years or less before its date of certification for entry into service”.

Procedure for measuring exhaust emissions of petrol, LPG or CNG vehicles

1. The test equipment must be warmed up and calibrated before use, in accordance with the equipment manufacturer’s instructions.

2. Ensure the vehicle has reached normal operating temperature, as recommended by the vehicle manufacturer.

3. Insert the sampling probe (ie the exhaust gas sampling part of the measuring equipment) far enough into the exhaust pipe to prevent the admission of open air. This is to ensure that only exhaust gas is sampled.

4. For the duration of the test:

    a) the vehicle’s engine must be idling, and

    b) the acceleratior pedal must be released, and

    c) the handbrake must be applied, and

    d) the vehicle’s transmission must be

        i. in neutral, or

        ii. if the vehicle is an automatic, in park.

Pass requirements

A petrol, LPG or CNG vehicle must not exceed the applicable maximum carbon monoxide and hydrocarbon emissions limits set out in below.

Vehicle	Carbon monoxide	Hydrocarbons (parts per million)
A motor vehicle powered by a four-stroke or rotary engine	1%	300
A motor vehicle powered by a two-stroke engine	4.5%	7800

Re-testing

If a vehicle fails the test, it may be necessary to ensure the vehicle has reached normal operating temperature, as recommended by the manufacturer.

Procedure for measuring exhaust emissions of diesel vehicles (using an opacimeter)

Pre-testing

1. The vehicle must be brought to the normal operating temperature as recommended by the manufacturer.

2. The equipment must be readied before use, in accordance with the equipment manufacturer's instructions.

During testing

For the duration of the test:

a) the vehicle must be stationary, and

b) the handbrake must be applied, and

c) the vehicle's transmission must be:

i. in neutral, or

ii. if the vehicle is an automatic, in park.

Operation of the vehicle while testing

During the test procedure, the vehicle operation cycle must follow these phases (refer to Figure 11-3-1):

1. Purge

a) Residual smoke must be purged from the vehicle's exhaust system before the vehicle's diesel smoke is sampled.

2. Inserting probe

a) The probe (the exhaust gas sampling part of the measuring equipment) must be inserted sufficiently into the exhaust pipe to prevent outside air from entering the probe and ensure that only exhaust gas is sampled.

3. Idling before testing

a) The engine must be run at idle for five or six seconds before the first test cycle.

4. Test cycle

a) The accelerator pedal must be fully and rapidly depressed, held in this state for two seconds, then released for three seconds (refer to Figure 11-3-2).

b) Despite the above, if the opacimeter has a function allowing the measurement of the engine revloutions per minute (RPM), the accelerator pedal should only be depressed until the maximum available RPM is indicated by the opacimeter (rather than for the fixed period of two seconds).

c) The exhaust emissions must be sampled throughout this (five-second) period.

5. Idling between test cycles

a) The engine must be run at idle for 4–10 seconds between each test cycle that is performed.

Measured values

1. One, two or three test cycles must be performed as necessary.

    a) If the result of measurement 1 is:

        i. less than or equal to an optical absorption coefficient (OAC) of 0.64m-1, the vehicle passes the test,

        ii. more than an OAC of 0.64m-1, the test cycle must be repeated.

    b) If the result of measurement 2 is:

        i. less than or equal to an OAC of 0.64m-1, the vehicle passes the test,

        ii. more than 0.64m-1, the test cycle must be repeated.

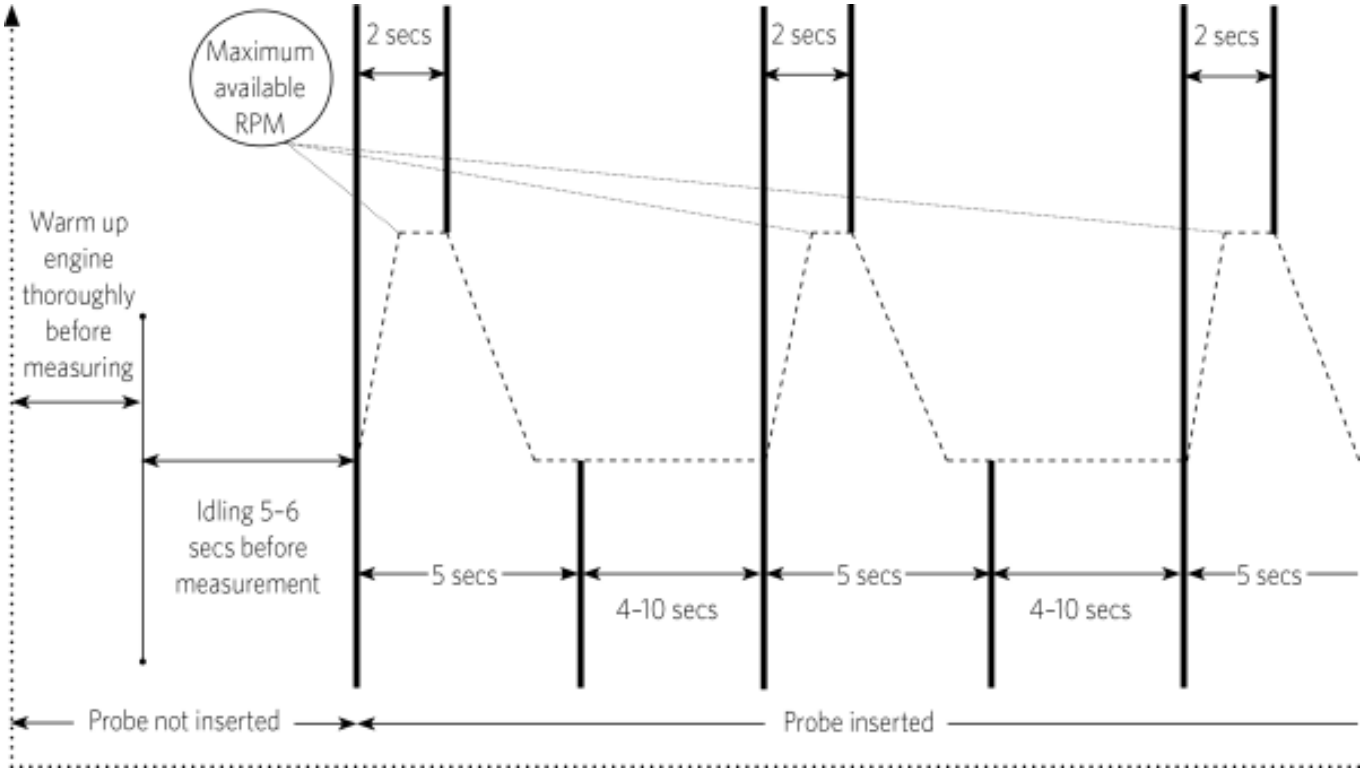
    c) If the average of the three measurements is:

        i. less than or equal to an OAC of 0.80m-1, the vehicle passes the test,

        ii more than an OAC of 0.80m-1, the vehicle fails the test.

2. To avoid doubt, if the vehicle does not meet the prescribed standard after three test cycles, the vehicle fails the test.

Figure 11-3-1. Diesel exhaust emission test vehicle operation cycle using an opacimeter



Procedure for measuring exhaust emissions of diesel vehicles (using filter paper test equipment)

Pre-testing

1. The test equipment must be warmed up and calibrated before use, in accordance with the equipment manufacturer's instructions.

2. Insert the sampling probe (ie the exhaust gas sampling part of the measuring equipment) far enough into the exhaust pipe to prevent the admission of open air. This is to ensure that only exhaust gas is sampled.

Operation of the vehicle during testing

For the duration of the test:

- a) the vehicle must be stationary, and
- b) the handbrake must be applied, and
- c) the vehicle's transmission must be:
  - i. in neutral, or
  - ii. if the vehicle is an automatic, in park.

During the test procedure, the vehicle operation cycle must follow these phases (refer to Figure 11-3-2 over the page):

1. Racing purge
   - a) When the engine is idling, rapidly depress the accelerator to the maximum available RPM.
   - b) Immediately after the engine reaches its maximum available RPM, release the accelerator to return the engine to idling.
   - c) Repeat this two more times.
2. Idling phase
   - a) Run the engine at idle for five or six seconds.
3. Measuring phase
   - a) Fully depress the accelerator and hold for two seconds.
   - b) Release the accelerator for 13 seconds and sample the diesel smoke during this period.
   - c) Repeat this two more times.

Diesel sampling requirements

1. A sample of 0.33 litres must be absorbed through a filter paper by means of a pump-type exhaust smoke sampling device.

2. Class 5A filter paper (or equivalent) must be used.

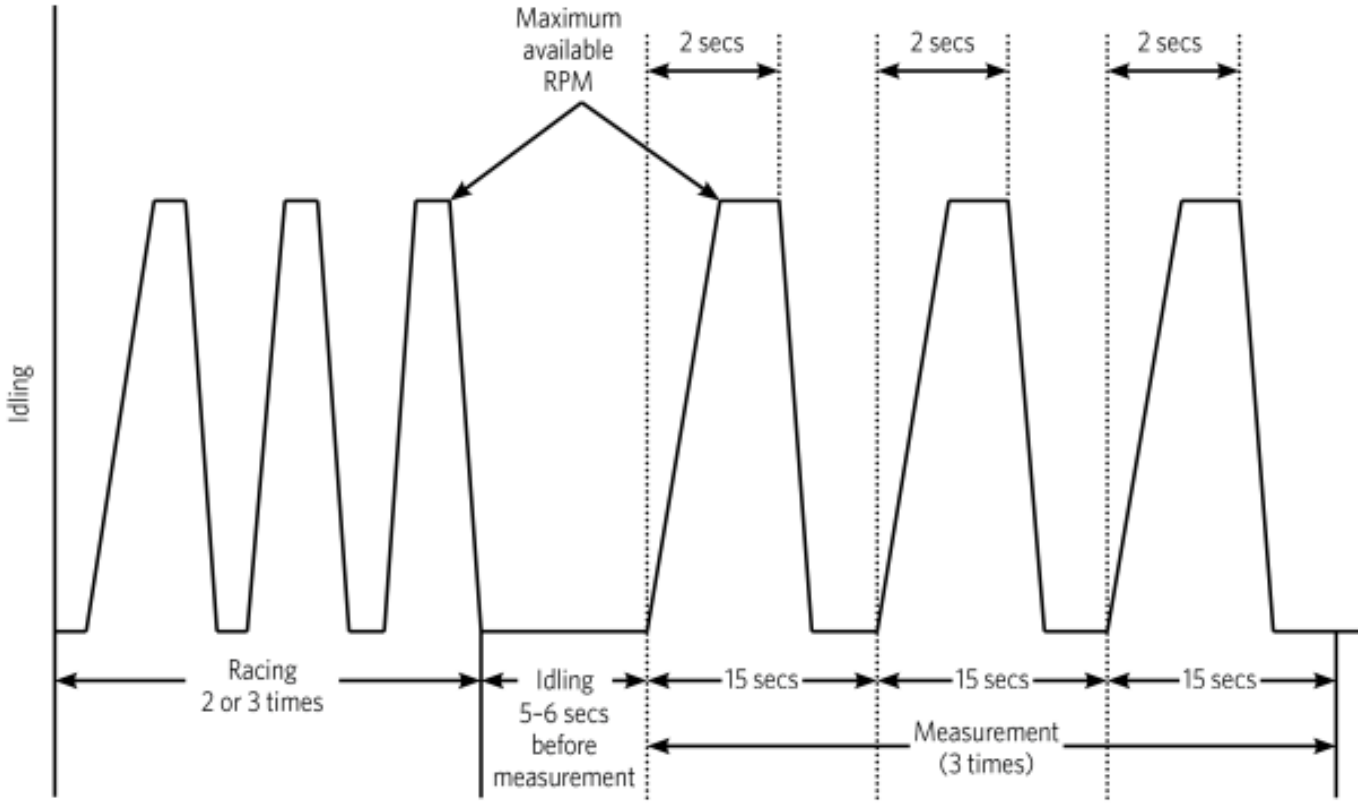
3. The extent the filter paper is polluted by the smoke contained in the vehicle's exhaust emissions must be measured by a prescribed exhaust smoke analyser measurement device.

4. The final result must be calculated as an average of the three measured values obtained during the test procedure.

Pass requirements

A diesel vehicle must not exceed 25% opacity.

Figure 11-3-2 Diesel exhaust emission test vehicle operation cycle



Page amended **1 January 2013** (see **amendment details**).

12 Towing

12-1 Towing connections

Vehicles must comply with the requirements relating to mandatory equipment and condition set out in:

- **VIRM: In-service certification, section 12, general vehicles**
- **VIRM: In-service certification, section 12, heavy vehicles**
- **VIRM: In-service certification, section 12, light PSVs**
- **VIRM: In-service certification, section 12, heavy PSVs**

There are no additional requirements in respect of towing connections for the inspection and certification of vehicles for entry into service.

13 Miscellaneous items

13-1 Engine and drive train

Vehicles must comply with the requirements relating to condition, performance and modification set out in:

- **VIRM: In-service certification, section 13-1, general vehicles**
- **VIRM: In-service certification, section 13-1, heavy vehicles**
- **VIRM: In-service certification, section 13-1, light PSVs**
- **VIRM: In-service certification, section 13-1, heavy PSVs**.

There are no additional requirements in respect of the engine and drive train for the inspection and certification of vehicles for entry into service.

13-2 Fuel system

Vehicles must comply with the requirements relating to condition, performance and modification set out in the **VIRM: In-service certification, section 13-2**

There are no additional requirements in respect of the fuel system for the inspection and certification of vehicles for entry into service.

13-2 Fuel system (light PSV)

Reasons for rejection

Mandatory requirements

1. A PSV is not fitted with a device to compensate the internal pressure without fuel overflow and without fuel spillage, even in the case of roll-over of the PSV (Note 1).

Mandatory equipment

2. A vehicle does not comply with the requirements relating to mandatory equipment set out in the **VIRM: In-service certification, section 13-2**

Condition and performance

3. A vehicle does not comply with a requirement relating to condition or performance set out in the **VIRM: In-service certification, section 13-2**

Note 1

A fuel cap, similar to a car one, with a valve in it, or a valve fitted to the top of the tank will meet this requirement. If there is doubt, the vehicle inspector must obtain evidence that the vehicle does comply.

Summary of legislation

Applicable legislation

- **Land Transport Rule: Passenger Service Vehicles 1999**

Mandatory requirements

1. The design and location of fuel tanks must:

a) for a vehicle which entered service as a PSV in New Zealand on or after 1 July 2000, incorporate a device to compensate the internal pressure without fuel overflow and without fuel spillage, even in the case of roll-over of the PSV, or

b) for a vehicle which entered service as a PSV in New Zealand before 1 July 2000, ensure that any fuel overflow will not accumulate on any part of the vehicle.

Mandatory equipment

2. A vehicle must comply with the requirements relating to mandatory equipment set out in the **VIRM: In-service certification, section 13-2**

Condition and performance

3. A vehicle must comply with the requirements relating to condition and performance set out in the **VIRM: In-service certification, section 13-2**

13-2 Fuel system (heavy PSV)

Reasons for rejection

Mandatory requirements

1. A PSV is not fitted with a device to compensate the internal pressure without fuel overflow and without fuel spillage, even in the case of roll-over of the PSV (Note 1).

Mandatory equipment

2. A vehicle does not comply with the requirements relating to mandatory equipment set out in the **VIRM: In-service certification, section 13-2**

Condition and performance

3. A vehicle does not comply with a requirement relating to condition or performance set out in the **VIRM: In-service certification, section 13-2**

Note 1

A fuel cap, similar to a car one, with a valve in it, or a valve fitted to the top of the tank will meet this requirement. If there is doubt, the vehicle inspector must obtain evidence that the vehicle does comply.

Summary of legislation

Applicable legislation

- **Land Transport Rule: Passenger Service Vehicles 1999**

Mandatory requirements

1. The design and location of fuel tanks must:

    a) for a vehicle which entered service as a PSV in New Zealand on or after 1 July 2000, incorporate a device to compensate the internal pressure without fuel overflow and without fuel spillage, even in the case of roll-over of the PSV, or

    b) for a vehicle which entered service as a PSV in New Zealand before 1 July 2000, ensure that any fuel overflow will not accumulate on any part of the vehicle.

Mandatory equipment

2. A vehicle must comply with the requirements relating to mandatory equipment set out in the **VIRM: In-service certification, section 13-2**

Condition and performance

3. A vehicle must comply with the requirements relating to condition and performance set out in the **VIRM: In-service certification, section 13-2**

13-3 Electrical wiring (light PSV)

Vehicles must comply with the requirements relating to condition and performance set out in the **VIRM: In-service certification, section 13-4**

There are no additional requirements in respect of LPSV electrical wiring for the inspection and certification of vehicles for entry into service.

13-3 Electrical wiring (heavy PSV)

Reasons for rejection

Mandatory requirements

1. Electrical equipment fitted in a PSV which operates at voltages of more than 32 volts AC or 115 volts DC (eg a trolley bus or plug-in hybrid electric vehicle).

    a) There is no evidence that an inspection has been carried out by a person registered under section 75 (registered electrician) or section 77 (registered electrical inspector) of the **Electricity Act 1992**.

Condition and performance

2. A vehicle does not comply with a requirement relating to condition or performance set out in the **VIRM: In-service certification, section 13-4**.

Summary of legislation

Applicable legislation

- **Land Transport Rule: Passenger Service Vehicles 1999**.

Mandatory requirements

1. Electrical equipment fitted in a PSV which operates at voltages of more than 32 volts AC or 115 volts DC:

    a) inspections must be carried out by a person registered under section 75 or section 77 of the **Electricity Act 1992**.

Condition

2. A vehicle must comply with the requirements relating to condition set out in the **VIRM: In-service certification, section 13-4**.

13-5 Electric and hybrid vehicle electrical system

Vehicles must comply with the requirements relating to mandatory condition and modification set out in:

- **VIRM: In-service certification, section 13-5, general vehicles**
- **VIRM: In-service certification, section 13-5, heavy vehicles**
- **VIRM: In-service certification, section 13-5, light PSVs**
- **VIRM: In-service certification, section 13-5, heavy PSVs**

There are no additional requirements in respect of alternative fuel systems for the inspection and certification of vehicles for entry into service.

Page added **1 December 2016** (see **amendment details**).

14 Alternative fuel system

14-1 Alternative fuel systems

Vehicles must comply with the requirements relating to mandatory equipment, condition and modification set out in the **VIRM: In-service certification, section 13-3**

There are no additional requirements in respect of alternative fuel systems for the inspection and certification of vehicles for entry into service.

15 Load restraints

15-1 Load restraints

Vehicles must comply with the requirements relating to mandatory equipment, condition and modification set out according to their vehicle type in:

- **VIRM: In-service certification, section 14, Heavy vehicles**
- **VIRM: In-service certification, section 14, Light PSVs**
- **VIRM: In-service certification, section 14, Heavy PSVs**
- **VIRM: In-service certification, section 10, Heavy trailers**

There are no additional requirements in respect of load restraints for the inspection and certification of vehicles for entry into service.

16 Certificate of loading

16-1 Certificate of loading (heavy vehicles)

Reasons for rejection

Mandatory requirements

1. Relevant HV specialist certification, where this is required, eg for towing connections, has not been obtained prior determining loading and weights, ie the vehicle has not been:

a) issued with a valid **LT400 certificate**, or

b) fitted with a valid certification plate .

2. When the loading and weights were determined by the vehicle inspector, the vehicle was not correctly identified by all of the following:

a) Registration number (Note 1)

b) Make, model and sub-model

c) Vehicle identification number or chassis number, as applicable.

3. The relevant loading and weights in Table 16-1-1 have not been determined, or have been determined incorrectly.

4. The relevant loading and weights specified in Table 16-1-1 have not been recorded, or have been recorded incorrectly, on the LATIS system's ILOAD and ICORE screens (refer to **LATIS agents' manual**).

5. The certificate of loading (CoL):

a) has not been printed (Note 2), or

b) is not valid, eg it displays incorrect information.

Note 1

This does not apply to unregistered fully completed vehicles where all entry, in-service and specialist certification requirements (such as towing connections) have been met and a CoL has been issued using the VIN.

Note 2

This does not apply when an incomplete heavy vehicle is registered and operating on an Annex C.

Table 16-1-1. General loading, weights and other information to be determined

All vehicles	• Gross vehicle mass (GVM) • Unladen vehicle mass (tare weight) • Wheelbase • Number of axles • Axle spacings (for multi-axle groups) • Front axle weight ratings (if available) • Rear axle group weight ratings (if available) • Front axle tyre designation and tyre capacity • Rear axle group tyre designation and tyre capacity • Relevant endorsements or statements provided in applicable legislation (eg towing standards, brake standards) • Overdimension information (if applicable) • Further details and conditions that have been specified for the vehicle's operation
Additional for vehicles fitted with a towing connection	• Gross combination mass (braked) • Gross combination mass (unbraked) • Maximum towed mass (braked) • Maximum towed mass (unbraked) • If the vehicle has been imported with an ECE R55 compliant fifth wheel then this should be recorded on the LATIS system's ILOAD screen (refer to **LATIS agents' manual**).

Summary of legislation

Applicable legislation

- **Land Transport Rule: Vehicle Standards Compliance 2002**
- **Land Transport Rule: Heavy Vehicles 2004**

Mandatory requirements

1. A vehicle must have a chassis rating.

2. A vehicle's loading and weight limits may be verified and recorded only if a record of determination has been made confirming that the relevant HV specialist certification has been obtained for a specific aspect of the vehicle.

3. The following information that identifies the vehicle must be determined:

   a) its registration number (if currently registered), and

   b) its make, model and sub-model, and

   c) its vehicle identification number or chassis number.

4. The loading and weights listed in Table 16-1-1 must be determined.

5. A vehicle inspector must make a record of the relevant loading and weight limits listed in Table 16-1-1 and provide this to the NZTA on the ILOAD and ICORE screens within the LATIS computer system (refer to **LATIS agents' manual**).

6. When a vehicle inspector has provided a record under Summary of legislation 4, the inspecting organisation must issue a certificate of loading.

7. A certificate of loading (CoL) must contain:

a) information that identifies the vehicle, and

b) the date on which the CoL was issued, and

c) other information relevant to loading and weight specifications specified by the NZTA.

Page amended **28 October 2023** (see **amendment details**).

16-1 Certificate of loading (light PSV)

Reasons for rejection

Mandatory requirements

1. Relevant LVV specialist certification, or accepted overseas certification, where this is required, eg for retrofitted seats or seatbelts, has not been obtained prior determining loading and weights, ie the vehicle is not fitted with a valid low volume vehicle certification plate or does not have evidence of overseas specialist certification.

2. When the loading and weights were determined by the vehicle inspector, the vehicle was not correctly identified by all of the following:

a) Registration number (Note 1)

b) Make, model and sub-model

c) Vehicle identification number or chassis number, as applicable.

3. The relevant loading and weights in Table 16-1-1 and Table 16-1-2 have not been determined, or have been determined incorrectly.

4. The relevant loading and weights specified in Table 16-1-1 and Table 16-1-2 have not been recorded, or have been recorded incorrectly, on the LATIS system's ILOAD, ICORE and IPASS screens (refer to **LATIS agents' manual**).

5. The certificate of loading (CoL):

a) has not been printed, or

b) is not valid, eg it displays incorrect information.

Note 1

This does not apply to unregistered, fully completed vehicles where all entry, in-service and specialist certification requirement (such as seats or seat belt anchorages) have been met and a CoL has been issued using the VIN.

Note 2

The internal height may be 1.80m if the CoL allows only primary- and intermediate-school pupils to stand on the passenger service vehicle.

Note 3

Dedicated wheelchair position means a seating position for transporting a wheelchair and its occupant that is unavailable for other passengers when it is not occupied by a wheelchair.

Table 16-1-1. General loading and weights to be determined

All vehicles	• Gross vehicle mass (GVM) (This must be as provided by the manufacturer or set by NZTA.) • Unladen vehicle mass (tare weight) • Wheelbase • Number of axles • Axle spacings (for multi-axle groups) • Relevant endorsements or statements provided in applicable legislation (eg towing standards) • Overdimension information (if applicable) • Further details and conditions that have been specified for the vehicle's operation
Additional for vehicles fitted with a towbar	• Gross combination mass (braked) • Gross combination mass (unbraked) • Maximum towed mass (braked) • Maximum towed mass (unbraked)
Additional for MD1 and MD2 vehicles	• Front axle weight ratings (if available) • Rear axle group weight ratings (if available) • Front axle tyre designation and tyre capacity • Rear axle group tyre designation and tyre capacity
Additional for vehicles fitted with a roof rack	• Maximum roof rack load

Table 16-1-2. Occupant loading to be determined

General requirements for determining occupant loading	
All vehicles	The **deemed mass** of each occupant is: • 80kg for adult occupants • 65kg for secondary-school pupils • 55kg for intermediate-school pupils • 42kg for primary-school pupils. For a PSV with 9 or fewer seats, the passenger capacity on the CoL may be calculated using the number of installed seating positions. The vehicle must be designed and constructed to ensure that at any normal loading condition of the vehicle (including the permitted load on the towbar, if fitted) no component over-loading will occur. **Note:** the towbar's load isn't included on the CoL. In every situation the operator must always ensure the vehicle's GVM isn't exceeded. When a PSV is towing a trailer, its operator may need to reduce the number of passengers carried in the PSV.
MD1 and MD2 vehicles	1. The **maximum deemed occupant loading** is calculated from the maximum number of passengers allowed in the CoL plus the driver and any crew and their deemed mass. 2. The **GVM** must not be exceeded when the vehicle is loaded with the maximum deemed occupant loading. A PSV may have its chassis rating reviewed on application to NZTA (**InformationChassisRatings@nzta.govt.nz**). The result may be a greater GVM which may allow additional seats to remain/be fitted and the passenger capacity increased. The CoL can then be updated accordingly. 3. the **axle ratings** (where specified on the CoL) must not be exceeded when the vehicle is loaded with the maximum deemed occupant loading.
PSVs with a dedicated wheelchair position (Note 4)	1. The GVM must not be exceeded when the vehicle is loaded with the maximum deemed occupant loading and the wheelchairs for which it is designed.
Seated passengers	

Maximum number of seated passengers to be determined, as appropriate to the vehicle:

- Adult passengers
- Secondary-school pupils
- Intermediate-school pupils
- Primary-school pupils

Calculation

1. The PSV must comply with all relevant seat, aisle and other measurements and requirements before loads are calculated. Any seats in excess of the permitted maximum number of passengers must be removed (a non-complying front middle seat may be made unusable if removal is not reasonably possible).

2. The maximum number of seated passengers must be calculated as follows:

    a. one person per seating position, and

    b. in the case of seats providing at least 900 mm shoulder room, either:

        i. according to the number of fitted seatbelts, or

        ii. if the seats are not fitted with seatbelts, three primary- or intermediate-school pupils to two seating positions.

Note In a PSV carrying only seated passengers, the maximum number of passengers may also or instead, at the written request of the operator or manufacturer to the inspecting organisation, be displayed on the certificate of loading as a combination of:

- adult passengers, and
- primary- or intermediate-school pupils.

Standing passengers

Maximum number of standing passengers to be determined, as appropriate to the vehicle:

- Adult passengers
- Secondary-school pupils
- Intermediate-school pupils
- Primary-school pupils

Calculation

1. Maximum number of the standing passengers = the area available for the standing passengers divided by the area required for each standing passenger.

2. The following areas are not available for standing passengers:

    - an area which has an obvious boundary, extending at least 300mm behind the driver's seat, with a sign stating that passengers must not stand in that area
    - an area where the internal height is less than 1.83m (Note 2), with a sign stating that passengers must not stand in that area
    - an area where the gradient of the aisle is steeper than 1 in 12.5, with a sign stating that passengers must not stand in that area
    - the area occupied by seats or dedicated as foot room for sitting passengers
    - stairwells, ramps and the area swept by the doors
    - all areas on a single-decked open-bodied vehicle
    - the area of a motor vehicle in which every seat must be fitted with a seatbelt
    - an area, in a vehicle that entered service as a PSV on or after 1 December 2012, extending at least 300mm inboard of the area swept by a rear door, with a sign or other device to warn passengers not to stand in the area.

3. The area for standing passengers must have no dimension less than:

    - for adult passengers and secondary-school pupils, 380mm, and
    - for primary- and intermediate-school pupils, 300mm.

4. The minimum area required for each standing passenger is:

    - 0.17m^2 for mixed loads of adults, secondary-, intermediate- and primary-school pupils, and
    - 0.15m^2 for primary- and intermediate-school pupils.

Summary of legislation

Applicable legislation

- **Land Transport Rule: Vehicle Standards Compliance 2002**
- **Land Transport Rule: Passenger Service Vehicles 1999**.

Mandatory requirements

1. A vehicle's loading and weight limits may be verified and recorded only if a record of determination has been made confirming that the relevant LVV specialist certification has been obtained for a specific aspect of the vehicle.

2. The following information that identifies the vehicle must be determined:

a) its registration number (if currently registered), and

b) its make, model and sub-model, and

c) its vehicle identification number or chassis number.

3. The loading and weights listed in Table 16-1-1 and Table 16-1-2 must be determined.

4. A vehicle inspector must make a record of the relevant loading and weight limits listed in Table 16-1-1 and Table 16-1-2 and provide this to NZTA on the ILOAD, ICORE and IPASS screens within the LATIS computer system (refer to **LATIS agents' manual**).

5. When a vehicle inspector has provided a record under SoL 4, the inspecting organisation must issue a certificate of loading.

6. A certificate of loading (CoL) must contain:

a) information that identifies the vehicle, and

b) the date on which the CoL was issued, and

c) other information relevant to loading and weight specifications specified by NZTA.

Page amended **28 October 2023** (see **amendment details**).

16-1 Certificate of loading (heavy PSV)

Reasons for rejection

Mandatory requirements

1. Relevant HV specialist certification, where this is required, has not been obtained prior determining loading and weights, ie the vehicle has not been issued with a valid LT400 certificate.

2. When the loading and weights were determined by the vehicle inspector, the vehicle was not correctly identified by all of the following:

a) registration number (Note 1)

b) make, model and sub-model

c) vehicle identification number or chassis number, as applicable.

3. The relevant loading and weights in Table 16-1-1 and Table 16-1-2 have not been determined, or have been determined incorrectly.

4. The relevant loading and weights specified in Table 16-1-1 and Table 16-1-2 have not been recorded, or have been recorded incorrectly, on the LATIS system's ILOAD, ICORE and IPASS screens (refer to LATIS agents' manual).

5. The certificate of loading (CoL):

a) has not been printed (Note 6), or

b) is not valid, eg it displays incorrect information.

Note 1

This does not apply to unregistered, fully completed vehicles where all entry, in-service and specialist certification requirements (such as towing connections) have been met and a CoL has been issued using the VIN.

Note 2

Double-decked vehicle means a vehicle that has an upper and lower passenger compartment, and the floor of the upper passenger compartment is equal to or above the ceiling of the lower passenger compartment.

Note 3

PSVs previously issued with CoLs with reduced passenger capacity due to insufficient GVM:

- Any PSV with 10 or more seats must not exceed the GVM but may have their chassis rating reviewed on application to Waka Kotahi (Vehicles Unit). The result may be a greater GVM which may allow additional seats to remain/be fitted and the passenger capacity increased. The CoL can then be updated accordingly.
- Any seats in excess of the permitted passenger capacity must be removed.

Note 4

The internal height may be 1.80m if the CoL allows only primary- and intermediate-school pupils to stand on the passenger service vehicle.

Note 5

Dedicated wheelchair position means a seating position for transporting a wheelchair and its occupant that is unavailable for other passengers when it is not occupied by a wheelchair.

Note 6

This does not apply when an incomplete heavy vehicle is registered and operating on an Annex C.

Table 16-1-1 General loading and weights to be determined

All vehicles	• Gross vehicle mass (GVM) (Note 3) • Unladen vehicle mass (tare weight) • Wheelbase • Number of axles • Axle spacings (for multi-axle groups) • Front axle weight ratings (if available) • Rear axle group weight ratings (if available) • Front axle tyre designation and tyre capacity • Rear axle group tyre designation and tyre capacity • Relevant endorsements or statements provided in applicable legislation (eg towing standards, brake standards) • Overdimension information (if applicable) • Further details and conditions that have been specified for the vehicle's operation
Additional for vehicles fitted with a towbar	• Gross combination mass (braked) • Gross combination mass (unbraked) • Maximum towed mass (braked) • Maximum towed mass (unbraked)
Additional for vehicles fitted with a roof rack	• Maximum roof rack load

Table 16-1-2 Occupant loading to be determined

General requirements for determining occupant loading	
All vehicles	The **deemed mass** of each occupant is: • 80kg for adult occupants • 65kg for secondary-school pupils • 55kg for intermediate-school pupils • 42kg for primary-school pupils.
PSVs with 10 or more seats	1. The **maximum deemed occupant loading** is calculated from the maximum number of passengers allowed in the CoL plus the driver and any crew and their deemed mass. 2. The **GVM** must not be exceeded when the vehicle is loaded with the maximum deemed occupant loading (Note 3). 3. The **axle ratings** (where specified on the CoL) must not be exceeded when the vehicle is loaded with the maximum deemed occupant loading. 4. The vehicle must be designed and constructed to ensure that at any normal loading condition of the vehicle (including the permitted load on the towbar, if fitted): a)at least 20% of the actual weight is carried on the front axle or axle-combination, and b)no component over-loading will occur.
PSVs with a dedicated wheelchair position (Note 5)	1. The GVM must not be exceeded when the vehicle is loaded with the maximum deemed occupant loading and the wheelchairs for which it is designed.
Seated passengers	

Maximum number of seated passengers to be determined, as appropriate to the vehicle:

- Adult passengers
- Secondary-school pupils
- Intermediate-school pupils
- Primary-school pupils

Calculation

1. The PSV must comply with all relevant seat, aisle and other measurements and requirements before loads are calculated. Any seats in excess of the permitted maximum number of passengers must be removed (a non-complying front middle seat may be made unusable if removal is not reasonably possible) (Note 3).

2. The maximum number of seated passengers must be calculated as follows:

a) one person per seating position, and

b) in the case of seats providing at least 900mm shoulder room, either:

i. according to the number of fitted seatbelts, or

ii. if the seats are not fitted with seatbelts, three primary- or intermediate-school pupils to two seating positions.

Note: In a PSV carrying only seated passengers, the maximum number of passengers may also or instead, at the written request of the operator or manufacturer to the inspecting organisation, be displayed on the certificate of loading as a combination of:

- adult passengers, and
- primary or intermediate school pupils.

Standing passengers

Maximum number of standing passengers to be determined, as appropriate to the vehicle:

- Adult passengers
- Secondary-school pupils
- Intermediate-school pupils
- Primary-school pupils

Calculation

1. Maximum number of the standing passengers = the area available for the standing passengers divided by the area required for each standing passenger.

2. The following areas are not available for standing passengers:

    a) an area which has an obvious boundary, extending at least 300mm behind the driver's seat, with a sign stating that passengers must not stand in that area (Note 4)

    b) an area where the internal height is less than 1.83m, with a sign stating that passengers must not stand in that area (Note 4)

    c) an area where the gradient of the aisle is steeper than 1 in 12.5, with a sign stating that passengers must not stand in that area

    d) the area occupied by seats or dedicated as foot room for sitting passengers

    e) stairwells, ramps and the area swept by the doors

    f) the upper deck of a double-decked vehicle (Note 2)

    g) all areas on a single-decked open-bodied vehicle

    h) an area, in a vehicle that entered service as a PSV on or after 1 December 2012, extending at least 300mm inboard of the area swept by a rear door, with a sign or other device to warn passengers not to stand in the area.

3. The area for standing passengers must have no dimension less than:

    a) for adult passengers and secondary-school pupils, 380m; and

    b) for primary- and intermediate-school pupils, 300mm.

4. The minimum area required for each standing passenger is:

    - $0.17m^2$ for mixed loads of adults, secondary-, intermediate- and primary-school pupils, and
    - $0.15m^2$ for primary- and intermediate-school pupils.

Summary of legislation

- **Land Transport Rule: Vehicle Standards Compliance 2002**
- **Land Transport Rule: Passenger Service Vehicles 1999**
- **Land Transport Rule: Vehicle Dimensions and Mass 2002**

Mandatory requirements

1. A heavy PSV must be issued with a chassis rating.

2. A vehicle's loading and weight limits may be verified and recorded only if a record of determination has been made confirming that the relevant HV specialist certification has been obtained for a specific aspect of the vehicle.

3. The following information that identifies the vehicle must be determined:

a) its registration number (if currently registered), and

b) its make, model and sub-model, and

c) its vehicle identification number or chassis number.

4. The loading and weights listed in Table 16-1-1 and Table 16-1-2 must be determined.

5. A vehicle inspector must make a record of the relevant loading and weight limits listed in Table 16-1-1 and Table 16-1-2 and provide this to Waka Kotahi on the ILOAD, ICORE and IPASS screens within the LATIS computer system (refer to LATIS agents' manual).

6. When a vehicle inspector has provided a record under Summary of legislation 4, the inspecting organisation must issue a certificate of loading.

7. A certificate of loading (CoL) must contain:

a) information that identifies the vehicle, and

b) the date on which the CoL was issued, and

c) other information relevant to loading and weight specifications specified by Waka Kotahi.

Page amended **28 October 2023** (see **amendment details**).