

Correct as at 1st June 2026. It may be superseded at any time.

**Extract taken from:** Entry certification > Inspection and certification > Required documentation and registration > Specialist certification

## 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 registration 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**

<b>Certification category</b>	<b>Description</b>	<b>Required documentation</b>
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	<p>Type &gt;IVCERT&lt; in the escape field and transmit.</p> <p>The 'vehicle certification' screen displays.</p>
2	<p>Type one of the following fields:</p> <ul style="list-style-type: none"> <li>• the VIN in the VIN field, or</li> <li>• the plate number in the plate number field.</li> </ul>
3	<p>Transmit.</p> <p>The vehicle and owner details will display.</p>
4	<p>Change the maintenance field at the top of the screen from &gt;INQ&lt; to &gt;CHG&lt;.</p>
5	<p>Type the certifier ID in the Certifier ID field.</p>
6	<p>Type &gt;A&lt; in the mnt field.</p>
7	<p>Type the vehicle certification type code in the type field.</p> <p>The code should be provided on the certificate, or refer to Table 1-6-2 and Table 1-6-3.</p> <p>The types of certification permitted for an individual certifier can be viewed on the ICISS screen (this procedure is described in the LANDATA manual).</p>
8	<p>Type the certificate number in the Number field.</p>
9	<p>Type the specialist certifier's LANDATA ID in the Iss.ID field.</p> <p>This should be provided on the certificate, or by searching on the ISRCH screen (this procedure is described in the LANDATA manual).</p>
10	<p>Type the issue date of the certificate in the Iss.Date field.</p>
11	<ul style="list-style-type: none"> <li>• If an expiry date is recorded on the certificate, type this in the Exp.Date field.</li> <li>• If expiry mileage is recorded on the certificate, type this in the Exp.Odo field.</li> </ul> <p>These fields are not used for repair or LVV certification, but may be applicable to some heavy vehicle certificates.</p>

Step	Action
12	<p>Note the area of the vehicle covered by the certificate as specifically as possible in the comments field and transmit.</p> <ul style="list-style-type: none"> <li>• "Refer to Notes screen" may be recorded if there is insufficient space in the IVCERT comments field, and</li> <li>• the vehicle inspector must record the area of the vehicle covered by the certificate as specifically as possible in the Notes screen.</li> </ul>

**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.