5 Vehicle interior

5-1 Seats and seat anchorages

Reasons for rejection

1. The vehicle is not fitted with a driver's seat.

2. An OE seat is missing or not fitted.

3. A seat is not attached to the vehicle structure by seat anchorages.

4. Damage or corrosion has weakened a seat frame.

5. The attachment of the seat to the seat anchorage is loose or weakened by damage.

6. The attachment of the seat anchorage to the vehicle structure is loose or weakened by damage (see **Technical bulletin 1** for further information on corrosion in Nissan Terrano or Mistral rear floorpan assemblies).

7. A seat frame has been repaired when this is prohibited by the manufacturer.

8. A seat has not been replaced after the seatbelt

pre-tensioner system has been activated when this is required by the manufacturer's specifications.

9. A replacement seat has been used instead of an

OE seat, and:

a) the seat is not fitted to unmodified OE seat anchorages, or

b) the relationship between the seat, seat occupant and location of the seatbelt anchorages has been affected, or

c) the replacement seat is not similar to the OE seat, that is a bench seat or bucket seats.

Summary of legislation

Applicable legislation

- **Land Transport Rule: Vehicle Repair 1998**, 2.1(1)
- **Land Transport Rule: Seats and Seat Anchorages 2002**.

Condition

1. A repair to a vehicle, its structure, systems, components or equipment must restore the damaged or worn vehicle, structure, system, component or equipment so that it is within safe tolerance of the state of the vehicle, structure,

system, component or equipment when manufactured.

Mandatory equipment

2. A motor vehicle must be fitted with a driver's seat.

3. A seat in a motor vehicle must be fitted to the vehicle structure by means of seat anchorages.

Performance

4. Seats and seat anchorages must be safe, strong and in sound condition.

5. Seats and seat anchorages must be securely attached to the vehicle structure.

6. A replacement seat that is similar to the OE seat may be used provided that:

a) the seat is fitted to unmodified OE seat anchorages

b) the relationship between the seat, seat occupant and location of the seatbelt anchorages has not been affected.

5-5 Seats and seatbelt anchorages

Reasons for rejection

1. A seatbelt of the type specified in Table 5-5-1, Table 5-5-2 and Table 5-5-3 has not been fitted for a seating position where one is required to be fitted.

2. A seatbelt is fitted, but it is not the type specified in Table 5-5-1, Table 5-5-2 and Table 5-5-3 for the seating position.

3. The seatbelt assembly is not securely fixed to a seatbelt anchorage. (see **Technical bulletin 1** for further information on corrosion in Nissan Terrano or Mistral rear floorpan assemblies).

4. A seatbelt component (eg protective plastic cover on buckle, tongue or retractor system) is damaged so that foreign objects may enter the interior components, or so that they may cause damage to the interior components, mechanisms or webbing.

5. The seatbelt webbing (including webbing attached to the buckle) has:

a) a cut, including a cut on the surface, or

b) a rip or tear, or

c) fraying, or

d) stretching (eg the belt has unusual web patterns or the webbing is deformed, will not lie flat, or is curled or rippled), or

e) fading so that most of the colour has been bleached, or

f) signs of chalking, or a powdery residue is evident on the webbing, or

g) become stiff, or

h) been dyed to conceal fading, or

i) contamination from grease, paint, solvents or similar products.

6. The seatbelt stitching:

a) is damaged or insecure, or

b) shows signs of home repairs, eg glueing, stitching by hand or home sewing machine, staples, bolts, or rivets, or

c) indicates that the ‘rip stitch’ system has been activated, that is the stitching is broken and a ‘REPLACE BELT’ label has been exposed near the lower seatbelt anchorage, or this label has been

cut off.

7. A buckle and tongue:

a) are mismatched, or

b) do not lock, or

c) do not remain locked, or

d) do not release easily, or

e) are insecure when coupled.

8. A seatbelt stalk:

a) (wire-cable type) has wires that appear to be broken, or

b) (plastic covered webbing type) has webbing that has deteriorated or is frayed, cut or faded, or

c) (solid metal type) is corroded, cracked or buckled, or

d) is not the correct type for the vehicle or the seating position.

9. A seatbelt with a pre-tensioning or pyrotechnic system has not been replaced after activation.

10. A seatbelt anchorage shows signs of cracks or deformation.

11. A diagnostic report has not been completed by the manufacturer or an approved representative for seatbelts that are connected to an ECU.

12. A seatbelt that is known to have been worn during a crash has not been replaced unless:

a) this is permitted in the manufacturer’s instructions

b) the seatbelt has been inspected and certified to be within safe tolerance by the manufacturer or an approved agent.

13. A water-damaged vehicle is fitted with a seatbelt assembly that has been immersed or a second-hand replacement seatbelt assembly, and the assembly has not been inspected and certified to be within safe tolerance by the manufacturer or an approved agent.

Note 1 Definitions

Outer seating position means a seating position next to a side wall of the vehicle where there is no more than 500mm between the longitudinal centre of the seat and the side wall.

Middle seating position means a seating position in a vehicle that is not an outer seating position.

Rear seating position means a seating position in a vehicle behind the driver.

Monocoque, *in relation to a motor vehicle*, means that the chassis of the vehicle is integral to the body.

Retrofit, *in relation to a seatbelt or seatbelt anchorage in a motor vehicle*, means to fit a seatbelt or seatbelt anchorage in a location where a seatbelt or seatbelt anchorage has not been fitted before.

Key to Table 5-5-1: Types of seatbelt

—	No seatbelt required
L	Lap seatbelt
S	Static lap and diagonal seatbelt without a retractor
R1	Single-sensitive emergency locking retractor lap and diagonal seatbelt
R2	Multiple (dual) sensitive emergency locking retractor lap and diagonal seatbelt.

Table 5-5-1 Vehicles first registered in New Zealand before 1 January 1991

Vehicle class	Seating position (Note 5)	First registered anywhere	
		1 January 1955 to 31 October 1979	1 November 1979 to 31 December 1990
MA, MB, MC LE (without motorcycle controls)	Front outer and driver's (Note 1)	S[2]	R2[1, 3]
	Front middle (Note 1)	—	L
	Rear outer (Note 1)	—	R2 or R1 or S
	Rear middle	—	L
NA (tare <2000 kg)	Front outer and driver's	S[2]	R2[1]
	Front middle	—	L

[1] a four-wheel drive vehicle may be fitted with type S or type R1 seatbelts in the front outer seating position

[2] may retain OE seatbelts, but replacement seatbelts must be of type S

Key to Table 5-5-2: Types of seatbelt

—	No seatbelt required
L	Lap seatbelt
S	Static lap and diagonal seatbelt without a retractor
R1	Single-sensitive emergency locking retractor lap and diagonal seatbelt
R2	Multiple (dual) sensitive emergency locking retractor lap and diagonal seatbelt.

Table 5-5-2. Vehicles first registered in New Zealand from 1 January 1991 to 31 March 2002

Vehicle Class	Seating position	First registered anywhere	
		1 January 1955 to 31 December 1960	1 January 1961 to 31 December 2002
MA, MB, MC LE (without motorcycle controls)	Front outer and driver's	S[1, 2]	R2[5, 6]
	Front middle	—	L
	Rear outer	—	R2 or R1 or S[1]
	Rear middle	—	L or S or R1 or R2
NA	Front outer and driver's	S[1,2]	R2[5]
	Front middle	—	L
MD1, MD2	Front outer and driver's	—	R2[3, 4, 5]
	Front middle	—	L[4]

[1] tare weight less than 2000kg

[2] may retain OE belts, but replacement belts must be of type S, R1 or R2

[3] applies to MD2 only if of monocoque construction (Note 1)

[4] if seatbelts are not fitted, but anchorages are fitted, must have seatbelts fitted from 1 October 2002. If anchorages are not fitted, seatbelts must be retro-fitted from 1 October 2003 (Note 1)

[5] front type R1 seatbelts may remain fitted if they were fitted as OE and have a declaration issued by a TSD agent, or a plate affixed to the vehicle in a position approved by the NZTA. If missing, refer the vehicle to a TSD agent.

Key to Table 5-5-3: Types of seatbelt

—	No seatbelt required
L	Lap seatbelt
S	Static lap and diagonal seatbelt without a retractor
R1	Single-sensitive emergency locking retractor lap and diagonal seatbelt
R2	Multiple (dual) sensitive emergency locking retractor lap and diagonal seatbelt.

Table 5-5-3. Vehicles first registered in New Zealand from 1 April 2002

Vehicle class	Seating position	Manufactured		
		1 January 1955 to 31 October 1979	1 November 1979 to 30 September 2003	From 1 October 2003
MA, MB, MC LE (without motor cycle controls)	Front outer and driver's	S[1, 2]	R2[5, 6]	R2[5, 6]
	Front middle	—	L	L
	Rear outer	—	R2 or R1 or S[1]	R2 or R1
	Rear middle	—	L or S or R1 or R2	L or S or R1 or R2
NA (excluding motorhomes manufactured from 1 October 2003)	Front outer and driver's	S[1, 2]	R2[5]	R2[5]
	Front middle	—	L	L
	Rear outer	—	—	R2 or R1
	Rear middle	—	—	L or S or R1 or R2
MD1, MD2	Front outer and driver's	—	R2[3, 4, 5]	R2[5]
	Front middle	—	L[3, 4]	L
	Rear outer	—	—	R2 or R1
	Rear middle	—	—	L or S or R1 or R2

[1] tare weight less than 2000kg

[2] may retain OE belts, but replacement belts must be of type S, R1 or R2

[3] applies to MD2 only if of monocoque construction (Note 1)

[4] if seatbelts are not fitted, but anchorages are fitted, must have seatbelts fitted from 1 October 2002. If anchorages are not fitted, seatbelts must be retrofitted from 1 October 2003 (Note 1)

[5] front type R1 seatbelts may remain fitted if they were fitted as OE and have a declaration issued by a TSD agent, or a plate affixed to the vehicle in a position approved by the NZTA. If missing, refer the vehicle to a TSD agent.

Summary of legislation

Applicable legislation

- **Land Transport Rule: Vehicle Repair 1998**
- **Land Transport Rule: Seats and Seat Anchorages 2002**.

Mandatory equipment

1. A motor vehicle must be fitted with seatbelts as specified in Table 5–5–1, Table 5-5-2 and Table 5–5–3.

5-6 Airbags

Reasons for rejection

1. A deployed airbag is less than 14 years old and the vehicle has not been low volume vehicle certified.

2. An OE airbag warning light system has been removed from a vehicle fitted with airbags.

3. A motor vehicle has a sign, light or other device that indicates the vehicle is fitted with an airbag when it is not fitted with an airbag and there are no other signs to say it has been removed.

4. An airbag cover:

    a) is damaged, or

    b) has deteriorated, or

    c) shows signs of tampering.

5. The airbag warning light:

    a) does not operate, or

    b) indicates a fault in the system.

6. An airbag that failed to deploy when involved in a crash above the deployment threshold has not been replaced.

7. An airbag component such as the impact sensor, clock spring or wire harness has been repaired where this is not permitted in the manufacturer’s instructions.

8. An airbag component has been replaced and the specifications are different from the original component.

9. A salvaged replacement air bag and its associated components have been fitted without evidence of their fitness for purpose, including their source and the storage conditions of the donor vehicle and the airbag and its components (Note 1).

10. A declaration is produced for the airbag system stating that not all components and connections are within specifications (Note 2).

11. A declaration has not been completed when there is damage beyond the radiator support panel (Note 2).

Note 1

See **Technical bulletin 2** for further information on salvaged airbags.

Note 2

See **Technical bulletin 3** for an explanation of declaration requirements.

Summary of legislation

Applicable legislation

- **Land Transport Rule: Vehicle Repair 1998**
- **Land Transport Rule: Frontal Impact 2001**.

Mandatory equipment

1. A frontal impact airbag, its operating system and its warning light system must remain operational if the vehicle was originally manufactured with a frontal impact airbag.

2. A motor vehicle must not have a sign, light, or other device that indicates the vehicle is fitted with an airbag if it is not fitted with an airbag.

3. A motor vehicle must not have a light or other device indicating an airbag operating system is operable if it is inoperable.

4. Airbags may be removed or made inoperable in a vehicle that is more than 14 years old from the date of first registration; however, the vehicle must then be low volume vehicle certified.

5. Airbags may be removed or made inoperable in a vehicle that has been modified for disability or specialist use; however, the vehicle must then be low volume vehicle certified.

Permitted equipment

6. A switch may be installed as OE to render an airbag temporarily inoperable.

Performance

7. An airbag and its operating system must be safe and in good condition.

8. An airbag warning light fitted by the manufacturer must remain operational.

5-7 Interior impact

Reasons for rejection

1. An interior fitting, control, or surface of a motor vehicle has deteriorated to such an extent that the likelihood of injury to occupants is increased.

2. An interior fitting, control, or surface has been repaired or replaced in such a way that the likelihood of injury to occupants is increased.

Summary of legislation

Applicable legislation

- **Land Transport Rule: Vehicle Repair 1998**
- **Land Transport Rule: Interior Impact 2001**.

Performance

1. Interior fittings, controls, and surfaces in the passenger compartments must be such that the likelihood of injury to occupants is minimised.