Correct as at 3rd June 2026. It may be superseded at any time.

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

Motorcycles

1 Vehicle identification

- See also **Introduction 3-2: Identifying the vehicle class**

1-1 VIN and chassis number

Important Ensure that the VIN or chassis number is recorded in full on the checksheet.

This number must be:

- the VIN if fitted – not the chassis number (locally allocated VIN)
- the stamped VIN on the VIN plate – not the VIN etched on the glazing.

Also refer to **Table 1-1-1. Location of New Zealand VIN numbers, Figure 1-1-1. Structure of a VIN issued by the NZ Transport Agency and Figure 1-1-2. Structure of a VIN issued by the vehicle manufacturer**.

Reasons for rejection

Mandatory requirements

1. A vehicle first registered or re-registered in New Zealand before 1 April 1994 does not have a VIN or chassis number (Note 1) (Note 4).

2. A vehicle first registered or re-registered in New Zealand from 1 April 1994 does not have a VIN number (Note 1) (Note 4).

3. A VIN number is not valid (Note 2).

Condition

4. A VIN or chassis number has been (Note 1) (Note 3) (Note 4):

a) removed, or

b) erased, or

c) altered, or

d) defaced, or

e) obscured, or

f) destroyed, or

g) obliterated, or

h) affixed unlawfully or by unauthorised persons (Note 3).

Note 1

The vehicle inspector must notify NZTA using the **vehicle report form** if there is reason to believe that the VIN or chassis number has been tampered with in any way.

The vehicle inspector must not issue a WoF/CoF/permit until approved by NZTA. Approval will usually include the issue or re-issue of a new VIN plate.

The vehicle inspector must not issue a WoF/CoF/permit if there is reason to believe that the VIN or chassis number has been tampered with in any way.

Refer the vehicle to a VIN issuing agent (**VTNZ**, **VINZ**, **NZAA**, **Drivesure**, **CVC**, **Autochecks**). They will inspect the vehicle and seek approval from NZTA to issue or re-issue a VIN plate. Once the vehicle has been approved the vehicle may continue through the inspection process.

Note 2

A valid VIN is a unique number that has been assigned to the vehicle in the vehicle's country of origin or by a person appointed by the NZTA. It consists of 17 characters that never contain the letters I, O or Q, and that is capable of being decoded to provide identifying information about the vehicle.

Note 3

The vehicle inspector must advise the local police if there is reason to believe that the VIN or chassis number has been tampered with in any way.

Note 4

If the vehicle is failed because the VIN/chassis is missing or unreadable, then 'not found' must be recorded in place of the VIN number on the checksheet.

Note 5

An LVV certification plate will always have a VIN or chassis number engraved onto it. The vehicle's Waka Kotahi- or OEM-issued 17 digit VIN (or chassis number for vehicles first registered before 1989) is always considered to be the primary identifier, and vehicle inspectors should verify that the details recorded on the LVV certification plate match.

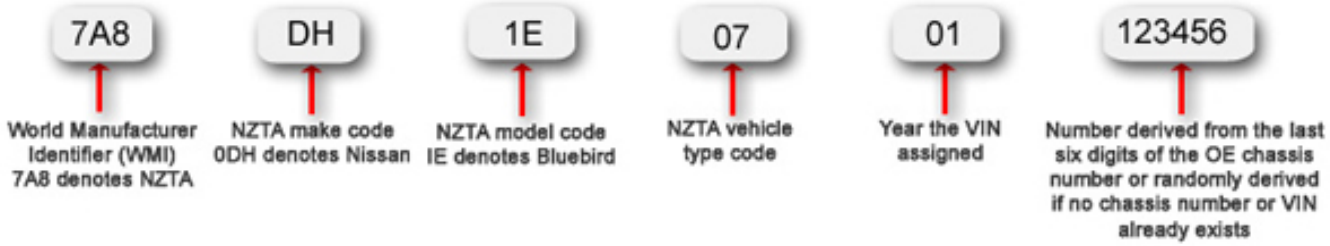
A vehicle's registration number plate that does not match the registration plate number engraved on the LVV certification plate is not considered a reason for rejection, provided the vehicle's primary identifiers (17 digit Waka Kotahi- or OEM-issued VIN or chassis numbers) match.

Table 1-1-1. Location of VIN numbers

Vehicle	Permitted VIN Locations
Motorcycles	• On the frame under the rider's seat, or • a non-removable part of the mainframe in a position where it is visible but not prone to damage.

Figure 1-1-1. Structure of a VIN issued by the NZ Transport Agency

Pre-29 November 2009



Post-29 November 2009

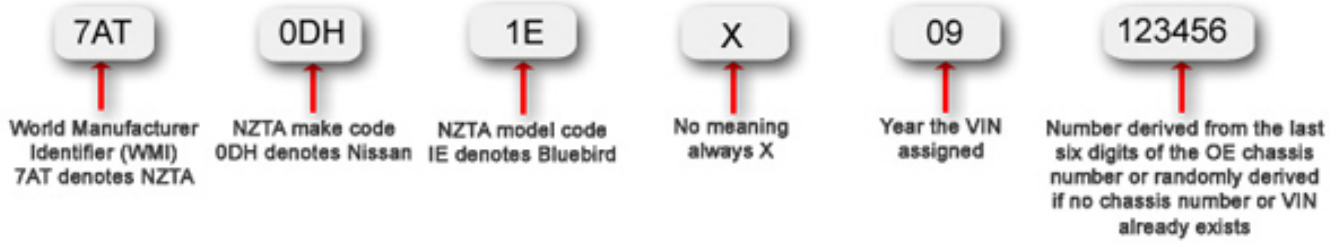
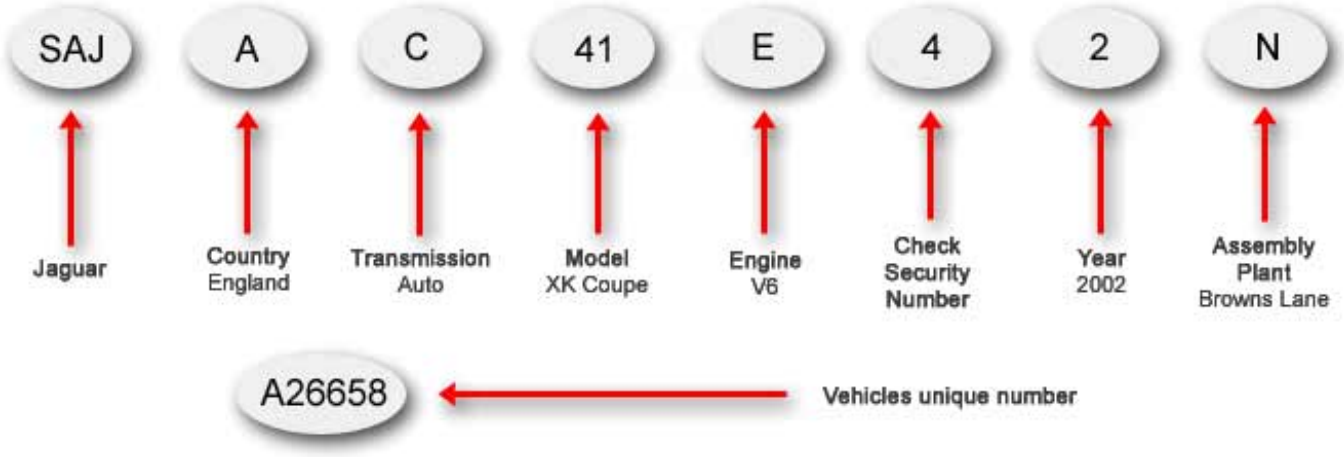
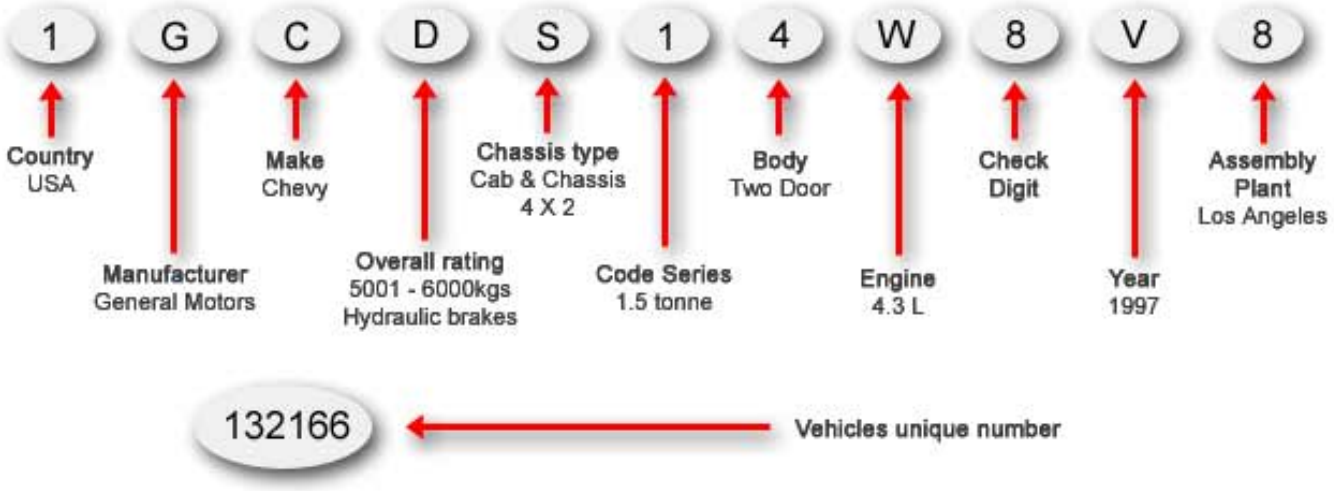


Figure 1-1-2. Structure of a VIN issued by the vehicle manufacturer

Car



Truck



Summary of legislation

Applicable legislation

- Land Transport Rule: Vehicle Standards Compliance 2002.

Mandatory requirements

1. A vehicle first registered or re-registered in New Zealand before 1 April 1994 must have a chassis number or VIN.

2. A vehicle first registered or re-registered in New Zealand from 1 April 1994 must have a VIN.

Condition

3. A VIN or chassis number must not have been removed, erased, altered, defaced, obscured, destroyed, obliterated or affixed unlawfully, or be unauthorised.

Page amended **1 October 2022** (see amendment details).

1-2 Vehicle details

Reasons for rejection

1. The number on the registration plate(s) is not the same as stated on the licence label.

2. The licence label does not correctly describe the vehicle

- do not reject the vehicle if the label type is incorrect, eg 'B' or 'A'.

3. The Vehicle Inspection and Certification (VIC) or LATIS system does not correctly describe the vehicle.
Container

Page added **1 October 2020** (see amendment details)

2 Vehicle Exterior

2-1 External projections

Reasons for rejection

Condition and performance (Note 1)

1. The risk of a component (Note 5) hooking a vehicle, or hooking or grazing a person, has not been minimised.

2. An ornamental object or fitting (Note 2) protrudes in such a way that it is likely to injure a person.

3. A protruding object or fitting that has a functional purpose (Note 3) is not installed so that the risk of causing injury to a person is minimised, eg the object or fitting:

a) is of excessively heavy construction for the purpose for which it has been fitted, or

b) has sharp corners, or

c) slopes forward, unless this is necessary to fit the contours of the vehicle, or

d) has an unnecessarily wide gap between the object or fitting and the front of the vehicle, or

e) exceeds the vehicle's width by more than 100mm on either side.

4. A protruding component, object or fitting is not securely fitted.

5. a protruding object or fitting adversley affects the rider's vision or control.

Modification (Note 4)

6. A modification affects an external projection – including a protruding object or fitting that has a functional purpose and affects the driver's vision or control of the vehicle, and:

a) is not excluded from the requirements for LVV specialist certification (Table 2-1-1), and

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

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

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

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

Note 1

The external projections requirements relate to the design and maintenance of objects and fittings that protrude from the exterior of the motor vehicle with regard to the safety of other motor vehicles, pedestrians and cyclists. The attachment of such objects and fittings to the vehicle is addressed in the Vehicle structure section of this manual.

Note 2

Ornamental object or fitting means an object or fitting that does not have a practical purpose, eg bonnet emblems.

Note 3

Functional object or fitting means an object or fitting that has a practical purpose, eg panniers, pack racks, spare wheel carriers, and so on.

Note 4

Modify means to change a vehicle from its original state by altering, substituting, adding or removing any structure, system, component or equipment, but does not include repair.

Repair means to restore a damaged or worn vehicle, its structure, systems, components or equipment to within safe tolerance of its condition when manufactured, including replacement with equivalent undamaged or new structures, systems, components or equipment.

Note 5

Components include damaged, corroded and exposed body panels.

Table 2-1-1. Modifications that do not require LVV certification

Fitting of or modification to:	LVV certification is never required:
Any modification for the purposes of law enforcement or the provision of emergency services	• in-service requirements for condition and performance must be met.
Towbars	

Summary of legislation

Applicable legislation

- Land Transport Rule: External Projections 2001.

Permitted equipment

1. A motor vehicle may be fitted with a protruding ornamental or functional object or fitting.

Condition and performance

2. A protruding ornamental object or fitting must not be likely to injure a person.

3. A protruding object or fitting that has a functional purpose must be installed so that the risk of the object or fitting causing injury to a person is minimised.

4. Components of a motor vehicle, including damaged or corroded body panels, must be such that the risk of their hooking a vehicle, or hooking or grazing a person, is minimised.

5. A protruding object or fitting must not adversely affect driver vision or driver control.

Modification

6. A modification that affects an external projection must be inspected and certified by an LVV specialist certifier, unless the vehicle:

a) is excluded from the requirement for LVV specialist certification (Table 2-1-1), and

b) has been inspected in accordance with the requirements in this manual, including those for equipment, condition and performance.

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

2-2 Footrests

Reasons for rejection

Mandatory equipment

1. A motorcycle is not fitted with adequate footrests for:

a) the rider, or

b) the pillion passenger where there is a pillion passenger seating position.

Condition

2. A footrest or footrest mounting is:

a) insecure, or

b) weakened by corrosion or other damage.

Modification

3. A modification affects the footrest, and is:

a) not excluded from the requirements for LVV specialist certification (Table 2-2-1), or

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

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

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

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

Table 2-2-1. Modifications that do not require LVV certification

Fitting of or modification to:	LVV certification is never required:
Any modification for the purposes of law enforcement or the provision of emergency services	• in-service requirements for condition and performance must be met.

Summary of legislation

Applicable legislation

- Land Transport Rule: Vehicle Equipment 2004.

Mandatory equipment

1. A motorcycle must have:

    a) footrests for the rider, and

    b) footrests for the pillion passenger if provision is made for pillion riding.

Condition

2. Footrests must be adequate.

Modification

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

    a) is excluded from the requirement for LVV certification (Table 2-2-1), and

    b) has been inspected in accordance with the requirements in this manual, including those for equipment, condition and performance.

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

2-3 Dimensions

Note: The vehicle inspector need only inspect dimensions in detail if there is doubt about the vehicle's compliance.

Reasons for rejection

Mandatory requirement

1. A vehicle does not meet the dimension requirements set out in Table 2-3-1 (see also Figure 2-3-1, Figure 2-3-2, and Figure 2-3-3).

Table 2-3-1. Dimension requirements

(see also Figure 2-3-1, Figure 2-3-2, and Figure 2-3-3)

Dimension	Maximum distance	Comments
Width	1.1m (motorcycle without sidecar) 2.55m (motorcycle with sidecar or motor tricycle)	Measurement does not include: • collapsible mirrors which extend no more than 240mm from the side or 1.49m when measured from the vehicle's longitudinal centre line • direction indicators and side-marker lamps • the bulge towards the bottom of a tyre.
Overall length	12.6m (no tow coupling fitted) 11.5m (tow coupling fitted)	Measurement does not include collapsible mirrors.
Height	4.3m	
Forward distance	9.5m (no tow coupling fitted) 8.5m (tow coupling fitted)	Forward distance is measured from the centre of the rear axle to the front of the vehicle. Measurement does not include collapsible mirrors.
Rear overhang	4m	Rear overhang is measured from the centre of the rear axle to the rear of the vehicle.
Front overhang	3m	Front overhang is measured from the front edge of the driver's seat to the front of the vehicle.

Table 2-3-2. Modifications that do not require LVV certification

Fitting of or modification to:	LVV certification is never required:
Any modification for the purposes of law enforcement or the provision of emergency services	• in-service requirements for condition and performance must be met.

Figure 2-3-1. Maximum width for a motorcycle

(Note: Dimensions in red updated in VDAM 2016)

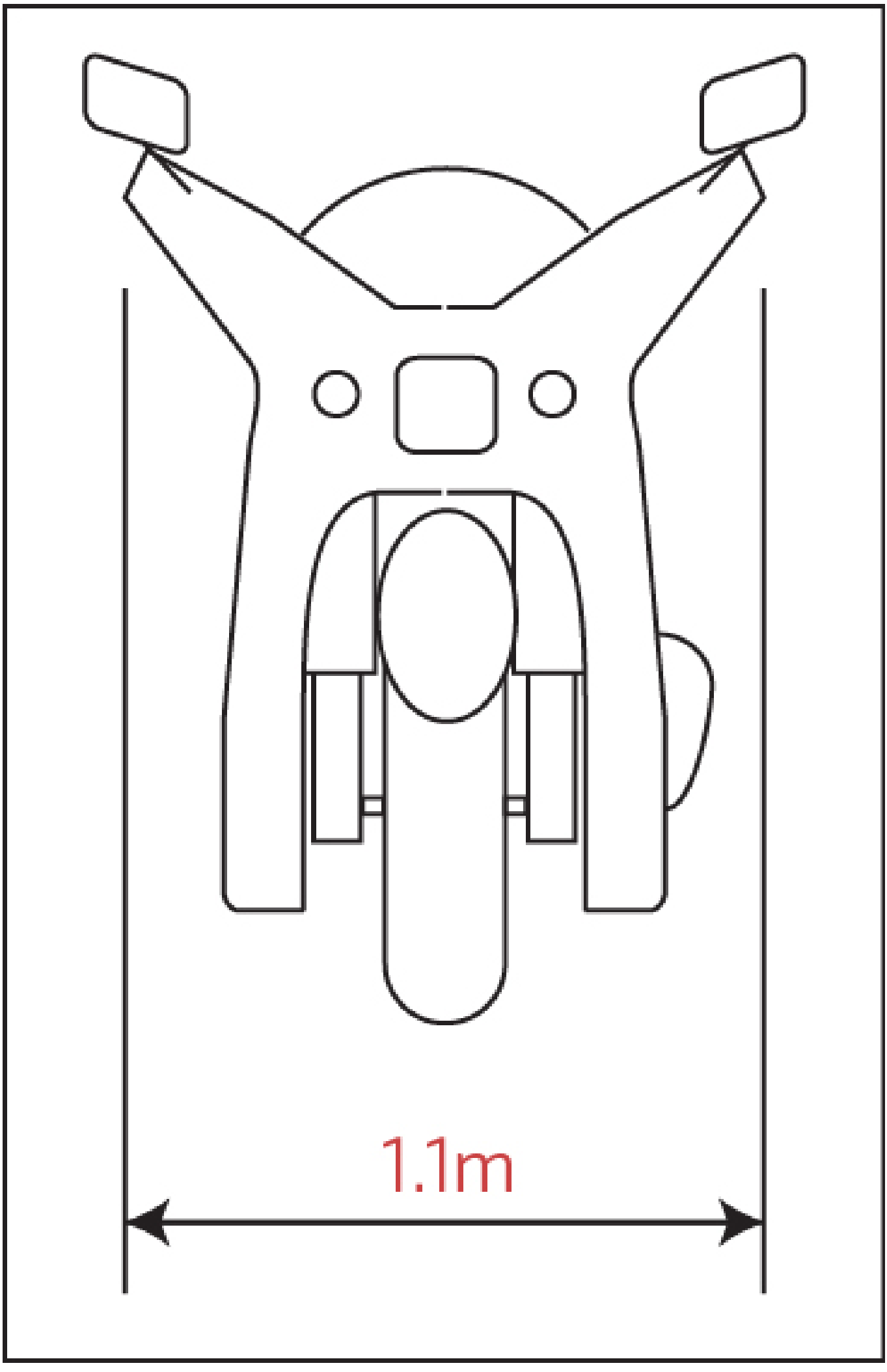

1.1m

Figure 2-3-2. Maximum width for a motorcycle with sidecar or a motor tricycle

(Note: Dimensions in red updated in VDAM 2016)

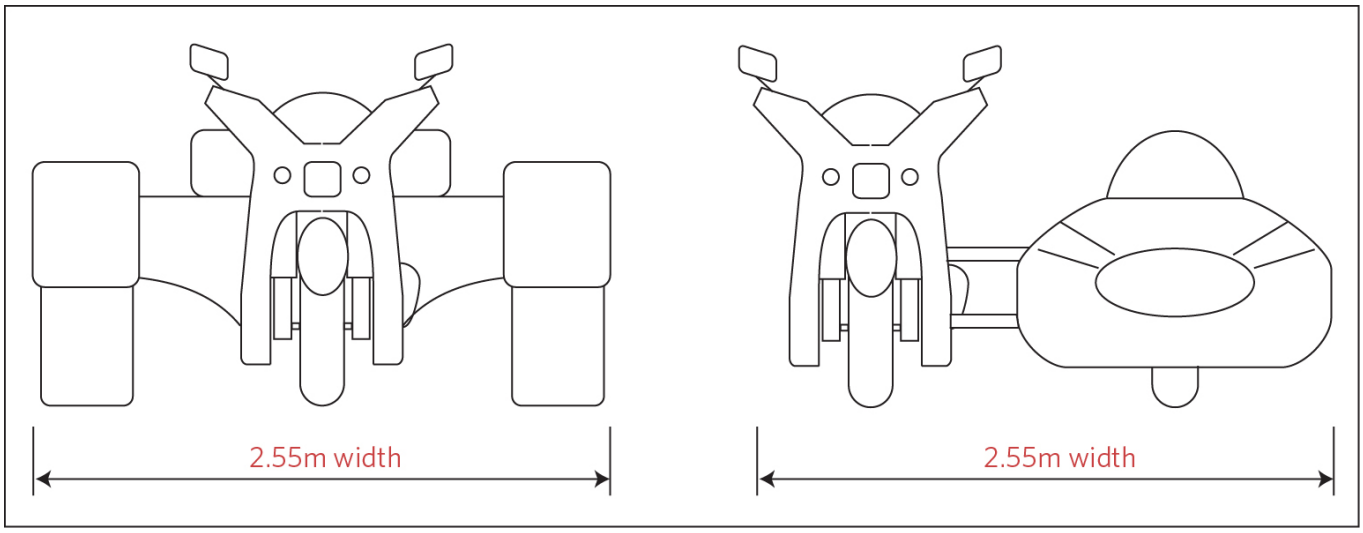
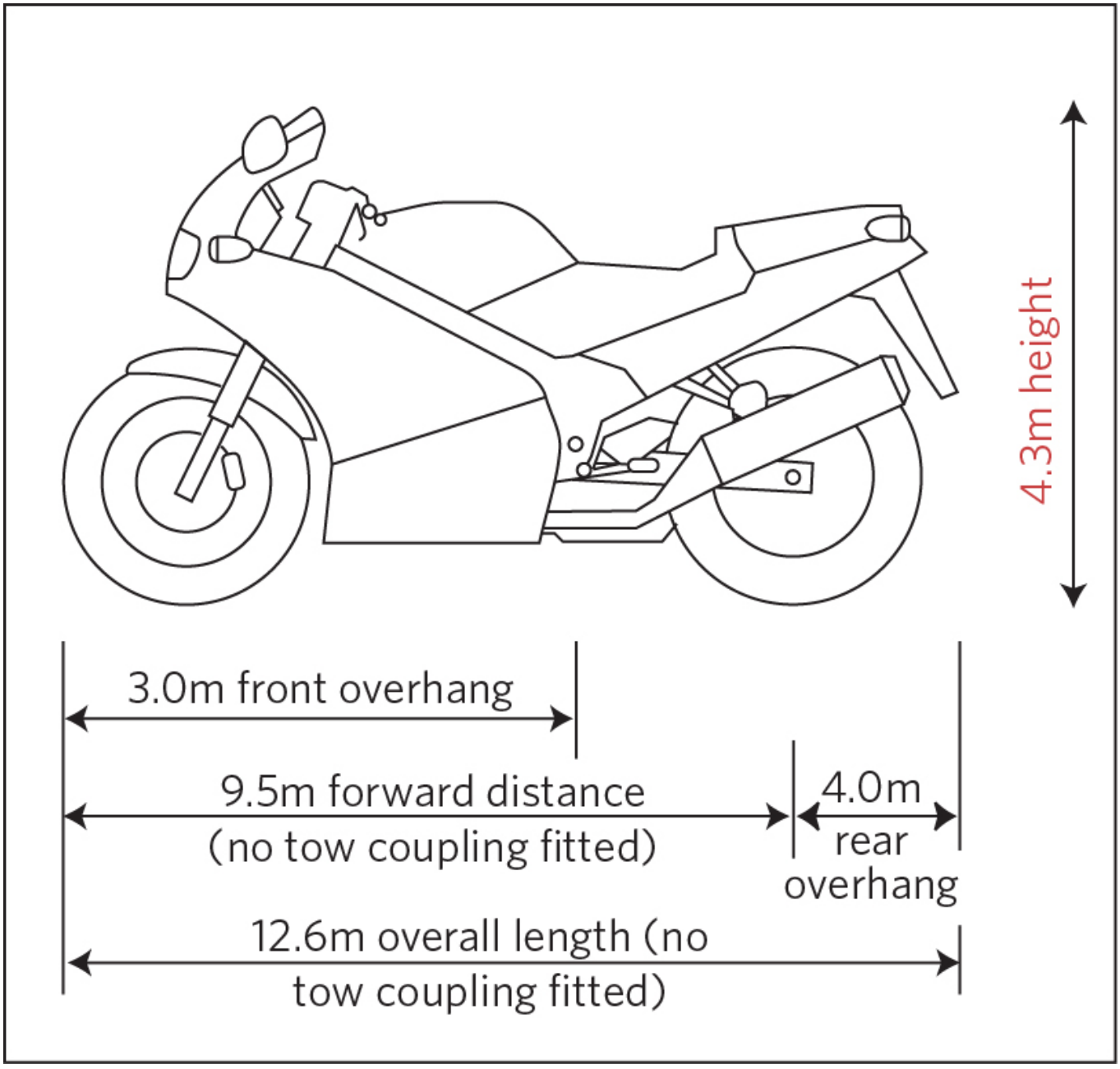


Figure 2-3-3. Other dimensions for a motorcycle, motorcycle with sidecar, or motor tricycle

(Note: Dimensions in red updated in VDAM 2016)



Summary of legislation

Applicable legislation

- Land Transport Rule: Vehicle Dimensions and Mass 2016.

Mandatory requirement

1. A vehicle must meet the dimensions in Table 2-3-1.

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

3 Vehicle structure

3-1 Structure

Reasons for rejection

Condition

1. The structure of the motorcycle has visible:

    a) deformation from the original shape that has affected the vehicle's structural integrity (Note 2), or

    b) cracking, or

    c) fracture, or

    d) corrosion damage (Note 1) that affects its strength, or

    e) poor repairs that have not returned the structure to within a safe tolerance of when it was manufactured (Note 2), such as:

        i. filler has been used in an attempt to conceal corrosion damage or deformation of a component.

        ii. a high strength steel component has been heated.

        iii. a component has been strengthened.

Modification (Note 4)

2. A modification affects the vehicle structure, and:

    a) is not excluded from the requirements for LVV specialist certification (Table 3-1-1), and

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

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

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

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

Note 1

Corrosion damage is where the metal has been eaten away, which is evident by pitting. The outward signs of such corrosion damage is typically displayed by the lifting or bubbling of paint. In extreme cases the area affected by the corrosion damage will fall out and leave a hole.

Note 2

The vehicle inspector may request additional relevant information from a repairer or other relevant person.

Note 3

Modify means to change a vehicle from its original state by altering, substituting, adding or removing any structure, system, component or equipment, but does not include repair.

Repair means to restore a damaged or worn vehicle, its structure, systems, components or equipment to within safe tolerance of its condition when manufactured, including replacement with equivalent undamaged or new structures, systems, components or equipment.

Note 4

The addition of a side-car requires LVV certification unless the side-car is OE.

Table 3-1-1. Modifications that do not require LVV certification

Fitting of or modification to:	LVV certification is never required:
Any modification for the purposes of law enforcement or the provision of emergency services	• in-service requirements for condition and performance must be met.
Towbars	

Summary of legislation

Applicable legislation

- Land Transport Rule: Frontal Impact 2001.

Condition

1. A vehicle must not be affected by corrosion or weakening of its structure, that is apparent by visual examination, so that the vehicle is unsafe to operate.

2. The performance of a frontal impact occupant protection system must not be affected by any factor, including corrosion, structural damage, material degradation, inadequate repair, the fitting of additional equipment, or the removal of equipment.

Modification

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

a) is excluded from the requirement for LVV specialist certification (Table 3-1-1), and

b) has been inspected in accordance with the requirements in this manual, including those for equipment, condition and performance.

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

4 Lighting

4-1 Headlamps

Reasons for rejection

Mandatory and permitted equipment

1. A motorcycle is not fitted with one dipped-beam headlamp.

2. A motorcycle is fitted with more than:

    a) two dipped-beam headlamps, or

    b) two main-beam headlamps.

3. A motorcycle (eg a vintage or veteran motorcycle) does not meet standard headlamp requirements, and:

    a) does not have a valid vehicle identity card with a lighting equipment endorsement, or

    b) does not meet the conditions of the lighting equipment endorsement in its vehicle identity card.

4. A device that allows the headlamps to flash alternately is fitted to a motorcycle that is not an emergency vehicle or a pilot vehicle.

5. A motorcycle is fitted with a dipped-beam headlamp that projects the maximum intensity of the beam to the right.

Condition (Note 4)

6. A lamp is insecure, obscured, or contains moisture in the form of large droplets, runs or puddles .

7. A lens is missing, or has a hole, crack or other damage that allows moisture or dirt to enter.

8. A reflector is damaged or has deteriorated so that light output is reduced.

9. A main-beam headlamp warning device is obscured from the driver's vision.

Performance

10. When switched on, a headlamp emits light that is:

    a) not substantially white or amber, or

    b) not approximately equal in colour or intensity from the other lamp in a pair, or

    c) not steady, or

    d) not bright enough to illuminate the road ahead, eg due to modification, deterioration or an incorrect light source, or

    e) too bright, eg due to the fitment of an HID or LED conversion kit (Note 7) or other incorrect light source (see also reason for rejection 16 below), or

    f) altered, eg due to damage or modification.

11. When the dipped-beam headlamps are switched on (with wheels pointing straight ahead):

    a) a lamp does not operate, or

    b) more than the two lamps operate on dipped beam, or

c) more than four lamps operate on dipped beam on a motorcycle first registered anywhere between 1 January 1977 and 31 March 1980, or

d) the light beam produces an incorrect beam pattern, is not focused, or is reduced or altered, or

e) the centreline of the light beam is too far to the left or slopes down too far so that the headlamp is no longer capable of illuminating the road at least 50m ahead (Figure 4-1-1), or

f) the centreline of a lamp's beam projects to the right of the motorcycle's centreline, or projects down from the lamp at an angle other than:

i. as specified by the motorcycle or lamp manufacturer, or

ii. as specified in Table 4-1-1.

12. When the main-beam headlamps are switched on (with wheels pointing straight ahead):

a) a lamp does not operate, or

b) more than two lamps operate on main beam, or

c) the centreline of a lamp's beam projects to the right of the motorcycle's centreline or up from the horizontal, or

d) the lightbeam produces an incorrect beam pattern, is not focused, or is reduced or altered, or

e) the lamps are not capable of being switched to dipped beam or switched off from the driver's seating position, or

f) a main-beam headlamp warning device does not indicate to the driver that the main-beam headlamps are switched on.

13. A device fitted to a motorcycle that allows the headlamps to flash alternately:

a) does not indicate to the driver that the device is activated, or

b) flashes:

i. faster than two flashes per second, or

ii. slower than one flash per second, or

iii. at a varying frequency.

14. Where a headlamp comprises an array of light sources (eg LEDs) fewer than 75% of these operate.

Modifications

15. An overlay has been applied that reduces or distorts the light emitted from the lamp (eg a tinted cover).

16. A headlamp is retrofitted with a type of light source other than that specified by the vehicle manufacturer or the headlamp manufacturer (eg a headlamp designed for a halogen bulb is fitted with any other type of light source such as an HID or LED bulb, or any other light source such as LED strips or non-OEM angel eyes).

17. A retrofitted pair of headlamps is not fitted:

a) symmetrically, or

b) as far towards each side of the motorcycle as practicable.

18. A retrofitted dipped-beam headlamp is positioned at a height exceeding 1.2m from the ground.

Note 1

If the dipped-beam headlamps are able to be adjusted from the driver's seating position, the alignment must be checked with the adjustment at its highest position.

Note 2

If the motorcycle is fitted with self-levelling suspension, the alignment must be checked with the suspension at its normal level.

Note 3 Definitions

Headlamp means a lamp designed to illuminate the road ahead of a vehicle, and that is a:

a) dipped-beam headlamp (single lamp), or

b) main-beam (high-beam) headlamp (single lamp), and includes a driving lamp, or

c) combination of a dipped-beam headlamp and a main-beam headlamp (dual lamp unit).

Dipped-beam headlamp means a headlamp that is designed to emit a dipped beam, which is a beam of light that is angled downwards in such a way that it prevents undue dazzle or discomfort to oncoming drivers and other road users.

Main-beam headlamp means a headlamp that is designed to illuminate the road over a long distance ahead of the vehicle.

Modify means to change a vehicle from its original state by altering, substituting, adding or removing a structure, system, component, or equipment, but does not include repair.

Repair means to restore a damaged or worn vehicle, its structure, systems, components or equipment to within safe tolerance of its condition when manufactured, including replacement with undamaged or new structures, systems, components or equipment.

An **original equipment (OE) lamp** is one that is fitted by the vehicle manufacturer in the original position, or is an equivalent replacement or aftermarket lamp suitable for the position provided by the vehicle manufacturer for that lamp.

All other lamps are considered retrofitted (non-OE).

Note 4

If a headlamp is fitted with a readily removable cover, other than a clear plastic cover, this must be removed for inspection of the headlamp.

Note 5

A vehicle originally manufactured with a headlamp arrangement that differs from what is required or permitted in this section may retain the original headlamps provided they remain fitted in their original position and perform as intended by the vehicle manufacturer.

Note 6

A forward-facing permitted lamp that does not comply with the equipment, condition and performance requirements must be made to comply or be removed from the vehicle.

Note 7

A high-intensity discharge (HID or Xenon HID) or LED conversion kit consists of an HID or LED bulb which fits into the original headlamp unit in place of the original bulb with no change to the headlamp lens, reflector or housing.

It is illegal to fit an HID or LED conversion kit to a vehicle as it brings the headlamp out of standards compliance by producing poor beam patterns and light that is often far too bright to be safe. The bulbs can also produce light that is noticeably blue and not the required substantially white or amber colour. Vehicle and headlamp manufacturers do not permit this modification, and these kits cannot be LVV certified.

It is permitted to replace a complete halogen headlamp unit with a complete HID or LED headlamp unit. If the vehicle is required to meet an approved safety standard for headlamps, only approved headlamps can be retrofitted.

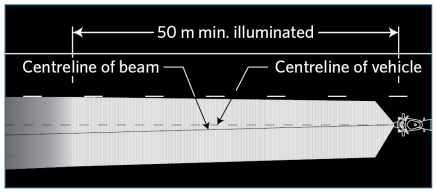
Table 4-1-1. Allowable dipped-beam headlamp alignment

	Headlamp type	Distance from ground to centre of light source	Dip rate of beam centre: lower and upper limits		
			Percent (%)	mm/3 m	Degrees (°)
EITHER	Any headlamp dipped beam	N/A	That specified by the motorcycle or headlamp manufacturer		
OR	Headlamp with and older-style symmetric dipped-beam pattern (see Figure 4-1-2)	N/A	3.0–3.5	90–105	1.7–2.0
OR	Headlamp with a modern symmetric or asymmetric dipped-beam pattern and distance from ground to centre of light source (see Figure 4-1-2)	less than 0.8m	1.0–1.5	30–45	0.57–0.85
		0.8–1.2m	1.0–2.0	30–60	0.57–1.15
		more than 1.2m	2.0–2.5	60–75	1.15–1.43

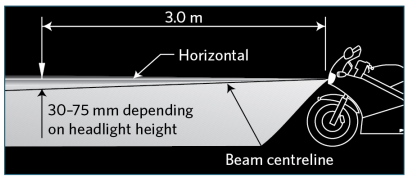
Table 4-1-2. Dipped-beam angle conversions

Percent (%)	mm/3 m	Degrees (°)		Percent (%)	mm/3 m	Degrees (°)
1.0	30	0.6		2.3	69	1.3
1.1	33	0.6		2.4	72	1.4
1.2	36	0.7		2.5	75	1.4
1.3	39	0.7		2.6	78	1.5
1.4	42	0.8		2.7	81	1.5
1.5	45	0.9		2.8	84	1.6
1.6	48	0.9		2.9	87	1.7
1.7	51	1.0		3.0	90	1.7
1.8	54	1.0		3.1	93	1.8
1.9	57	1.1		3.2	96	1.8
2.0	60	1.1		3.3	99	1.9
2.1	63	1.2		3.4	102	1.9
2.2	66	1.3		3.5	105	2.0

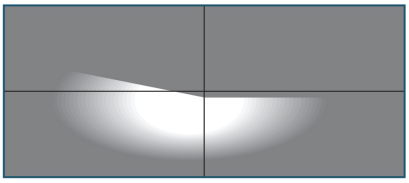
Figure 4-1-1. Dipped beams



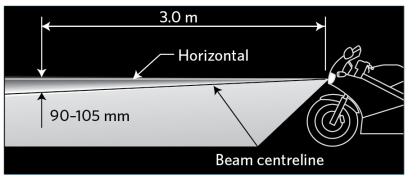
Minimum illuminated area



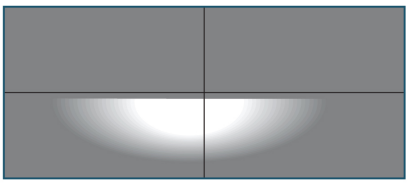
Asymmetric dipped beam



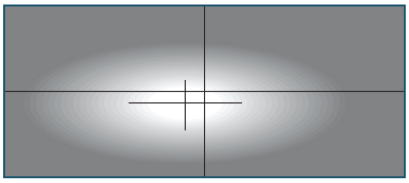
Asymmetric dipped beam
headlamp pattern on light board



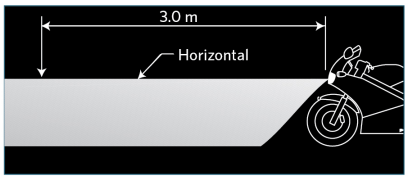
Symmetric dipped beam



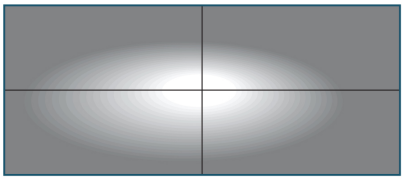
Modern symmetric dipped beam
headlamp pattern on light board



Older-style symmetric dipped beam
headlamp pattern on light board



Main (high) beam



Main (high) beam headlamp
pattern on light board

Summary of legislation

Applicable legislation

- Land Transport Rule: Vehicle Lighting 2004
- New Zealand Gazette, 28 August 1980, issue 108, page 2569.

Mandatory and permitted equipment

1. A motorcycle:

    a) must be fitted with one or two dipped-beam headlamps, and

b) may be fitted with one or two main-beam headlamps.

2. A motorcycle (eg a vintage or veteran motorcycle) manufactured without lamps, or with lamps that cannot meet specified requirements, may obtain a WoF if:

a) the motorcycle has a valid vehicle identity card with a lighting equipment endorsement, and

b) the motorcycle meets the conditions of that endorsement.

3. A vehicle required to meet an approved safety standard for lighting must continue to meet an approved safety standard for lighting.

4. A warning device may be fitted that indicates that the main-beam headlamps are switched on.

5. An emergency vehicle or a pilot vehicle may be fitted with a device that allows the headlamps to flash alternately, provided it is also fitted with equipment that indicates to the driver that the device is activated.

6. A retrofitted pair of headlamps must be symmetrically mounted as far towards each side of the motorcycle as ispracticable.

7. A retrofitted dipped-beam headlamp must be positioned at a height not exceeding 1.2 m from the ground.

Prohibited equipment

8. A dipped-beam headlamp designed solely for a left-hand drive vehicle, where the maximum intensity of the beam is dispersed to the right, must not be fitted.

Condition

9. A headlamp must:

a) be in sound condition, and

b) not be obscured.

Performance

10. A headlamp must operate in a way that is appropriate for the lamp and the vehicle.

11. A headlamp must emit a steady light.

12. A headlamp must provide sufficient illumination and light output to illuminate the road ahead.

13. If fitted with a device that allows headlamps to flash alternately, the lamps must flash at a fixed frequency.

14. A pair of headlamps must emit light that is approximately of equal colour and intensity when switched on.

15. A headlamp must emit a beam that is substantially white or amber.

16. A main-beam headlamp must be capable of being dipped or turned off from the driver’s position.

17. A warning device that indicates that the main-beam lamps are in operation must be in good working order.

18. When the headlamps are switched on and the motorcycle’s front wheel is pointing in the straight ahead position:

a) the headlamp beam must be either parallel to or to the left of the longitudinal centreline of the motorcycle, and

b) the centre of a main-beam headlamp beam must be either parallel to or dipping down from the horizontal, and

c) the centre of a dipped-beam headlamp beam must dip at an angle specified by the motorcycle or lamp manufacturer, or

i. 3–3.5% for a symmetric beam pattern, or

ii. 1–1.5% for an asymmetric beam pattern where the centre of the light source is less than 0.8m from the ground, or

iii. 1–2% for an asymmetric beam pattern where the centre of the light source is 0.8–1.2m from the ground, or

iv. 2–2.5% for an asymmetric beam pattern where the centre of the light source is above 1.2m from the ground.

19. The dipped beam headlamps must illuminate the road ahead for 50m in normal darkness.

20. A device fitted to a motorcycle that allows the headlamps to flash must:

a) make the headlamps flash alternately at a frequency of 1–2 Hertz, and

b) incorporate equipment that indicates to the driver that the device is activated.

21. A headlamp must be fitted with a light source that is specified by the motorcycle manufacturer or the headlamp manufacturer.

22. Where a headlamp comprises an array of light sources (eg LEDs), at least 75% of these must operate.

Modifications

23. A headlamp that is affected by a modification must meet equipment, condition and performance requirements.

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

4-2 Front and rear fog lamps

Reasons for rejection

Permitted equipment

1. A motorcycle is fitted with more than:

a) two front fog lamps, or

b) two rear fog lamps.

2. A retrofitted pair of fog lamps is not:

a) fitted symmetrically, or

b) fitted as far towards each side of the motorcycle as is practicable, or

c) positioned higher than the dipped-beam headlamps.

Condition (Note 1)

3. A lamp is insecure or contains moisture in the form of large droplets, runs or puddles .

4. A lens is missing, or has a hole, crack or other damage that allows moisture or dirt to enter.

5. A reflector is damaged or has deteriorated so that light output is reduced.

6. A fog lamp warning device, if fitted, is obscured from the driver's vision.

Performance

7. When switched on, a front fog lamp does not operate.

8. When switched on, a front fog lamp emits light that:

    a) is not projected to the front, or

    b) produces an incorrect beam pattern (Figure 4-2-1), or

    c) is not substantially white or amber to the front, or

    d) is not approximately equal in colour or intensity from the other lamp in the pair, or

    e) is not steady, or

    f) is not bright enough to illuminate the road ahead in conditions of severely reduced visibility, eg due to modification, deterioration, dirt or an incorrect light source, or

    g) is too bright, and could dazzle other road users, eg due to an incorrect light source, or

    h) is altered, eg due to damage or modification, or

    i) has a beam centre to the right of the motorcycle's centreline, or

    j) has a beam that is not permanently dipped, or

    k) has a beam centre that dips at an angle of less than 3% (Figure 4-2-1).

9. When switched on, a rear fog lamp emits light that is:

    a) not projected to the rear, or

    b) not diffuse, or

    c) not substantially red, or

    d) not approximately equal in colour or intensity from the other lamp when fitted in a pair, or

    e) not steady, or

    f) not bright enough to indicate the presence of the motorcycle from the rear in conditions of severely reduced visibility, eg due to modification, deterioration, dirt or an incorrect light source, or

    g) is altered, eg due to damage or modification.

10. A fog lamp cannot be switched off from the driver's seating position.

11. Where a fog lamp comprises an array of light sources (eg LEDs), fewer than 75% of these operate.

12. A fog lamp warning device, if fitted, does not operate.

Note 1

If a front fog lamp is fitted with a readily removable cover, other than a clear protective cover, this must be removed for inspection of the fog lamp.

Note 2 Definition

Fog lamp means a front or rear lamp designed to aid the driver or other road users in conditions of severely reduced visibility, including fog or snow, but not including clear atmospheric conditions under the hours of darkness.

Note 3

A rear fog lamp that does not comply with equipment, condition and performance requirements must be made to comply or be disabled so that it does not emit a light.

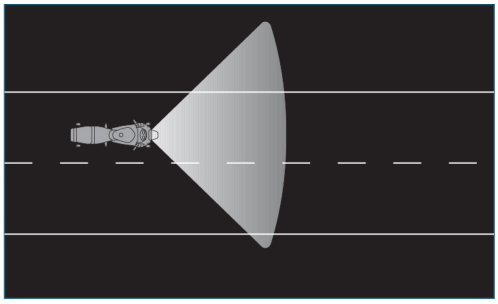
Note 4

A vehicle originally manufactured with a fron-t or rear-fog-lamp arrangement that differs from what is required or permitted in this section may retain the original fog lamps provided they remain fitted in their original position and perform as intended by the vehicle manufacturer.

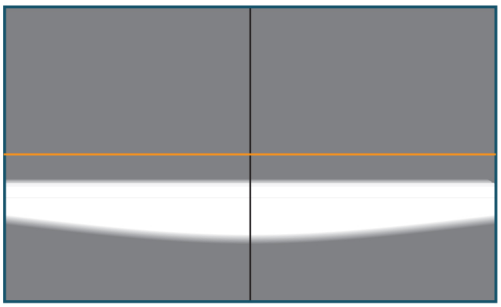
Note 5

A forward-facing permitted lamp that does not comply with the equipment, condition and performance requirements must be made to comply, be removed from the vehicle, or be disabled so that it does not emit a light.

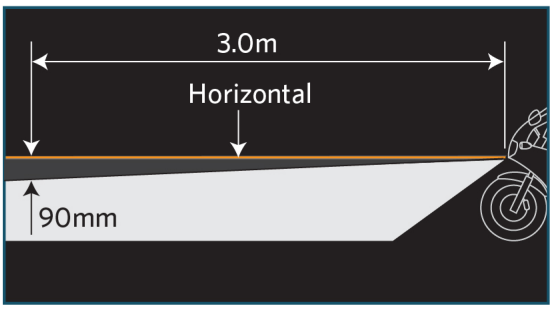
Figure 4-2-1. Front fog lamp light characteristics



(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. One or two front fog lamps.

2. One or two rear fog lamps.

3. A retrofitted pair of fog lamps must be symmetrically mounted as far as practicable towards each side of the motorcycle.

4. A retrofitted front fog lamp must not be positioned higher than the dipped-beam headlamps.

5. A motorcycle may be fitted with a warning device that indicates that a front or rear fog lamp is in operation.

Condition

6. A front fog lamp must be in sound condition.

7. A rear fog lamp must be in sound condition if it emits a light.

Performance

8. A fog lamp must operate in a way that is appropriate for the lamp and the vehicle.

9. A fog lamp must emit a steady light.

10. A front fog lamp must provide sufficient light output to illuminate the road ahead in conditions of severely reduced visibility.

11. A rear fog lamp must provide sufficient light output to indicate the presence of the vehicle on the road in conditions of severely reduced visibility.

12. The light emitted from a front fog lamp must be substantially white or amber.

13. The light emitted from a rear fog lamp must be diffuse and substantially red in colour.

14. A pair of fog lamps must emit light that is approximately equal in colour and intensity.

15. The centre of a front fog lamp beam must be parallel to or to the left of the longitudinal centreline of the motorcycle.

16. The centre of a front fog lamp beam must be permanently dipped at an angle of at least 3%.

17. A fog lamp must be able to be turned off from the driver’s seating position.

18. A front or rear fog lamp warning device must be in good working order.

19. Where a fog lamp comprises an array of light sources (eg LEDs), at least 75% of these must operate.

Modifications

20. A fog lamp that is affected by a modification:

    a) must meet equipment, condition and performance requirements, and

    b) does not require LVV specialist certification.

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

4-3 Cornering lamps

Reasons for rejection

Permitted equipment

1. A motorcycle is fitted with:

    a) only one lamp, or

    b) more than one pair of lamps, or

    c) a lamp that:

        i. was not originally fitted by the motorcycle manufacturer, or

        ii. is not fitted in the original position.

Condition

2. A lamp is insecure.

3. A lens is missing, or has a hole, crack or other damage that allows moisture or dirt to enter.

4. A lamp's reflector is damaged or has deteriorated so that light output is reduced.

Performance

5. When activated by switching on the direction indicator lamp or by turning the handle bars, a cornering lamp:

    a) does not operate, or

    b) does not operate in the direction of the turn.

6. A cornering lamp emits light that is:

    a) not substantially white or amber, or

    b) not approximately equal in colour or intensity from the other lamp in the pair, or

    c) not steady, or

    d) not bright enough to illuminate the road ahead in the direction of the turn, eg due to modification, deterioration, dirt or an incorrect light source, or

    e) too bright, causing dazzle to other road users, eg due to an incorrect light source or misalignment, or

    f) altered, eg due to damage or modification.

7. Where a cornering lamp comprises an array of light sources (eg LEDs), fewer than 75% of these operate.

Note 1 Definitions

Cornering lamp means a lamp designed to emit light at the front of a vehicle to supplement the vehicle's headlamps by illuminating the road ahead in the direction of the turn.

An **original equipment (OE) lamp** is one that is fitted by the vehicle manufacturer in the original position, or is an equivalent replacement or aftermarket lamp suitable for the position provided by the vehicle manufacturer for that lamp. All other lamps are considered retrofitted (non-OE).

Note 2

A vehicle originally manufactured with a cornering lamp arrangement that differs from what is required or permitted in this section may retain the original cornering lamps provided they remain fitted in their original position and perform as intended by the vehicle manufacturer.

Note 3

A forward-facing permitted lamp that does not comply with the equipment, condition and performance requirements must be made to comply, be removed from the vehicle, or be disabled so that it does not emit a light.

Summary of legislation

Applicable legislation

- Land Transport Rule: Vehicle Lighting 2004.

Permitted equipment

1. One pair of cornering lamps fitted as OE.

Condition

2. A cornering lamp must be in sound condition.

Performance

3. A cornering lamp must operate in a way that is appropriate for the lamp and the vehicle.

4. A cornering lamp must emit light that is substantially white or amber.

5. A pair of cornering lamps must emit light that is approximately equal in colour and intensity.

6. A cornering lamp must emit a steady light.

7. A cornering lamp must provide sufficient light output to illuminate the road ahead in the direction of the turn.

8. A cornering lamp must be correctly aligned.

9. Where a cornering lamp comprises an array of light sources (eg LEDs), at least 75% of these must operate.

Modifications

10. A cornering lamp that is affected by a modification:

    a) must meet equipment, condition and performance requirements, and

    b) does not require LVV specialist certification.

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

4-4 Daytime running lamps

Reasons for rejection

Permitted equipment

1. A motorcycle is fitted with more than two lamps .

2. A lamp is fitted in a position other than at the front of the motorcycle.

3. A retrofitted lamp is not:

    a) symmetrically mounted, or

    b) mounted as far towards each side of the vehicle as practicable.

Condition

4. A lamp is insecure.

5. A lens is missing, or has a hole, crack or other damage that allows moisture or dirt to enter.

6. A lamp’s reflector is damaged or hasdeteriorated so that light output is reduced.

Performance

7. When switched on, a daytime running lamp does not operate.

8. When switched on, a daytime running lamp emits light that is:

    a) projected in a direction other than to the front, or

    b) not substantially white or amber, or

    c) not approximately equal in colour or intensity from the other lamp in the pair, or

    d) not steady, or

    e) not bright enough to make the motorcycle more easily seen during the daytime, eg due to modification, deterioration, dirt or an incorrect light source, or

    f) too bright causing significant dazzle to other road users, eg due to an incorrect light source, or

    g) altered, eg due to damage or modification.

9. Where a daytime running lamp comprises an array of light sources, fewer than 75% of these operate.

10. A daytime running lamp continues to operate when the headlamps or fog lamps are switched on.

Note 1 Definition

Daytime running lamp means a lamp designed to emit a low-intensity light forward of a vehicle to make it more easily seen in daytime.

Note 2

A vehicle originally manufactured with a daytime running lamp arrangement that differs from what is required or permitted in this section may retain the original daytime running lamps provided they remain fitted in their original

position and perform as intended by the vehicle manufacturer.

Note 3

A forward-facing permitted lamp that does not comply with the equipment, condition and performance requirements must be made to comply, be removed from the vehicle, or be disabled so that it does not emit a light.

Summary of legislation

Applicable legislation

- Land Transport Rule: Vehicle Lighting 2004.

Permitted equipment

1 . A vehicle may have one or two daytime running lamps fitted to the front of the motorcycle.

Condition

2. A daytime running lamp must be in sound condition.

3. Where a daytime running lamp comprises an array of light sources (eg LEDs), at least 75% of these must operate.

Performance

4. A daytime running lamp must operate in a way that is appropriate for the lamp and the vehicle.

5. A daytime running lamp must emit light that is substantially white or amber.

6. A pair of daytime running lamps must emit light that is of approximately equal colour and intensity.

7. A daytime running lamp must emit a steady light.

8. A daytime running lamp must provide sufficient light output to make the motorcycle more easily seen during the daytime.

9. A daytime running lamp must be correctly aligned.

10. A daytime running lamp must not operate when a front fog lamp or a headlamp is in use.

Modifications

11. A daytime running lamp that is affected by a modification:

a) must meet equipment, condition and performance requirements, and

b) does not require LVV specialist certification.

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

4-5 Direction indicator lamps

Reasons for rejection

Mandatory and permitted equipment

1. A motorcycle first registered in New Zealand on or after 1 January 1978, other than one that is exempted (Table 4-5-1) is not fitted with:

    a) one pair of lamps to the front, and

    b) one pair of lamps to the rear.

2. A motorcycle first registered in New Zealand before 1 January 1978 is fitted with more than:

    a) one pair of lamps to the front, or

    b) one pair of lamps to the rear, or

    c) two side-facing lamps on each side of the motorcycle.

3. A motorcycle first registered in New Zealand on or after 1 January 1978 is fitted with more than:

    a) two pairs of lamps to the front, or

    b) two pairs of lamps to the rear, or

    c) two side-facing lamps on each side of the motorcycle.

4. A motorcycle is fitted with a lamp that is not in a pair.

5. A motorcycle is not fitted with a suitable device that indicates to the driver that a lamp has failed.

6. A retrofitted lamp:

    a) is not symmetrically mounted, or

    b) is not mounted as far towards each side of the motorcycle as is practicable, or

    c) is fitted at a height from the ground exceeding 1.5m (or 2.1m where fitting below 1.5 m is not practicable due to the shape of the bodywork of the motorcycle).

7. A motorcycle (eg a vintage or veteran motorcycle) does not meet standard direction indicator lamp requirements, and:

    a) does not have a valid vehicle identity card with a lighting equipment endorsement, or

    b) does not meet the conditions of the lighting equipment endorsement in its vehicle identity card.

Condition

8. A lamp is insecure or, if a mandatory lamp, contains moisture in the form of large droplets, runs or puddles.

9. A lens is missing, or has a hole, crack or other damage that allows moisture or dirt to enter.

10. A lamp’s reflector is damaged or has deteriorated so that light output is reduced.

11. A visual lamp failure warning device is obscured from the driver’s vision.

Performance

12. When switched on, a direction indicator lamp:

a) does not operate, or

b) does not begin flashing within one second of switching on, or

c) flashes:

i. faster than two flashes per second, or

ii. slower than one flash per second, or

iii at a different rate from other lamps on the same side.

13. When switched on, a direction indicator lamp emits a light that is:

a) not substantially white or amber to the front, or

b) not substantially amber or red to the rear, or

c) not substantially amber to the side, or

d) not approximately equal in colour or intensity from the other lamp in a pair, or

e) not bright enough to be visible from 100m in normal daylight and from 200m in normal darkness, eg due to modification, deterioration, dirt or an incorrect light source, or

f) too bright, causing significant dazzle to other road users, eg due to an incorrect light source, or

g) altered, eg due to damage or modification.

14. A mandatory lamp that is not OE and not mounted in the original position emits a light that is not visible within:

a) 15? above and below the horizontal, or

b) 45? inboard and 80? outboard.

15. A mandatory lamp's visibility angles are reduced due to modification of the motorcycle so that emitted light is not visible within:

a) 15? above and below the horizontal (Figure 4-5-1), or

b) 45? inboard and 80? outboard (Figure 4-5-2).

16. An overlay has been applied that reduces or distorts the light emitted from the lamp (eg a tinted cover).

17. On a motorcycle manufactured for the American market and fitted with an OE combined stop/indicator lamp, the stop lamp function is not overridden by the indicator function.

18. Where a lamp comprises an array of light sources (eg LEDs), fewer than 75% of these operate.

19. A lamp-failure warning device does not operate.

Note 1 Definitions

Direction indicator lamp means a lamp designed to emit a flashing light to signal the intention of the driver to change the direction of the vehicle to the right or to the left.

Modify means to change a vehicle from its original state by altering, substituting, adding or removing a structure, system, component, or equipment, but does not include repair.

Repair means to restore a damaged or worn vehicle, its structure, systems, components or equipment to within safe tolerance of its condition when manufactured, including replacement with undamaged or new structures, systems, components or equipment.

An original equipment (OE) lamp is one that is fitted by the vehicle manufacturer in the original position, or is an equivalent replacement or aftermarket lamp suitable for the position provided by the vehicle manufacturer for that lamp. All other lamps are considered retrofitted (non-OE).

Note 2

A permitted (ie non-mandatory) rear or a non-OE side-facing direction indicator lamp that does not comply with equipment, condition and performance requirements must be made to comply or disabled so that it does not emit a light.

Note 3

A vehicle originally manufactured with a direction indicator lamp arrangement that differs from what is required or permitted in this section may retain the original direction indicator lamps provided they remain fitted in their original position and perform as intended by the vehicle manufacturer.

Note 4

Motorcycles first registered in New Zealand before 27 February 2005 may have rear direction indicator lamps that also function as reversing lamps.

Note 5

A forward-facing permitted lamp that does not comply with the equipment, condition and performance requirements must be made to comply or be removed from the vehicle.

Table 4-5-1. Motorcycles exempted from direction indicator lamp requirements

Bajaj Super 150	Honda XR250 Enduro	Montesa 348	Yamaha IT175
Bultaco Sherpa T250	Honda XR500 Enduro	Suzuki DS80	Yamaha IT400
Bultaco Sherpa T350	Kawasaki KLX 250 Enduro	Suzuki DR 370	Yamaha Trials TY175
Bultaco Frontera 250	Kawasaki KV75	Suzuki DR400	Yamaha Trials TY250
Bultaco Frontera 370	Kawasaki KT250	Suzuki PE 175	Yamaha TT250
DKW 125 Enduro	Mini Buffalo	Suzuki PE 250	Yamaha TT500 Enduro
Gemini MA 50	Montesa 250H6	Suzuki RL 250	Zundapp K 550
Honda NC50 Express	Montesa 360H6	Suzuki TF 100	
Honda XR185 Enduro	Montesa 247T	Suzuki TF 125	
Honda XR200 Enduro	Montesa 247	Suzuki TF 185	

Figure 4-5-1. Direction indicator vertical beam angles

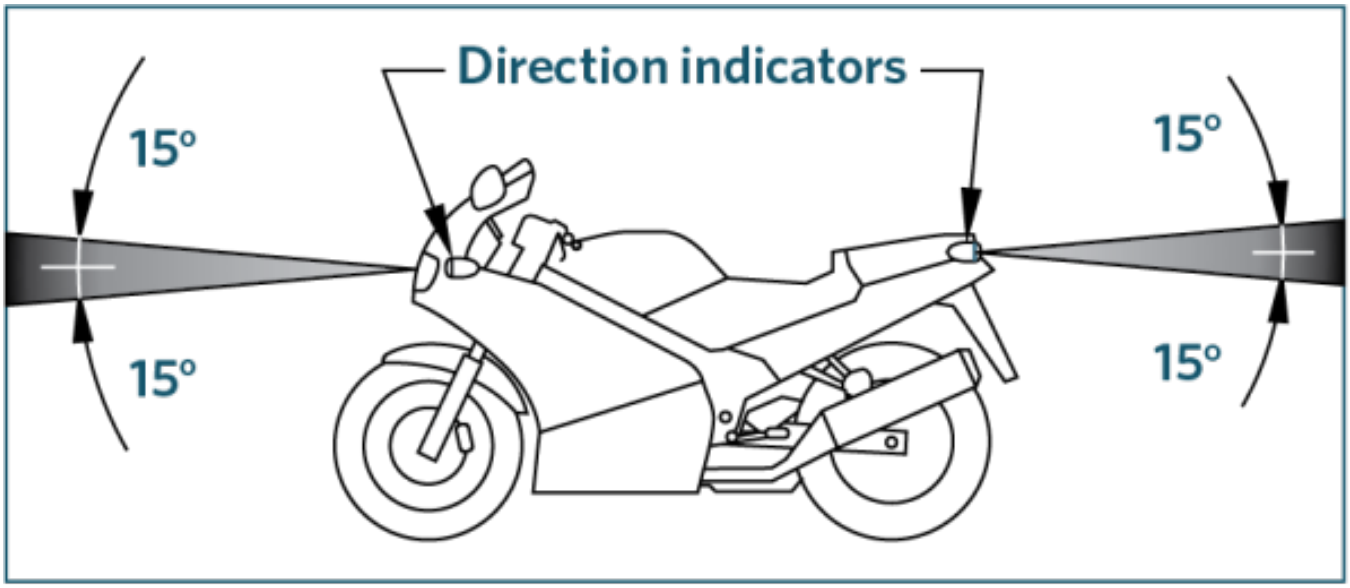
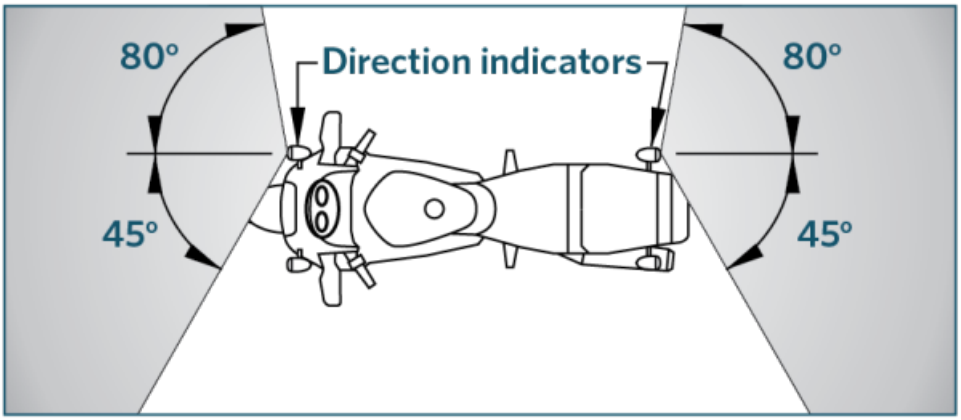


Figure 4-5-2. Direction indicator horizontal beam angles



Summary of legislation

Applicable legislation

- Land Transport Rule: Vehicle Lighting 2004.

Mandatory and permitted equipment

1. A motorcycle first registered in New Zealand before 1 January 1978 may be fitted with one pair to the front and one pair to the rear of the vehicle.

2. A motorcycle first registered in New Zealand on or after 1 January 1978 must be fitted with one or two pairs of lamps to the front and one or two pairs of lamps to the rear of the vehicle.

3. A retrofitted pair of lamps must be:

a) symmetrically mounted as far towards each side of the motorcycle as is practicable, and

b) at a height from the ground not exceeding 1.5m, or if this is not practicable due to the shape of the bodywork, not exceeding 2.1m.

4. A suitable device must be fitted that indicates to the driver the failure of a mandatory lamp.

5. A motorcycle (eg a vintage or veteran motorcycle) manufactured without lamps, or with lamps that cannot meet specified requirements, may obtain a WoF if:

a) the motorcycle has a valid vehicle identity card with a lighting equipment endorsement, and

b) the motorcycle meets the conditions of that endorsement.

6. On motorcycles of American origin, the stop lamp and direction indicator lamp functions may be combined in one lamp.

Condition

7. A direction indicator lamp must:

a) be in sound condition, and

b) not be obscured (if a mandatory lamp).

Performance

8. A direction indicator lamp must operate in a way that is appropriate for the lamp and the vehicle.

9. A direction indicator lamp must emit a light that is substantially:

a) white or amber to the front, and

b) red or amber to the rear, and

c) amber to the side.

10. A lamp must flash at a fixed frequency in the range of 1–2 Hertz.

11. Each lamp in a pair must, when operated, emit a light of approximately equal intensity, colour and frequency.

12. The lamp-failure indicating device must function.

13. A lamp must emit a light that is visible from 100 m during normal daylight and 200 m in normal darkness.

14. A retrofitted mandatory lamp must emit a light that is visible within angles of:

a) 15? above and below the horizontal, and

b) 45? inboard, and

c) 80? outboard.

15. If a motorcycle of American origin is fitted with combined stop and indicator lamps, the indicator lamps must override the stop lamps so that the stop lamps operate as direction indicators.

16. Where a lamp comprises an array of light sources (eg LEDs), at least 75% of these must operate.

Modifications

17. A direction indicator lamp that is affected by a modification must meet equipment, condition and performance requirements.

Page amended **2 December 2019** (see **amendment details**).

4-6 Forward-facing position lamps

Reasons for rejection

Mandatory and permitted equipment

1. One pair of lamps is not fitted to:

    a) a motorcycle first registered in new Zealand on or after 1 January 1978 that exceeds 1.5m in width, or

    b) a motorcycle that exceeds 2m in width.

2. A motorcycle is fitted with more than:

    a) one pair of lamps, or

    b) two single lamps.

3. A motorcycle (eg a vintage or veteran motorcycle) does not meet standard forward-facing position lamp requirements, and:

    a) does not have a valid vehicle identity card with a lighting equipment endorsement, or

    b) does not meet the conditions of the lighting equipment endorsement in its vehicle identity card.

4. A retrofitted lamp is mounted at a height from the ground exceeding 1.5m (or 2.1m where fitting below 1.5m is not practicable due to the shape of the bodywork of the motorcycle).

5. A retrofitted pair of lamps is not:

    a) symmetrically mounted, or

    b) mounted as far towards each side of the motorcycle as is practicable.

Condition

6. A lamp is insecure or, if a mandatory lamp, contains moisture in the form of large droplets, runs or puddles.

7. A lens is missing, or has a hole, crack or other damage that allows moisture or dirt to enter.

8. A lamp’s reflector is damaged or has deteriorated so that light output is reduced.

Performance

9. When switched on, a forward-facing position lamp does not operate.

10. When switched on, a forward-facing position lamp emits a light that is:

    a) not substantially white or amber, or

    b) not diffuse, or

    c) not projected to the front, or

    d) not approximately equal in colour or intensity from the other lamp in a pair, or

    e) not steady, or

f) not bright enough to be visible from 200m in normal darkness, eg due to modification, deterioration, dirt or an incorrect light source

g) is altered, eg due to damage or modification.

11. A mandatory lamp that is not OE and not mounted in the original position emits a light that is not visible within (Figure 4-6-1):

a) 15? above and below the horizontal, or

b) 45? inboard and 80? outboard.

12. A mandatory lamp's visibility angles are reduced due to modification of the motorcycle so that emitted light is not visible within:

a) 15? above and below the horizontal, or

b) 45? inboard and 80? outboard.

13. An overlay has been applied that reduces or distorts the light emitted from the lamp (eg a tinted cover).

14. Where a lamp comprises an array of light sources (eg LEDs), fewer than 75% of these operate.

Note 1 Definitions

Modify means to change a vehicle from its original state by altering, substituting, adding or removing a structure, system, component or equipment, but does not include repair.

Repair means to restore a damaged or worn vehicle, its structure, systems, components or equipment to within safe tolerance of its condition when manufactured, including replacement with undamaged or new structures, systems, components or equipment.

An original equipment (OE) lamp is one that is fitted by the vehicle manufacturer in the original position, or is an equivalent replacement or aftermarket lamp suitable for the position provided by the vehicle manufacturer for that lamp.

All other lamps are considered retrofitted (ie non-OE).

Position lamp means a low-intensity lamp that is designed to indicate to road users the presence and dimensions of a vehicle, being:

a) a forward-facing position lamp (front side lamp), or

b) a rearward-facing position lamp (rear side lamp or tail lamp), or

c) a side-marker lamp, or

d) an end-outline marker lamp (including cab roof lamp).

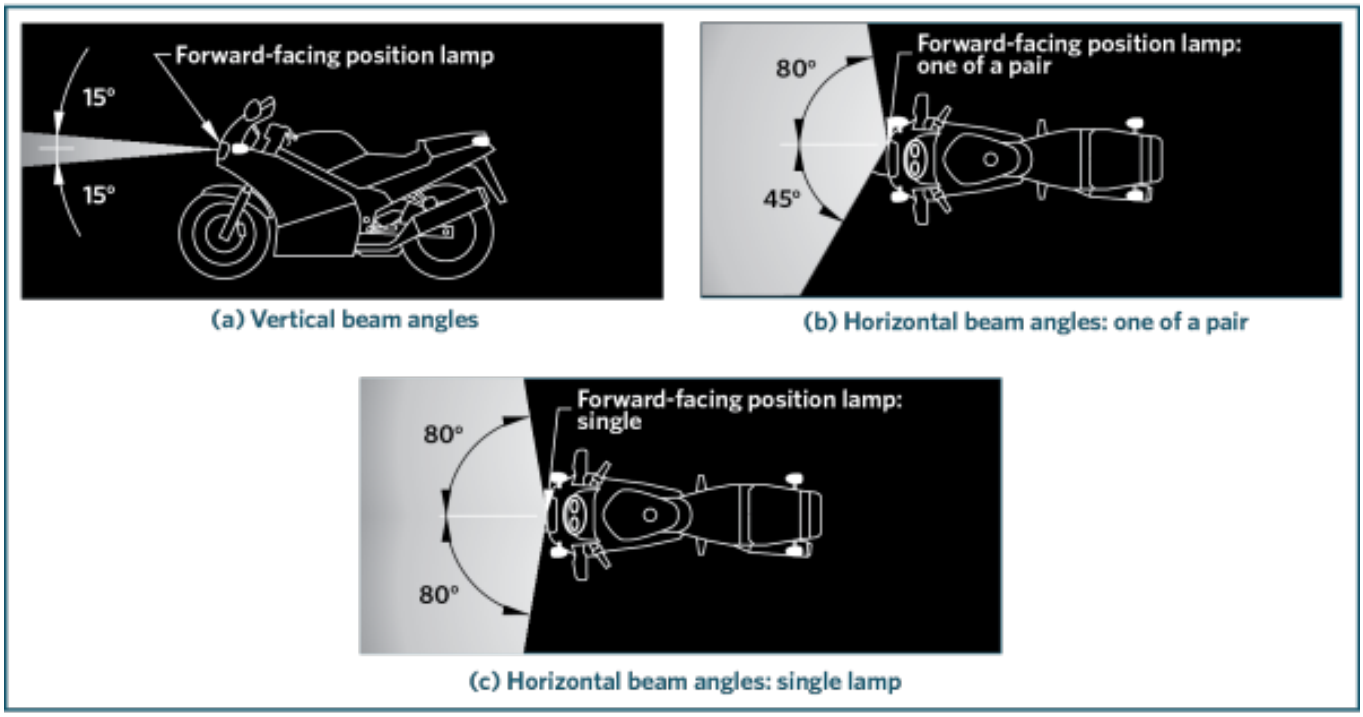
Note 2

A vehicle originally manufactured with a forward-facing position lamp arrangement that differs from what is required or permitted in this section may retain the original forward-facing position lamps provided they remain fitted in their original position and perform as intended by the vehicle manufacturer.

Note 3

A forward-facing permitted lamp that does not comply with the equipment, condition and performance requirements must be made to comply or be removed from the vehicle.

Figure 4-6-1. Forward-facing position lamp beam angles



Summary of legislation

Applicable legislation

- Land Transport Rule: Vehicle Lighting 2004.

Mandatory and permitted equipment

1. One pair of lamps must be fitted to:

    a) a motorcycle first registered in New Zealand on or after 1 January 1978 that exceeds 1.5m in width

    b) a motorcycle that exceeds 2m in width.

2. One or two lamps may be fitted to:

    a) a motorcycle that does not exceed 1.5m in width

    b) a motorcycle first registered in New Zealand before 1 January 1978 that does not exceed 2m in width.

3. A motorcycle (eg a vintage or veteran motorcycle) manufactured without lamps, or with lamps that cannot meet specified requirements, may obtain a WoF if:

    a) the motorcycle has a valid vehicle identity card with a lighting equipment endorsement, and

    b) the motorcycle meets the conditions of that endorsement.

4. A retrofitted pair of lamps must be symmetrically mounted as far towards each side of the motorcycle as practicable.

5. A retrofitted lamp must be mounted at a height from the ground not exceeding 1.5m, or if this is not practicable due to the shape of the bodywork of the motorcycle, not exceeding 2.1m.

Condition

6. A forward-facing position lamp must:

a) be in sound condition, and

b) not be obscured (if a mandatory lamp).

Performance

7. A forward-facing position lamp must operate in a way that is appropriate for the lamp and the vehicle.

8. A lamp must emit a light that is:

a) diffuse, and

b) substantially white or amber, and

c) steady, and

d) sufficient to indicate to other road users the presence and dimensions of the motorcycle, and

e) visible from 200 m in normal darkness, and

f) of approximately equal intensity and colour to the other lamp of a pair.

9. Where a lamp comprises an array of light sources (eg LEDs), at least 75% of these must operate.

Modifications

10. A forward-facing position lamp that is affected by a modification must meet the equipment, condition and performance requirements.

Page amended **2 December 2019** (see **amendment details**).

4-7 Rearward-facing position lamps

Reasons for rejection

Mandatory and permitted equipment

1. A motorcycle first registered in New Zealand on or after 1 January 1978 that is more than 1.5m wide:

a) is not fitted with one pair of lamps, or

b) is fitted with more than two pairs of lamps, or

c) is fitted with a lamp that is not in a pair.

2. A motorcycle first registered in New Zealand before 1 January 1978 or that is less than 1.5m wide is not fitted with at least one lamp.

3. A motorcycle (eg avintage or veteran motorcycle) does not meet standard rearward-facing position lamp requirements, and:

a) does not have a valid vehicle identity card with a lighting equipment endorsement, or

b) does not meet the conditions of the lighting equipment endorsement in its vehicle identity card.

4. A retrofitted lamp is mounted at a height from the ground exceeding 1.5m (or 2.1m where fitting below 1.5m is not practicable due to the shape of the bodywork of the motorcycle).

5. A retrofitted pair of lamps is not:

a) symmetrically mounted, or

b) mounted as far towards each side of the motorcycle as is practicable.

Condition

6. A lamp is insecure or, if a mandatory lamp, contains moisture in the form of large droplets, runs or puddles.

7. A lens is missing, or has a hole, crack or other damage that allows moisture or dirt to enter.

8. A lamp's reflector is damaged or has deteriorated so that light output is reduced.

Performance

9. When switched on, a mandatory lamp does not operate.

10. When switched on, a lamp emits a light that is:

a) not substantially red, or

b) not diffuse, or

c) not projected to the rear, or

d) not approximately equal in colour or intensity from that of the other lamp in a pair, or

e) not steady, or

f) not bright enough to be visible from 200m in normal darkness, eg due to modification, deterioration, dirt or an incorrect light source

g) is altered, eg due to damage or modification.

11. A non-OE mandatory lamp not mounted in the original position, emits a light that is not visible within (Figure 4-7-1):

a) 15? above and below the horizontal, or

b) 45? inboard and 80? outboard.

12. A modification to the motorcycle has reduced the mandatory lamp's angles to less than (Figure 4-7-1):

a) 15? above and below the horizontal, or

b) 45? inboard and 80? outboard.

13. Where a lamp comprises an array of light sources (eg LEDs), fewer than 75% of these operate.

Note 1 Definitions

Modify means to change a vehicle from its original state by altering, substituting, adding or removing a structure, system, component or equipment, but does not include repair.

Repair means to restore a damaged or worn vehicle, its structure, systems, components or equipment to within safe tolerance of its condition when manufactured, including replacement with undamaged or new structures, systems, components or equipment.

An **original equipment (OE) lamp** is one that is fitted by the vehicle manufacturer in the original position, or is an equivalent replacement or aftermarket lamp suitable for the position provided by the vehicle manufacturer for that lamp.

All other lamps are considered retrofitted (non-OE).

Position lamp means a low-intensity lamp that is designed to indicate to road users the presence and dimensions of a vehicle, being:

a) a forward-facing position lamp (front side lamp), or

b) a rearward-facing position lamp (rear side lamp or tail lamp), or

c) a side-marker lamp, or

d) an end-outline marker lamp (including cab roof lamp).

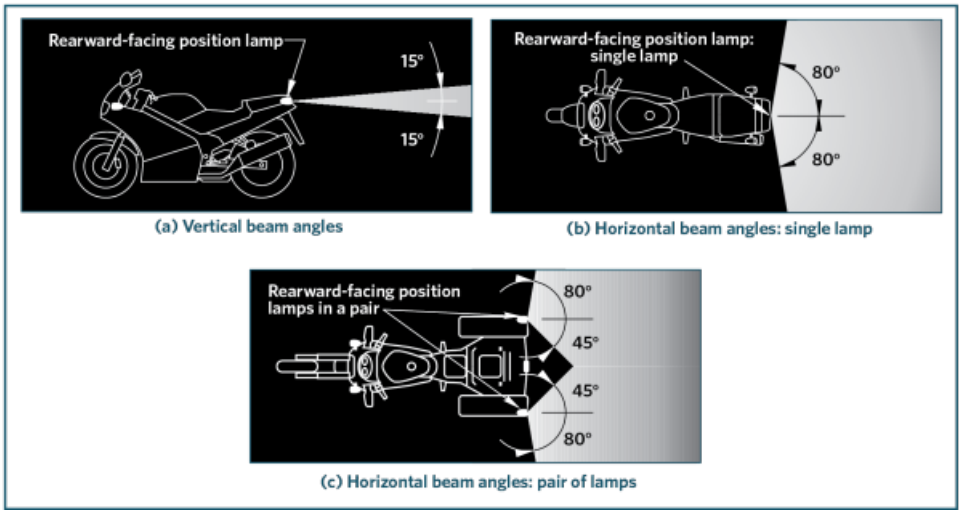
Note 2

A permitted rearward-facing position lamp that does not comply with equipment, condition and performance requirements must be made to comply or be disabled so that it does not emit a light.

Note 3

A vehicle originally manufactured with a rearward-facing position lamp arrangement that differs from what is required or permitted in this section may retain the original rearward-facing position lamps provided they remain fitted in their original position and perform as intended by the vehicle manufacturer.

Figure 4-7-1. Rearward-facing position lamp beam angles



Summary of legislation

Applicable legislation

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

Mandatory and permitted equipment

1. A motorcycle first registered in New Zealand on or after 1 January 1978 and that is more than 1.5m wide must be fitted with one or two pairs of rearward-facing position lamps.

2. A motorcycle that was first registered in New Zealand before 1 January 1978 or that does not exceed 1.5m in width must be fitted with at least one rearward-facing position lamp.

3. A motorcycle (eg a vintage or veteran motorcycle) manufactured without lamps, or with lamps that cannot meet specified requirements, may obtain a WoF if:

    a) the motorcycle has a valid vehicle identity card with a lighting equipment endorsement, and

    b) the motorcycle meets the conditions of that endorsement.

4. A retrofitted pair of lamps must be:

    a) symmetrically mounted as far towards each side of the motorcycle as is practicable, and

    b) mounted at a height from the ground not exceeding 1.5m, or if this is not practicable due to the shape of the bodywork of the motorcycle, not exceeding 2.1m.

Condition

5. A rearward-facing position lamp must:

    a) be in sound condition, and

    b) not be obscured (if a mandatory lamp).

Performance

6. A rearward-facing position lamp must operate in a way that is appropriate for the lamp and the vehicle.

7. A lamp must emit a diffuse light that is substantially red.

8. A lamp must emit a steady light.

9. A lamp must provide sufficient light output to indicate to other road users the presence and dimensions of the motorcycle.

10. A lamp must emit light that is visible from a distance of 200m in normal darkness.

11. A retrofitted mandatory lamp must be visible within angles of 15? above and below the horizontal, and within 45? inboard and 80? outboard.

12. Each lamp in a pair must, when operated, emit a light of approximately equal intensity and colour.

13. Where a lamp comprises an array of light sources (eg LEDs), at least 75% of these must operate.

Modifications

14. A rearward-facing position lamp that is affected by a modification must meet equipment, condition and performance requirements.

Page amended **2 December 2019** (see **amendment details**).

4-8 Side-marker lamps

Reasons for rejection

Prohibited equipment

1. A motorcycle is fitted with a side-marker lamp (Note 1).

Note 1

Only certain heavy trailers and vehicles with a length of 6 m or more may be fitted with side-marker lamps.

Note 2 Definitions

Position lamp means a low-intensity lamp that is designed to indicate to road users the presence and dimensions of a vehicle, being:

a) a forward-facing position lamp (front side lamp), or

b) a rearward-facing position lamp (rear side lamp or tail lamp), or

c) a side-marker lamp, or

d) an end-outline marker lamp (including cab roof lamp).

Side-marker lamp means a position lamp designed to be fitted to the side of a vehicle or its load.

Summary of legislation

Applicable legislation

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

Prohibited equipment

1. A motorcycle must not be fitted with side-marker lamps (Note 1).

4-9 End-outline marker lamps

Reasons for rejection

Prohibited equipment

1. A motorcycle is fitted with an end-outline marker lamp (Note 2).

Note 1 Definitions

End-outline marker lamp means a position lamp designed to be fitted near the outer extremity of a vehicle in addition to forward-facing and rearward-facing position lamps; and includes a cab roof lamp.

Position lamp means a low-intensity lamp that is designed to indicate to road users the presence and dimensions of a vehicle, being:

a) a forward-facing position lamp (front side lamp), or

b) a rearward-facing position lamp (rear side lamp or tail lamp), or

c) a side-marker lamp, or

d) an end-outline marker lamp (including cab roof lamp).

Note 2

End-outline marker lamps may be fitted only to certain heavy motor vehicles, and to light vehicles with an overall width exceeding 1.8 m.

Summary of legislation

Applicable legislation

- Land Transport Rule: Vehicle Lighting 2004

Prohibited equipment

1. A motorcycle must not be fitted with end-outline marker lamps (Note 2).

4-10 Stop lamps

Reasons for rejection

Mandatory and permitted equipment

1. A motorcycle first registered in New Zealand on or after 1 January 1978 is not fitted with one stop lamp.

2. A motorcycle is fitted with more than two stop lamps.

3. A motorcycle (eg a vintage or veteran motorcycle) does not meet standard stop lamp requirements, and does not:

    a) have a valid vehicle identity card with a lighting equipment endorsement, or

    b) meet the conditions of the lighting equipment endorsement in its vehicle identity card.

4. A retrofitted stop lamp is fitted at a height from the ground exceeding 1.5m (or 2.1m where fitting below 1.5m is not practicable due to the shape of the bodywork of the motorcycle).

5. A retrofitted pair of lamps is not:

    a) symmetrically mounted, or

b) mounted as far towards each side of the motorcycle as is practicable.

Condition

6. A lamp is insecure or, if a mandatory lamp, contains moisture in the form of large droplets, runs or puddles.

7. A lens is missing, or has a hole, crack or other damage that allows moisture or dirt to enter.

8. A reflector is damaged or has deteriorated so that light output is reduced.

Performance

9. When the service brake is activated:

a) a mandatory lamp does not operate, or

b) a lamp does not remain steadily illuminated.

10. A lamp operates when the service brake is not activated.

11. A lamp emits a light that is:

a) not substantially red, or

b) not diffuse, or

c) not projected to the rear, or

d) not approximately equal in intensity from the other lamp in a pair, or

e) not bright enough to produce a light that is visible from 100m in normal daylight, eg due to modification, deterioration, dirt or an incorrect light source, or

f) is altered, eg due to damage or modification.

12. A non-OE mandatory lamp not mounted in the original position, emits a light that is not visible within

(Figure 4-10-1):

a) 15? above and below the horizontal, and

b) 45? either side of the vertical.

13. A modification to the motorcycle has reduced the mandatory lamp's angles to less than (Figure 4-10-1):

a) 15? above and below the horizontal, or

b) 45? either side of the vertical.

14. Where a lamp comprises an array of light sources (eg LEDs), fewer than 75% of these operate.

15. On a motorcycle manufactured for the American market and fitted with an OE combined stop/indicator lamp, the stop lamp function is not overridden by the indicator function.

Note 1 Definitions

Modify means to change a vehicle from its original state by altering, substituting, adding or removing a structure, system, component, or equipment, but does not include repair.

Repair means to restore a damaged or worn vehicle, its structure, systems, components or equipment to within safe tolerance of its condition when manufactured, including replacement with undamaged or new structures, systems, components or equipment.

An **original equipment (OE) lamp** is one that is fitted by the vehicle manufacturer in the original position, or is an equivalent replacement or aftermarket lamp suitable for the position provided by the vehicle manufacturer for that lamp. All other lamps are considered retrofitted (non-OE).

Stop lamp means a lamp that is designed to operate when the service brake is activated, that is when either the front service brake, the rear service brake, or both the front and rear service brakes are activated.

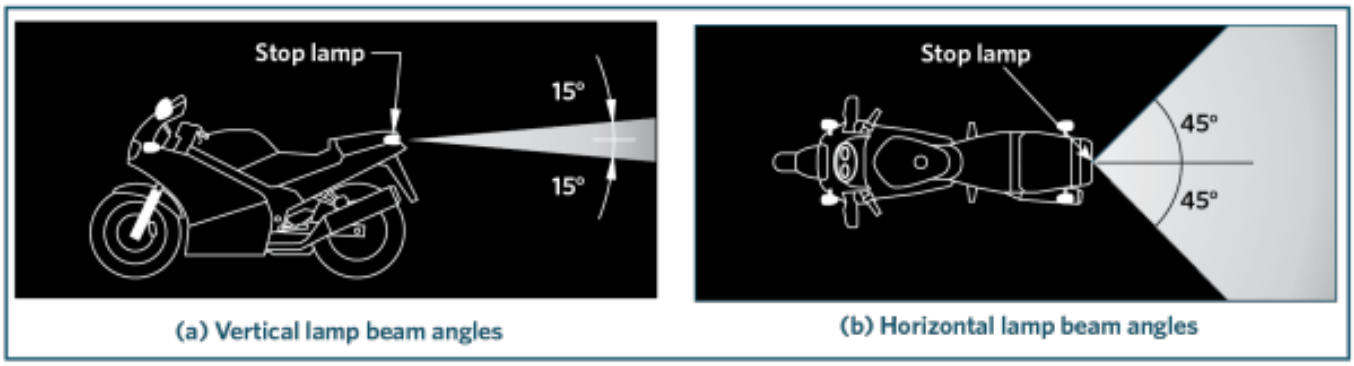
Note 2

A permitted stop lamp that does not comply with equipment, condition and performance requirements must be made to comply or be disabled so that it does not emit a light.

Note 3

A vehicle originally manufactured with a stop-lamp arrangement that differs from what is required or permitted in this section may retain the original stop lamps provided they remain fitted in their original position and perform as intended by the vehicle manufacturer.

Figure 4-10-1. Stop-lamp beam angles



Summary of legislation

Applicable legislation

- Land Transport Rule: Vehicle Lighting 2004.

Mandatory and permitted equipment

1. A motorcycle first registered in New Zealand before 1 January 1978 may be fitted with one or two stop lamps.

2. A motorcycle first registered in New Zealand on or after 1 January 1978 must be fitted with one or two stop lamps.

3. A motorcycle (eg a vintage or veteran motorcycle) manufactured without lamps, or with lamps that cannot meet specified requirements, may obtain a WoF if:

    a) the motorcycle has a valid vehicle identity card with a lighting equipment endorsement, and

b) the motorcycle meets the conditions of that endorsement.

4. A retrofitted pair of stop lamps must be symmetrically mounted as far towards each side of the motorcycle as is practicable.

5. A retrofitted stop lamp must be fitted at a height from the ground not exceeding 1.5m, or if this is not practicable due to the shape of the bodywork of the motorcycle, not exceeding 2.1m.

Condition

6. A stop lamp must:

a) be in sound condition.

b) not be obscured (if a mandatory lamp).

Performance

7. A stop lamp must operate in a way that is appropriate for the lamp and the vehicle.

8. The light emitted from a stop lamp must be diffuse light that is substantially red.

9. A mandatory stop lamp must operate when a service brake is activated.

10. A mandatory stop lamp must provide sufficient light output to fulfill its intended purpose.

11. A stop lamp must emit a steady light.

12. A retrofitted mandatory stop lamp must emit a light that is visible within the angles of 15? above and below the horizontal, and 45? inboard and outboard.

13. If a motorcycle of American origin is fitted with combined stop and direction indicator lamps, the indicator lamps must override the stop lamps so that the stop lamps will operate as direction indicators.

14. Where a stop lamp comprises an array of light sources (eg LEDs), at least 75% of these must operate.

Modifications

15. A stop lamp that is affected by a modification must meet equipment, condition and performance requirements.

Page amended **2 December 2019** (see **amendment details**).

Page updated 18 July 2023 (see **details**).

4-11 High-mounted stop lamps

Reasons for rejection

Permitted equipment

1. A motorcycle is fitted with more than two high-mounted stop lamps.

2. A lamp is not fitted in a central high-mounted position.

Condition

3. A lamp is insecure.

4. A lens is missing, or has a hole, crack or other damage that allows moisture or dirt to enter.

5. A reflector is damaged or has deteriorated so that light output is reduced.

Performance

6. When the service brake is activated, a lamp does not remain steadily illuminated.

7. A lamp operates when the service brake is not activated.

8. A lamp emits a light that:

    a) is not substantially red, or

    b) is not diffuse, or

    c) is not projected to the rear, or

    d) has insufficient light output to produce a light that is visible from 100 m in normal daylight, eg due to modification, deterioration or an incorrect light source.

9. Where a lamp comprises an array of light sources (eg LEDs), fewer than 75% of these operate.

10. An overlay has been applied that reduces or distorts the light emitted from the lamp (eg a tinted cover).

Note 1 Definitions

High-mounted stop lamp means a stop lamp that is designed to be fitted in a central, high-mounted position at the rear of the vehicle.

Stop lamp means a lamp that is designed to operate when the service brake is activated.

Note 2

A high-mounted stop lamp that does not comply with equipment, condition and performance requirements must be made to comply or be disabled so that it does not emit a light.

Note 3

A vehicle originally manufactured with a high-mounted stop lamp arrangement that differs from what is required or permitted in this section may retain the original high-mounted stop lamps provided they remain fitted in their original position and perform as intended by the vehicle manufacturer.

Summary of legislation

Applicable legislation

- Land Transport Rule: Vehicle Lighting 2004.

Permitted equipment

1. A motorcycle may be fitted with one or two high-mounted stop lamps.

2. A lamp must be fitted in a central high-mounted position at the rear of the motorcycle.

Condition

3. A high-mounted stop lamp must be in good condition.

Performance

4. A high-mounted stop lamp must operate in a way that is appropriate for the lamp and the vehicle.

5. The light emitted from a high-mounted stop lamp must be diffuse light that is substantially red.

6. A high-mounted stop lamp must emit a steady light.

7. At least one unobscured lamp must operate when the motorcycle's service brakes are activated.

8. Where a high-mounted stop lamp comprises an array of light sources (eg LEDs), at least 75% of these must operate.

Modifications

9. A high-mounted stop lamp that is affected by a modification:

a) must meet equipment, condition and performance requirements, and

b) does not require LVV specialist certification.

Page amended **2 December 2019** (see **amendment details**).

4-12 Rear-reg.-plate illumination lamps

Reasons for rejection

Mandatory equipment

1. A motorcycle is not fitted with at least one rear-registration-plate illumination lamp.

Condition

2. A lamp is insecure.

3. A lens is missing, or has a hole, crack or other damage that allows moisture or dirt to enter.

4. A reflector, or lens, is damaged or has deteriorated so that light output is reduced.

Performance

5. The lamp emits a light that is not:

a) substantially white, or

b) steady, or

c) diffuse.

6. The lamp does not illuminate the registration plate (eg either the lamp or plate have been moved, or the lamps orientation has been changed).

7. The light source of a lamp is visible from the rear of the motorcycle.

8. A motorcycle (eg a vintage or veteran motorcycle) does not meet standard rear-registration-plate illumination lamp requirements, and does not:

a) have a valid vehicle identity card with a lighting equipment endorsement, or

b) meet the conditions of the lighting equipment endorsement in its vehicle identity card.

9. An overlay has been applied that reduces or distorts the light emitted from the lamp (eg a tinted cover).

Note 1 Definitions

Modify means to change a vehicle from its original state by altering, substituting, adding or removing a structure, system, component, or equipment, but does not include repair.

Repair means to restore a damaged or worn vehicle, its structure, systems, components or equipment to within safe tolerance of its condition when manufactured, including replacement with undamaged or new structures, systems, components or equipment.

Rear registration-plate illumination lamp means a lamp designed to illuminate the rear registration plate of a vehicle.

Note 2

A vehicle originally manufactured with a rear registration-plate illumination lamp arrangement that differs from what is required or permitted in this section may retain the original rear registration-plate illumination lamps provided they remain fitted in their original position and perform as intended by the vehicle manufacturer.

Summary of legislation

Applicable legislation

- Land Transport Rule: Vehicle Lighting 2004.

Mandatory equipment

1. At least one rear-registration-plate illumination lamp.

2. A motorcycle (eg a vintage or veteran motorcycle) manufactured without lamps, or with lamps that cannot meet lamp requirements, may obtain a WoF if:

a) the motorcycle has a valid vehicle identity card with a lighting equipment endorsement, and

b) the motorcycle meets the conditions of that endorsement.

Performance

3. A rear-registration-plate illumination lamp must operate in a way that is appropriate for the lamp and the vehicle.

4. A lamp must emit a diffused light that is substantially white.

5. A rear-registration-plate illumination lamp must emit a steady light.

6. The light source of the lamp must not be visible from the rear of the motorcycle.

7. A lamp must illuminate the figures and letters of the plate so that they are visible from 20 m during normal darkness.

8. Where a lamp comprises an array of light sources (eg LEDs), at least 75% of these must operate.

Modifications

9. A rear-registration-plate illumination lamp that is affected by a modification must meet equipment, condition and performance requirements.

Page amended **2 December 2019** (see **amendment details**).

4-13 Rear reflectors

Reasons for rejection

Mandatory and permitted equipment

1. A motorcycle is not fitted with at least one red rearward-facing reflector.

2. A reflector is not positioned to the rear of the motorcycle.

3. A retrofitted reflector is fitted at a height from the ground exceeding 1.5m, or if this is not practicable due to the shape of the bodywork of the motorcycle, exceeding 2.1m.

4. A retrofitted pair of reflectors is not:

a) symmetrically mounted, or

b) mounted as far towards each side of the motorcycle as is practicable.

Condition

5. A mandatory reflector's ability to reflect light is affected by excessive:

a) fading, or

b) scratching or other damage.

6. A mandatory reflector is obscured.

Performance

7. The reflected light from a mandatory reflector is not visible from 100m.

8. A rearward-facing reflector on a vehicle reflects white light shining on it as anything other than red light.

9. The reflected light from a reflector is not red.

10. An overlay has been applied that reduces or distorts the light emitted from the lamp (eg a tinted cover).

Note 1 Definitions

Reflector means a distinct item of lighting equipment that is designed to reflect incident light back towards the light source, but does not include reflective material (such as reflective tape).

Reflective material means any material that is designed to reflect incident light back towards the light source, and includes reflective tape, but does not include a reflector.

Note 2

A vehicle originally manufactured with a rear-reflector arrangement that differs from what is required or permitted in this section may retain the original rear reflectors provided they remain fitted in their original position and perform as intended by the vehicle manufacturer.

Summary of legislation

Applicable legislation

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

Mandatory and permitted equipment

1. A motorcycle must be fitted with at least one rearward-facing reflector that reflects light that is visible from 100m.

2. A rearward-facing reflector must be positioned to the rear of the motorcycle.

3. A reflector must be of an area that allows it to reflect light to improve the visibility of the motorcycle to other road users without causing undue dazzle or discomfort.

4. A retrofitted pair of reflectors must be symmetrically mounted as far towards each side of the motorcycle as is practicable.

Condition

5. A mandatory reflector must be in good condition and not be obscured.

Performance

6. A reflector must operate in a way that is appropriate for the reflector and the vehicle.

7. A reflector must reflect white light as substantially red light.

8. A rearward-facing reflector on a vehicle must reflect white light shining on it as red light.

9. A reflector must provide sufficient light reflection to fulfil its intended purpose.

Modifications

10. A rear reflector that is affected by a modification:

    a) must meet equipment, condition and performance requirements, and

    b) does not require LVV specialist certification.

Page amended **2 December 2019** (see **amendment details**).

4-14 Reversing lamps

Reasons for rejection

Permitted equipment

1. A motorcycle is fitted with more than two reversing lamps at the rear of the motorcycle.

2. A retrofitted pair of reversing lamps is not:

    a) symmetrically mounted, or

    b) mounted as far towards each side of the motorcycle as practicable.

Condition

3. A lamp is insecure.

4. A lens is missing, or has a hole, crack or other damage that allows moisture or dirt to enter.

5. A reflector is damaged or has deteriorated so that light output is reduced.

Performance

6. A lamp controlled by gear engagement continues to display a light to the rear when the reverse gear is disengaged.

7. A lamp controlled by a manual switch continues to display a light to the rear while the headlamps are switched on.

8. When engaged, a lamp emits light that is not:

    a) substantially white (Note 3), or

    b) steady, or

    c) diffuse or a dipped beam.

9. Where a lamp comprises an array of light sources (eg LEDs), fewer than 75% of these operate.

Note 1 Definition

Reversing lamp means a lamp designed to illuminate the area behind the vehicle while it is reversing and to warn other road users that the vehicle is reversing or about to reverse.

Note 2

A reversing lamp that does not comply with equipment, condition and performance requirements must be made to comply or be disabled so that it does not emit a light.

Note 3

Vehicles first registered in New Zealand before 27 February 2005 were allowed to use rear indicator lamps as reversing lamps. Although the light emitted is amber rather than white, this arrangement is still permitted for these vehicles.

Note 4

A vehicle originally manufactured with a reversing-lamp arrangement that differs from what is required or permitted in this section may retain the original reversing lamps provided they remain fitted in their original position and perform as intended by the vehicle manufacturer.

Summary of legislation

Applicable legislation

- Land Transport Rule: Vehicle Lighting 2004.

Permitted equipment

1. One or two reversing lamps fitted at the rear of the motorcycle.

2. A retrofitted pair of reversing lamps must be symmetrically mounted as far towards each side of the motorcycle as is practicable.

Condition

3. A reversing lamp must be in good condition.

Performance

4. A reversing lamp must operate in a way that is appropriate for the lamp and the vehicle.

5. A reversing lamp, when operated, must emit a diffuse light or a dipped beam of light that is substantially white (Note 3).

6. A reversing lamp must emit a steady light.

7. A reversing lamp may operate only when the reverse gear is engaged or the headlamps are turned off.

8. Where a reversing lamp comprises an array of light sources (eg LEDs), at least 75% of these must operate.

Modifications

9. A reversing lamp that is affected by a modification:

    a) must meet equipment, condition and performance requirements, and

    b) does not require LVV specialist certification.

4-15 Other lighting

Reasons for rejection

Permitted equipment

1. A cosmetic lamp (ie one not listed in Table 4-15-1) that is fitted to a vehicle:

    a) has a part of its light-emitting surface positioned within 250 mm of any mandatory lamp, or

b) is not mounted in a fixed position.

c) is positioned so that its light-emitting surface is visible within the shaded areas in Figure 4-15-1.

2. A work lamp that is fitted to a vehicle is wired in such a way that the switch or circuit for any mandatory or optional lamp controls it.

Performance

3. When switched on, a cosmetic lamp with a light-emitting surface not visible within the shaded areas in Figure 4-15-1 emits a light that:

a) is not diffuse, or

b) flashes or otherwise varies in intensity or colour, or

c) revolves, rotates or otherwise moves, or

d) is too bright, and likely to dazzle other road users, or

e) is likely to cause confusion about the orientation of the vehicle, or

f) is red when seen directly from the front, or

g) is not red or amber when seen directly from the rear.

5. A forward-facing reflector on a vehicle reflects white light shining on it as anything other than white or amber light.

6. A side-facing reflector on a vehicle reflects white light shining on it as anything other than white or amber light.

Note 1

A rear or side cosmetic lamp that does not comply with requirements for condition or performance must be made to comply, or be disabled so that it does not emit a light.

Note 2 Definitions

Lamp means a device designed to emit light, and includes an array of separate light sources that appear as a continuous illuminated surface.

Cosmetic lamp means any lamp that is not listed in Table 4-15-1.

Work lamp means a high-intensity lamp that is not necessary for the operation of the vehicle but is designed to illuminate the area or scene and include scene lamps, spot lamps and alley lamps.

Scene lamp means a work lamp designed to provide a fixed or movable beam of light to illuminate the area around the vehicle or the vehicle itself.

Alley lamp means a work lamp designed primarily to provide a fixed or movable beam of light to the side of the vehicle it is fitted to.

Reflective material (or **retroreflective material**) means any material that is designed to reflect incident light back towards a light source or in a specific direction; but does not include a reflector

Note 3

A vehicle originally manufactured with a headlamp arrangement that differs from what is required or permitted in this section may retain the original headlamps provided they remain fitted in their original position and perform as intended by the vehicle manufacturer.

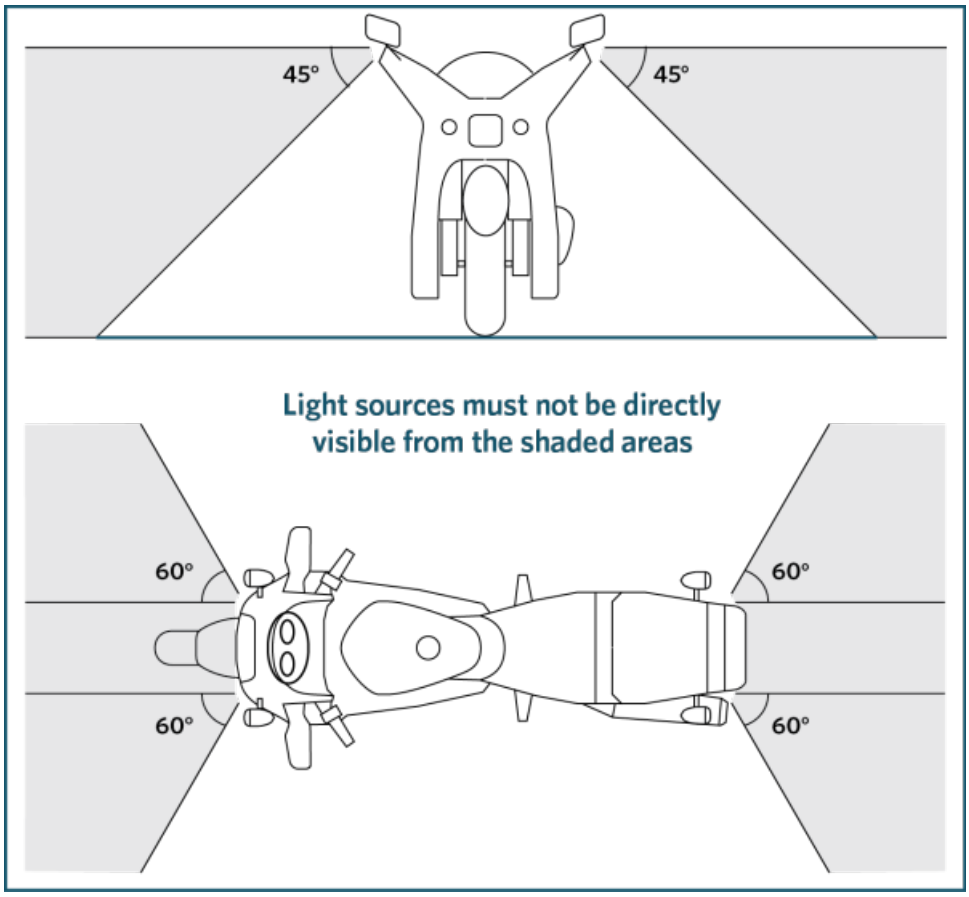
Note 4

A forward-facing permitted lamp that does not comply with the equipment, condition and performance requirements must be made to comply or be removed from the vehicle.

Table 4-15-1. Lamps that are not cosmetic lamps

Lamps covered in the VIRM	Other lighting equipment not requiring inspection
Headlamps Stop lamps High-mounted stop lamps Direction indicator lamps Position lamps (includes side-marker lamps and end-outline marker lamps) Rear registration-plate illumination lamps Rear reflectors Fog lamps Daytime running lamps Cornering lamps Reversing lamps PSV interior lamps Work lamps	Interior lamps - *Designed to illuminate the interior of the vehicle for the convenience of passengers.* Flashing or revolving beacons Illuminated vehicle-mounted signs - *Includes PSV destination signs, taxi signs, and variable message signs operated by enforcement officers, under a traffic management plan or permitted by other legislation.*

Figure 4-15-1. Visibility angles for cosmetic lamps



Summary of legislation

Applicable legislation

- Land Transport Rule: Vehicle Lighting 2004.

Permitted equipment

1. A vehicle may be fitted with one or more lamps not specified in Table 4-15-1, provided they are fitted so that light sources are not visible in those regions specified in Figure 4-15-1.

2. A lamp must be fitted in a fixed position on the vehicle and positioned so that no part of the light source is situated within 250 mm of a mandatory lamp.

3. A work lamp that is fitted to a vehicle is wired in such a way that the switch or circuit for any mandatory or optional lamp controls it.

4. A vehicle may be fitted with reflective material to improve the visibility of the vehicle to other drivers and other road users, but the material must not dazzle, confuse or otherwise endanger their safety.

Performance

5. A cosmetic lamp must:

a) only emit light that is diffuse, and

b) not emit light that flashes or otherwise varies in intensity or colour, and

c) be fitted in a way, and be of a luminance that ensures, that it does not dazzle, confuse or distract other road users, and

d) not emit a light that revolves, rotates or otherwise moves, and

e) not cause confusion as to the orientation of the vehicle, and

f) not emit a red light that is directly visible from the front of the vehicle, and

g) not emit a light other than red or amber if the light is directly visible from the rear of the vehicle.

7. A forward-facing reflector on a vehicle must reflect white light shining on it as white or amber light.

8. A side-facing reflector on a vehicle must reflect white light shining on it as white or amber light.

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

5 Vision

5-1 Glazing

Reasons for rejection

Permitted equipment

1. Any glazing is not a transparent material that does not shatter.

Glazing condition

2. A piece of glazing is not mechanically sound, or is not securely affixed to the vehicle.

3. A windscreen (Note 1) (not a wind deflector) or front side window is so dirty or obstructed that the driver's vision is impaired.

4. A windscreen (not a wind deflector) has damage that prevents the wiper blades from working properly.

5. A windscreen has scratches, discolouration or other defects that unreasonably impair the driver's vision or compromise the strength of the windscreen.

Condition within the critical vision area (CVA)

6. The critical vision area (CVA) of a windscreen (Figure 5-1-1) is damaged (Note 2) (apart from scratching and surface pitting that does not affect the driver's vision such as small stone marks).

Condition outside the CVA (Note 10)

7. A windscreen (not a wind deflector) has damage of a type and exceeding the dimensions in Figure 5-1-2.

8. Any damage to a windscreen (not a wind deflector) that extends through more than one layer of glass.

Glazing performance

9. The overall visible light transmittance (VLT) (Note 4) of a windscreen is less than 70%.

10. The overall VLT of a front side window is less than 35%.

11. Glazing has a mirrored effect sufficient to dazzle other road users (unless it is OE and has an approved standard marking).

12. A modification:

a) unreasonably impairs the rider's vision through the windscreen or front side window, or

b) adversely affects the strength or mechanical performance of the glazing on the vehicle.

Permitted modifications

13. A modification that affects glazing is not within the limits in Table 5-1-1.

Windscreen repair

14. A windscreen that has been rejected for a WoF or CoF has been repaired and re-presented without the required documentation (Note 5)

Note 1

Windscreen means all glazing extending across the front of a vehicle that is not parallel to the vehicle's centreline but does not include a wind deflector.

Note 3

Laminated glass means glazing consisting of two or more pieces of sheet glass, plate glass or float glass bonded together by one or more intervening layers of plastic material.

Note 4

Visible light transmittance (VLT) is the proportion of visible light that passes through glazing, measured perpendicular to the glazing. Overall VLT is the VLT of the glazing together with any overlays.

Note 5

When a windscreen has been rejected for a WoF or CoF, repaired, and then re-presented for inspection, the repair must be certified to AS/NZS2366 1999, AS2366 1990 or NZS5470 1993. Proof of certification is the receipt issued in accordance with the relevant standard by the repairer. For AS/NZS2366 1999, the windscreen repair invoice must include:

a) invoice number

b) date of repair

c) date of invoice (if different from date of repair)

d) trading name and address of repairer

e) name or identification of person performing the repair

f) make of vehicle

g) registration number of vehicle, or if registration number is unavailable, then the vehicle identification number (VIN) or chassis number

h) details of work carried out

i) type and location of repaired damage on the windscreen (it is recommended that this be marked on a schematic windscreen on the invoice form)j) in the case of repairs performed to this standard, a statement that the repairs have been made in accordance and comply with AS/NZS 2366.1 using a repair system that complies with AS/NZS 2366.2.

Note 6

Overlay means a transparent, translucent or opaque self-adhesive or clinging film that is applied to large areas, or the whole, of a piece of glazing, including anti-glare band overlays, stoneguard overlays.

Note 7

Sticker means a self-adhesive or clinging film, with or without print on it, that is applied for purposes such as advertising, identification, information, or for aesthetic or legal reasons.

Note 8

Anti-glare band overlay means a tinted overlay that is transparent and that is applied along the top edge of the windscreen for the purpose of reducing glare from the sun.

Note 9

Stoneguard overlay means a clear overlay that is transparent and that is applied along the bottom edge of the windscreen for the purpose of preventing damage to the windscreen from stones and other debris thrown up by other vehicles.

Note 10

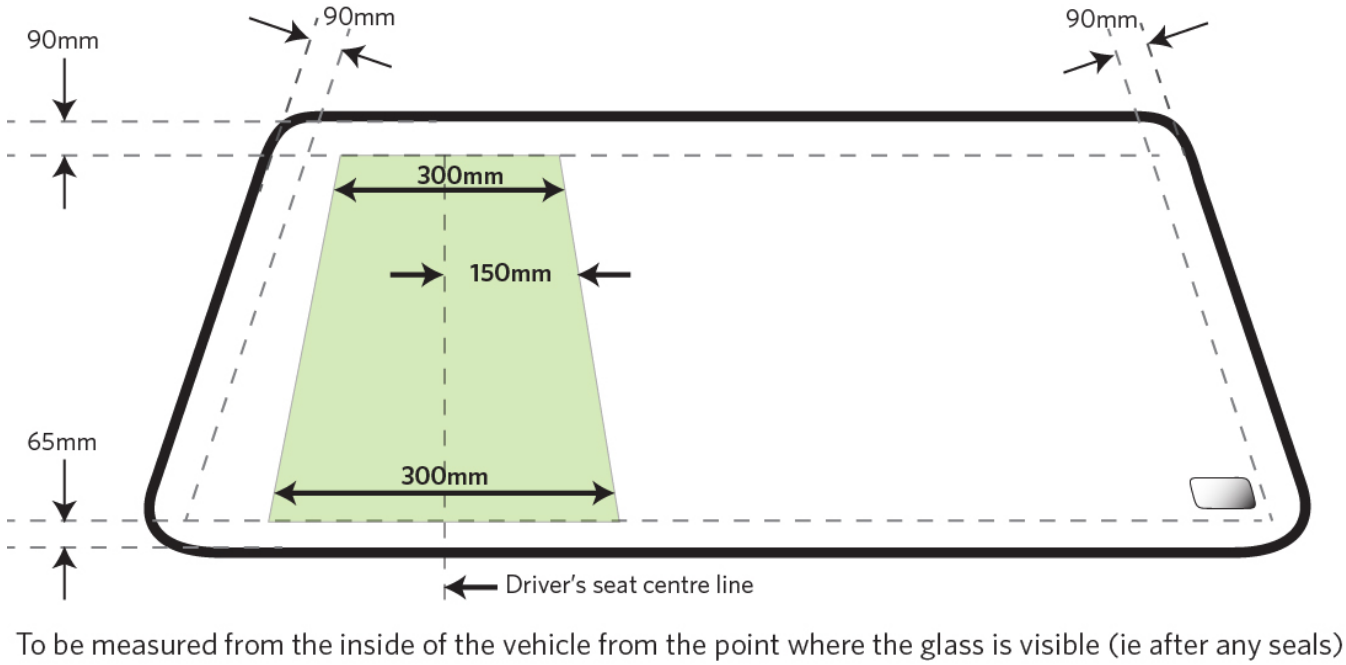
Any OE opaque edging (usually black) is not considered part of the windscreen when determining the boundaries of the CVA, or the areas permitted for stickers, print on an anti-glare band, or radio antennae.

Table 5-1-1. Permitted modifications

Fitting of or modification to:	Modification permitted provided that:
Overlays (Note 6) (see also below for overlays on windscreens, front side windows, rear and rear side windows, and sun roofs)	• overlays do not: – have any bubbling or other defects that could unreasonably impair vision, or – have a mirrored effect that is sufficient to dazzle other road users, or – affect the performance of any high-mounted stop lamps fitted to the vehicle.
Windscreens (Note 1):	
Stickers (Note 7)	• stickers are wholly within 100 mm of the top or bottom edge, or 50 mm of the side edges, unless required or permitted by legislation, eg: – a licence label – a road user licence label – a WoF label – an alternative fuel sticker – a parking permit or other document issued by the local authority – learner L-plates (in sticker format) provided the driver's vision is not unreasonably affected.
Anti-glare band overlay (Note 8)	• the overlay is transparent, and – does not extend below the bottom edge of the vehicle's OE sun visors when they are folded down as far as possible towards the windscreen, and – does not contain print below a line that is 100 mm below and parallel to the top edge of the windscreen.
Radio antennae	• antennae are wholly within 100 mm of any edge.
Front side windows:	

Fitting of or modification to:	Modification permitted provided that:
Transparent overlays	• the overall visible light transmittance (VLT) is not reduced to below 35%.
Stickers	• stickers are wholly within 100 mm of the bottom edge, or 50 mm of any other edge, unless required or permitted by legislation.
Radio antennae	• antennae are wholly within 100 mm of any edge.
Rear and rear side windows (behind the driver's seat):	
Overlays and other modifications	• the vehicle is equipped on both sides with external rear-view mirrors.
Stickers	• stickers may be applied anywhere on the glazing, but if not wholly within 100 mm of any edge, the vehicle must be equipped on both sides with external rear-view mirrors.
Radio antennae	• in-service requirements for condition and performance are met.
Monsoon shields	• in-service requirements for condition and performance are met.
Electric demisters	
Sunroofs: overlays and stickers applied anywhere on the glazing, radio antennae and electric demisters	
Any modification for the purposes of law enforcement or the provision of emergency services	

Figure 5-1-1. Windscreen critical vision area (CVA)



To be measured from the inside of the vehicle from the point where the glass is visible (ie after any seals)

Figure 5-1-2. Types and maximum sizes of windscreen damage (Note 2).

(see also Figure 5-1-3)

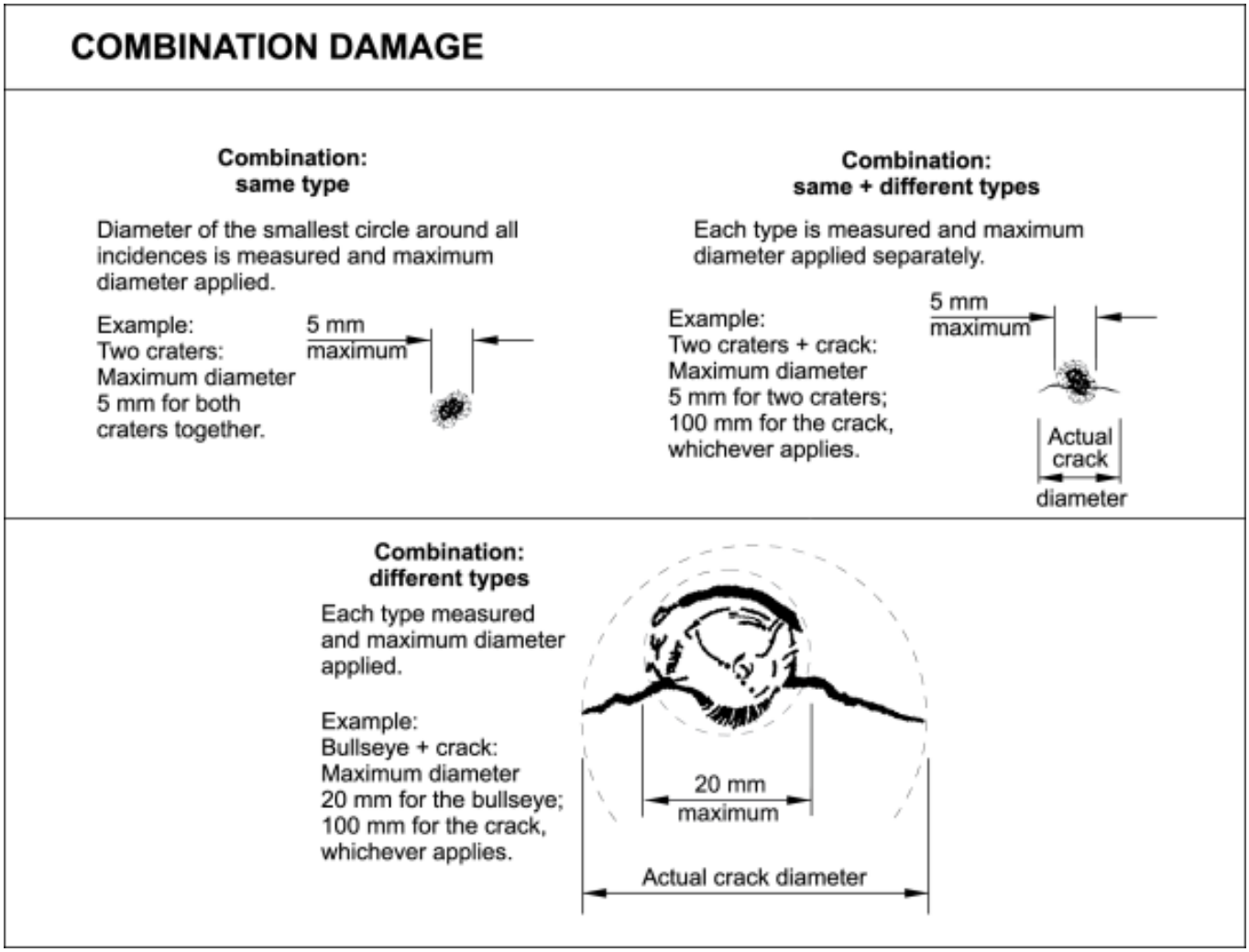
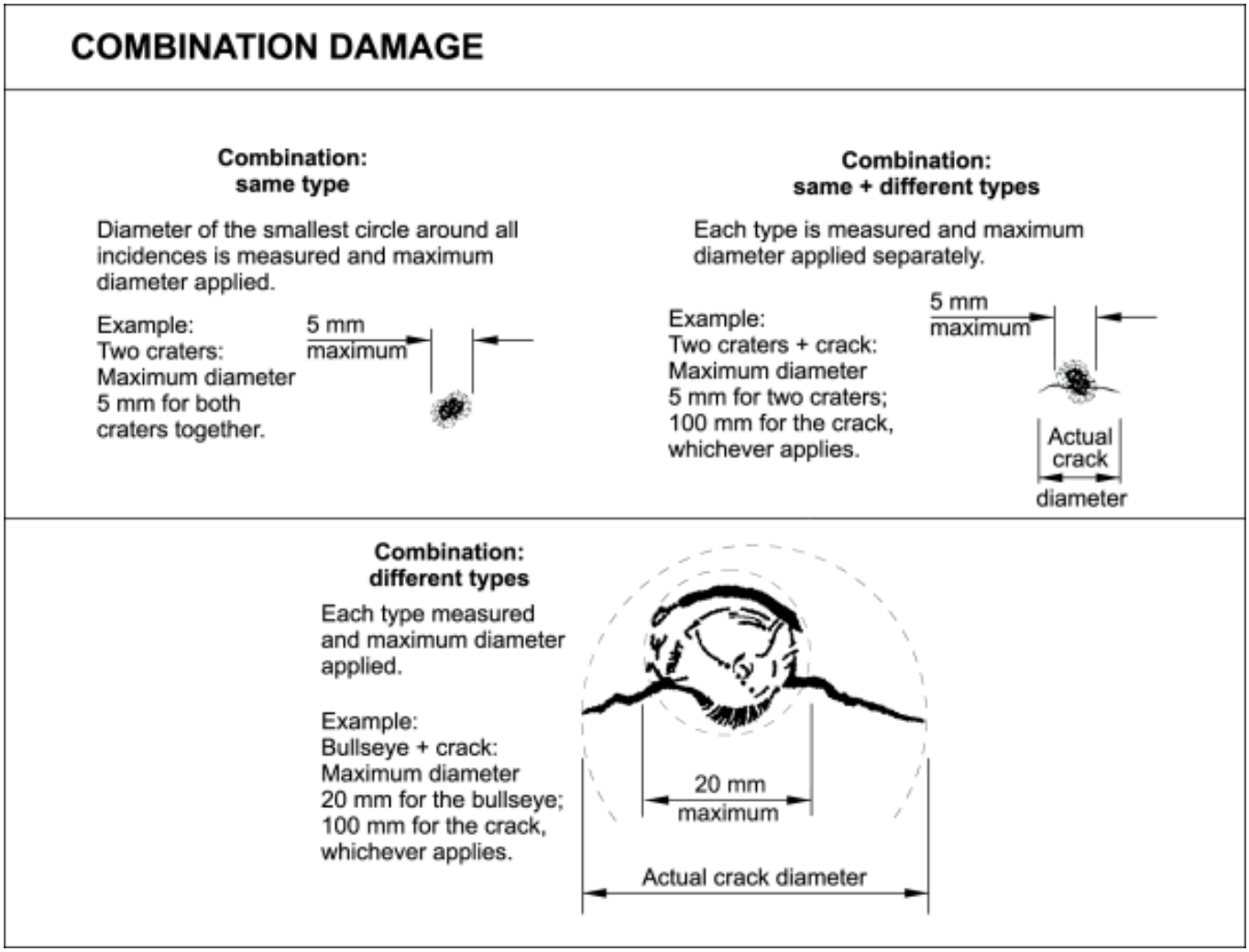


Figure 5-1-3. Types and maximum sizes of windscreen damage (incl. actual maximum sizes)

Note Due to different screen resolutions and sizes the image may not be displayed at actual size.



Summary of legislation

Applicable legislation

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

Permitted glazing

Glazing markings

1. All glazing must be transparent material of a kind that does not shatter.

Glazing condition

2. Glazing must be mechanically sound, strong, and securely affixed to the vehicle.

3. A windscreen and front side windows must be clean and free of obstruction to ensure the driver has sufficient vision through the glazing to operate the vehicle safely.

4. A windscreen must not have scratches and other defects that:

a) unreasonably impair vision, or

b) compromise its strength.

5. A laminated windscreen must not show signs of discolouration that could unreasonably impair the driver's vision.

Glazing performance

6. A windscreen visible light transmittance (VLT) must be at least 70%.

7. Front side windows VLT must be at least 35%.

8. Glazing must not have a mirrored effect sufficient to dazzle other road users.

9 A modification must not:

a) unreasonably impair vision through the windscreen or a front side window, or

b) adversely affect the strength or mechanical performance of the glazing on the vehicle.

Permitted modifications

10. A modification that affects glazing is permitted if within the limits in Table 5-1-1.

Windscreen repair

11. A repair to a windscreen carried out on or after 1 January 1997 must comply with whichever of the following standards is applicable at the date of repair:

a) New Zealand Standard 5470: 1993, Code of Practice for Automotive Windscreen Repair (superseded by Australian Standard/New Zealand Standard 2366: 1999, Windscreen Repairs), or

b) Australian Standard 2366-1990, Repair of Laminated Glass Windscreens Fitted to Road Vehicles (superseded by Australian Standard/New Zealand Standard 2366: 1999, Windscreen Repairs).

5-2 Sun visors

Reasons for rejection

Condition

1. A sun visor (Note 1):

a) is insecurely mounted, or

b) cannot maintain its adjusted position, or

c) has been modified (Note 1) or has deteriorated, and the likelihood of injury to vehicle occupants has not been minimised.

Note 1 Definitions

Sun visor means any attachment mounted above the inside of the windscreen and provided for the purpose of shielding the eyes of the driver and other front seat passengers from solar glare.

Modify means to change a vehicle from its original state by altering, substituting, adding or removing a structure, system, component or equipment, but does not include repair.

Repair means to restore a damaged or worn vehicle, its structure, systems, components or equipment to within safe tolerance of its condition when manufactured, including replacement with undamaged or new structures, systems, components or equipment.

Summary of legislation

Applicable legislation

- Land Transport Rule: Vehicle Equipment 2004
- Land Transport Rule: Interior Impact 2002.

Permitted equipment

1. A motorcycle may be fitted with one or more sun visors.

Condition

2. The condition of a sun visor must be such that the likelihood of injury to occupants is minimised.

Modification

3. A sun visor that is not OE or that is affected by a modification:

    a) must meet the requirements for condition, and

    b) does not require LVV specialist certification.

5-3 Windscreen wipe and wash

Reasons for rejection

Mandatory equipment

1. A vehicle of class LC or LD manufactured on or after 1 January 2000 that is fitted with a windscreen (not a wind deflector) is not fitted with a windscreen wipe and wash system.

Condition

Windscreen wipe system

2. The wiper operating device is missing.

3. A wiper arm or wiper blade is:

    a) missing, or

    b) insecure, or

    c) damaged so as to affect the performance of the wipers.

4. The wiper operating mechanism is:

    a) missing, or

b) insecure, or

c) damaged so as to affect the performance of the wipers.

Windscreen wash system

5. A wash system component is missing or insecure.

6. The wash operating device is missing.

Performance

Windscreen wipe system

7. A windscreen wiper does not wipe the windscreen effectively, preventing adequate forward vision by the driver.

8. The wipe operating device is unable to activate the wipe system.

Windscreen wash system

9. A windscreen wash nozzle does not discharge washer liquid directly onto the windscreen.

10. The wash operating device is unable to activate the wash system.

Modifications

11. A modification affects a windscreen wipe system, and:

a) is not excluded from the requirements for LVV specialist certification (Table 5-3-1), and

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

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

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

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

Table 5-3-1. Modifications that do not require LVV certification

Fitting of or modification to:	LVV certification is never required:
Any modification for the purposes of law enforcement or the provision of emergency services	• in-service requirements for condition and performance must be met.

Summary of legislation

Applicable legislation

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

Mandatory equipment

1. A vehicle of class LC or LD manufactured on or after 1 January 2000 that is fitted with a windscreen must have a windscreen wipe and wash system.

Permitted equipment

2. A vehicle may be fitted with a wash system when this is not required.

Condition

3. A windscreen wipe and wash system that is fitted to a vehicle of class LC or LD manufactured on or after 1 January 2000, or any vehicle of class LE, must be efficient and within the vehicle manufacturer's operating limits.

Performance

4. A windscreen wipe and wash system that is fitted to a vehicle of class LC or LD manufactured on or after 1 January 2000, or any vehicle of class LE, must be capable of keeping an adequate area of the windscreen clean and clear so that the vehicle may be operated safely under all reasonably foreseeable conditions.

Modifications

5. An OE windscreen washing or wiping system may be removed from a vehicle manufactured before 1 January 2000.

6. A modification to the windscreen wipe system must be inspected and certified by an LVV specialist certifier unless the vehicle:

a) is excluded from the requirement for LVV specialist certification (Table 5-3-1), and

b) has been inspected in accordance with the requirements in this manual, including those for equipment, condition, and performance.

Page amended **4 November 2025** (see **amendment details**).

5-4 Rear-view mirrors

Reasons for rejection

Mandatory equipment

1. The vehicle is not fitted with at least one rear-view mirror.

Condition

2. A rear-view mirror:

a) is not mounted securely, or

b) cannot be adjusted, or

c) cannot maintain its adjusted position, or

d) is corroded or dirty, or

e) is damaged so that it increases the risk of injury to vehicle occupants.

Performance

3. A rear-view mirror:

a) does not provide a clear view to the rear of the vehicle, or

b) is not sufficiently isolated from vibrations.

Modifications

4. Additional rear-view mirrors have been fitted or a modification affects rear-view mirrors, and:

a) is not excluded from the requirements for LVV specialist certification (Table 5-4-1), and

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

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

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

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

Table 5-4-1. Modifications that do not require LVV certification

Fitting of or modification to:	LVV certification is never required:
Additional or substituted rear-view mirrors, or removal of a non-mandatory mirror	• in-service requirements for condition and performance must be met.
Any modification for the purposes of law enforcement or the provision of emergency services	

Summary of legislation

Applicable legislation

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

Mandatory equipment

1. A vehicle must be fitted with at least one rear-view mirror.

Permitted equipment

2. Additional rear-view mirrors may be fitted.

Condition

3. A rear-view mirror must be:

a) securely attached so that the risk of injury is minimised, and

b) mounted so that vibration does not inhibit the driver's required clear view to the rear, and

c) sufficiently adjustable, and able to maintain its position.

Performance

4. A rear-view mirror must provide a clear view to the rear of:

a) the motor vehicle itself, and

b) the vehicle's load, and

c) any towed trailer and its load.

5. A rear-view mirror must be sufficiently isolated from vibrations.

Modifications

6. The fitting of additional rear-view mirrors, or a modification that affects rear-view mirrors must be inspected and certified by an LVV specialist certifier, unless the vehicle:

a) is excluded from the requirement for LVV specialist certification (Table 5-4-1), and

b) has been inspected in accordance with the requirements in this manual, including those for equipment, condition and performance.

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

6 Entrance and exit

6-1 Door and hinged panel retention systems

Reasons for rejection

Mandatory equipment

1. A motor vehicle fitted with doors used by the driver or passengers for entrance and exit of the motor vehicle do not have a door retention system.

Equipment condition

2. A hinge for a door or other hinge panel is not securely attached to both the vehicle body and to the door or other hinged panel due to loose connections, corrosion or other damage.

3. A door used for entrance and exit cannot be opened from the inside.

4. A child safety lock or similar safety device cannot be de-activated.

5. There is corrosion damage within 150mm of the hinge of a door or other hinged panel (Figure 6-1-1).

6. There is corrosion damage (Note 1) within 150mm of the latch of a door or other hinged panel (Figure 6-1-1).

Equipment performance

7. A door used for entrance and exit does not open or close easily.

8. A door or other hinged panel does not remain secure in a closed or locked position.

Modifications

9. A modification (Note 1) affects the door retention system, and:

a) is not excluded from the requirements for LVV specialist certification (Table 6-1-1), and

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

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

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

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

Note 1 Definitions

Corrosion damage is where the metal has been eaten away, which is evident by pitting. The outward signs of such corrosion damage is typically displayed by the lifting or bubbling of paint. In extreme cases, the area affected by the corrosion damage will fall out and leave a hole.

Modify means to change a vehicle from its original state by altering, substituting, adding or removing a structure, system, component or equipment, but does not include repair.

Repair means to restore a damaged or worn vehicle, its structure, systems, components or equipment to within safe tolerance of its condition when manufactured, including replacement with undamaged or new structures, systems, components or equipment.

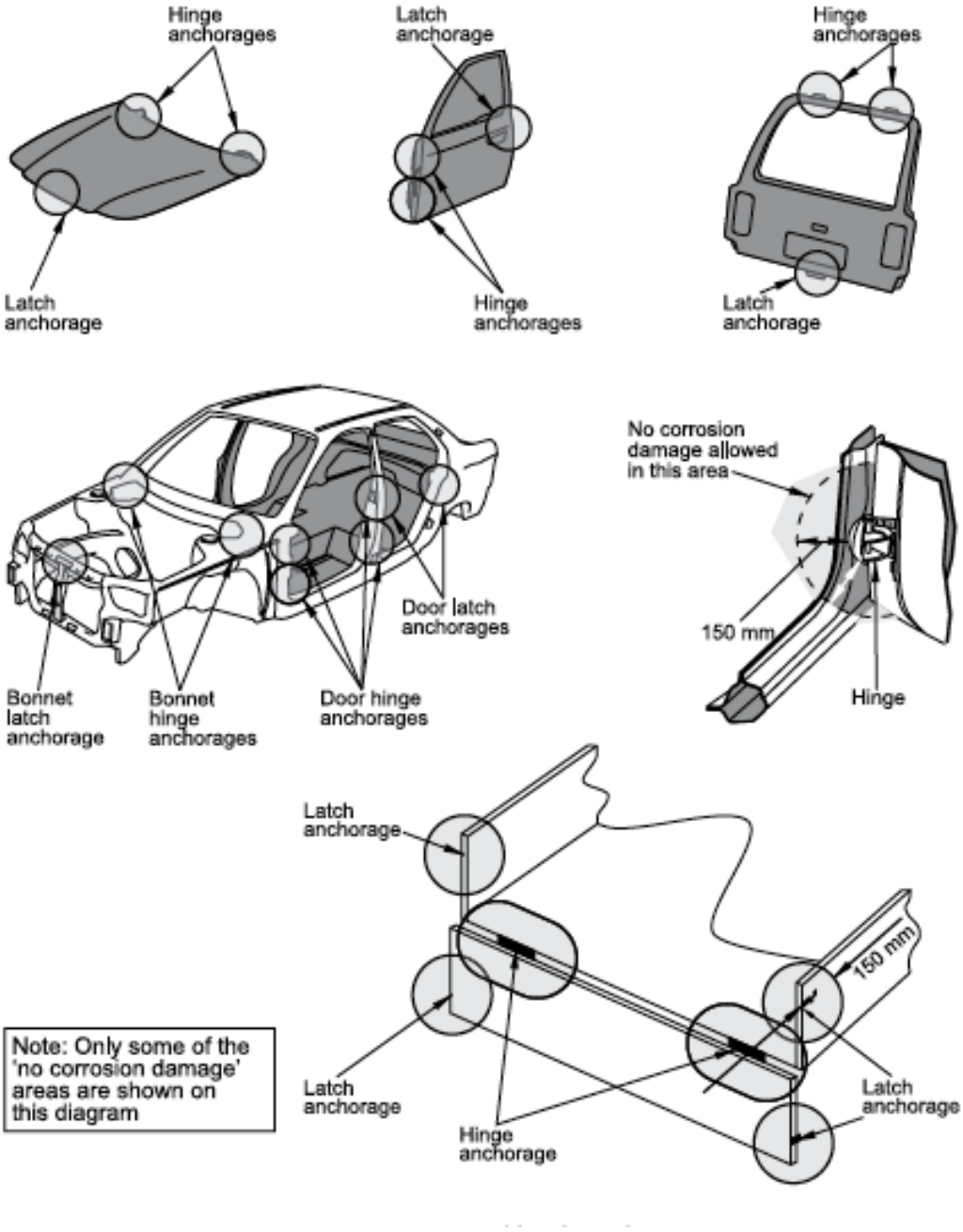
Table 6-1-1. Modifications that do not require LVV certification

Fitting of or modification to:	LVV certification is never required:
Any modification for the purposes of law enforcement or the provision of emergency services	• in-service requirements for condition and performance must be met.

Figure 6-1-1. Hinge and latch anchorages

No corrosion damage is allowed within 150mm of a circle around the outside of hinge or latchcomponents.

Note Image is indicative only.



Summary of legislation

Applicable legislation

- Land Transport Rule: Door Retention Systems 2001
- Land Transport Rule: Vehicle Standards Compliance 2002, section 7.4.

Mandatory equipment

1. A motor vehicle fitted with doors used by the driver or passengers for entrance and exit of the motor vehicle must have a door retention system.

Permitted equipment

2. The door retention system on doors to the rear of the driver's seat may incorporate safety devices installed during the manufacture of the vehicle to prevent the doors from being opened from the inside of the vehicle (eg child safety locks).

Equipment condition

3. A door retention system and its mountings must be safe and structurally sound.

4. A door used for the entrance and exit of the driver or passengers must be operable by any occupant seated by the door from inside the motor vehicle.

5. The vehicle must be designed and constructed using components and materials that are fit for their purpose, and within safe tolerance of its state when manufactured or modified.

Equipment performance

6. A door retention system must be in good working order.

7. A door used for entrance and exit must open and close easily.

8. A door used for entrance and exit must remain secure in a closed position during the operation of the motor vehicle.

Modifications

9. A modification that affects the door retention system must be inspected and certified by a low volume vehicle specialist certifier, unless the vehicle:

a) is excluded from the requirement for LVV specialist certification (Table 6-1-1), and

b) has been inspected in accordance with the requirements in this manual, including those for equipment, condition and performance.

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

7 Vehicle interior

7-1 Seats and seat anchorages

Reasons for rejection

Mandatory equipment

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

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

Condition and performance

3. A seat frame or seat structure has been weakened, eg due to damage, corrosion or excessive wear.

4. The adjustment mechanism of a driver's seat:

a) does not operate, or

b) is worn, causing excessive movement of the seat.

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.

7. There is corrosion damage (Note 1) within 150mm of a seat anchorage.

8. There is corrosion damage within 300mm of the anchorage of a seat with integrated seatbelt anchorages.

9. A driver's seat is in such a condition that it does not allow the driver to have proper control of the vehicle.

Modification

10. A modification (Note 1) carried out after 1 March 1999 affects a seat or seat anchorage, and:

    a) is not excluded from the requirements for LVV specialist certification (Table 7-1-1), and

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

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

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

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

Note 1 Definitions

Corrosion damage is where the metal has been eaten away, which is evident by pitting. The outward signs of such corrosion damage is typically displayed by the lifting or bubbling of paint. In extreme cases, the area affected by the corrosion damage will fall out and leave a hole.

Modify means to change a vehicle from its original state by altering, substituting, adding or removing a structure, system, component or equipment, but does not include repair.

Repair means to restore a damaged or worn vehicle, its structure, systems, components or equipment to within safe tolerance of its condition when manufactured, including replacement with undamaged or new structures, systems, components or equipment.

Table 7-1-1. Modifications that do not require LVV certification

Fitting of or modification to:	LVV certification is not required provided that:
A replacement seat that is similar to the OE seat	• the seat is fitted to unmodified OE seat anchorages, and • the relationship between the seat, seat occupant and location of the seatbelt anchorages is not affected.

Fitting of or modification to:	LVV certification is never required:
Any modification for the purpose of law enforcement or the provision of emergency services	• in-service requirements for condition and performance must be met.

Summary of legislation

Applicable legislation

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

Mandatory equipment

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

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

Condition and performance

3. Seats and seat anchorages must be safe, strong, in sound condition and compatible in strength with each other and with the vehicle structure.

4. The driver's seat and its anchorages must be designed, constructed and maintained to enable the driver to have proper control of the vehicle.

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

Modification

6. A modification on or after 1 March 1999 to a seat or seat anchorage must be inspected and certified by an LVV specialist certifier, unless the vehicle:

a) is excluded from the requirement for LVV specialist certification (Table 7-1-1), and

b) has been inspected in accordance with the requirements in this manual, including those for equipment, condition and performance.

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

7-3 Head restraints

Reasons for rejection

Condition and performance

1. The external surfaces and padding of a head restraint have deteriorated to the extent that they are likely to injure a vehicle occupant.

2. An adjustable head restraint is unable to remain locked in its adjusted position.

Modification

3. A modification (Note 1) affects a head restraint, and:

a) is not excluded from the requirements for LVV specialist certification (Table 7-3-1), and

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

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

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

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

Note 1 Definitions

Modify means to change a vehicle from its original state by altering, substituting, adding or removing a structure, system, component or equipment, but does not include repair.

Repair means to restore a damaged or worn vehicle, its structure, systems, components or equipment to within safe tolerance of its condition when manufactured, including replacement with undamaged or new structures, systems, components or equipment.

Table 7-3-1. Modifications that do not require LVV certification

Fitting of or modification to:	LVV certification is never required:
Head restraint removal	• in-service requirements for condition and performance must be met.
Any modification for the purpose of law enforcement or the provision of emergency services	

Summary of legislation

Applicable legislation

- **Land Transport Rule: Head Restraints 2002**.

Permitted equipment

1. A motor vehicle may be fitted with head restraints.

Condition and performance

2. The external surfaces and padding of a head restraint must not have deteriorated to the extent that the likelihood of injury to an occupant of the vehicle is increased.

3. An adjustable head restraint must remain able to be adjusted and locked into position.

Modification

4. A modification that affects a head restraint must be inspected and certified by an LVV specialist certifier, unless the vehicle:

a) is excluded from the requirement for LVV specialist certification (Table 7-3-1), and

b) has been inspected in accordance with the requirements in this manual, including those for equipment, condition and performance.

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

7-6 Frontal impact airbags

Reasons for rejection

Mandatory equipment

1. A deployed frontal impact airbag has not been replaced.

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.

Condition and performance

4. An airbag cover:

a) is damaged, or

b) has deteriorated, or

c) shows signs of tampering or inadequate repair.

5. Additional equipment has been fitted that may affect the proper performance of the airbag.

6. The airbag warning light:

a) does not operate, or

b) indicates a fault in the system.

Modification

7. A modification (Note 2) affects an airbag system (eg an airbag has been removed, or made inoperable, including retro-fitting a switch), and:

a) is not excluded from the requirements for LVV specialist certification (Table 7-6-1), and

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

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

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

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

8. A motor vehicle that has had an airbag system removed or made inoperable and been certified as above does not:

a) have all OE signs, lights, or other devices that indicated the vehicle was fitted with an airbag removed, or

b) if the signs, lights, or other devices cannot be readily removed, have a label that indicates an airbag has been removed permanently attached in a prominent location where it is clearly visible to any occupant of the seating position that was previously protected by the airbag.

Note 1 Definitions

Modify means to change a vehicle from its original state by altering, substituting, adding or removing a structure, system, component or equipment, but does not include repair.

Repair means to restore a damaged or worn vehicle, its structure, systems, components or equipment to within safe tolerance of its condition when manufactured, including replacement with undamaged or new structures, systems, components or equipment.

Note 2

Some modifications are permitted, but they must always be LVV certified. The only modifications permitted are:

- fitting a switch to render an airbag temporarily inoperable, and
- the removal or permanent deactivation of an airbag in a vehicle that:
  - is at least 14 years old, or
  - has been adapted for a person with a disability, or
  - has been extensively modified for motorsport use.

Table 7-6-1. Modifications that do not require LVV certification

Fitting of or modification to:	LVV certification is never required:
Any modification for the purposes of law enforcement or the provision of emergency services	• in-service requirements for condition and performance must be met.

Summary of legislation

Applicable legislation

- Land Transport Rule: Frontal Impact 2001.

Mandatory equipment

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

2. An airbag warning light system must remain operational if it was fitted by the vehicle manufacturer.

3. 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.

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

Permitted equipment

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

Condition and performance

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

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

Modification

8. A motor vehicle that has had an airbag removed or made inoperable must either:

a) have all OE signs, lights, or other devices that indicated the vehicle was fitted with an airbag removed, or

b) if the signs, lights, or other devices cannot be readily removed, have a label that indicates an airbag has been removed permanently attached in a prominent location where it is clearly visible to any occupant of the seating position that was previously protected by the airbag.

9. A modification that affects an airbag system must be inspected and certified by an LVV Specialist Certifier, unless the vehicle is:

a) excluded from the requirement for LVV specialist certification (Table 7-6-1), and

b) has been inspected in accordance with the requirements in this manual, including those for equipment, condition and performance.

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

7-7 Interior impact

Reasons for rejection

Condition and performance

1. Where an interior fitting, control or surface has been added, removed, substituted or has deteriorated, the likelihood of injury to occupants has not been minimised.

Modification

2. A modification (Note 1) affects an interior fitting, control or surface, and:

a) is not excluded from the requirements for LVV specialist certification (Table 7-1-1), and

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

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

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

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

Note 1 Definitions

Corrosion damage is where the metal has been eaten away, which is evident by pitting. The outward signs of such corrosion damage is typically displayed by the lifting or bubbling of paint. In extreme cases, the area affected by the corrosion damage will fall out and leave a hole.

Modify means to change a vehicle from its original state by altering, substituting, adding or removing a structure, system, component or equipment, but does not include repair.

Repair means to restore a damaged or worn vehicle, its structure, systems, components or equipment to within safe tolerance of its condition when manufactured, including replacement with undamaged or new structures, systems, components or equipment.

Table 7-1-1. Modifications that do not require LVV certification

Fitting of or modification to:	LVV certification is not required provided that:
Stereo equipment and speakers	• there was only minimal removal of material, and • the structure has not been weakened as a result, especially near seatbelt moorings.
After-market instruments and switches; cell-phone installations	• they are mounted flush with or protected by the dashboard surface.

Fitting of or modification to:	LVV certification is never required:
Any modification for the purpose of law enforcement or the provision of emergency services	• in-service requirements for condition and performance must be met.

Summary of legislation

- Land Transport Rule: Interior Impact 2001.

Condition and performance

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

Modification

2. A modification that affects the interior fittings, controls, or surfaces must be inspected and certified by an LVV specialist certifier, unless the vehicle:

a) is excluded from the requirement for LVV specialist certification (Table 7-7-1), and

b) has been inspected in accordance with the requirements in this manual, including those for equipment, condition and performance.

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

7-12 Speedometer

Reasons for rejection

Mandatory equipment

1. A motorcycle first registered in New Zealand on or after 1 December 1951 that is capable of a speed exceeding 50km/h is not fitted with a speedometer, and the vehicle operator cannot produce acceptable written evidence (Note 2) that:

a) the speedometer has been removed for repair, or

b) there are no undue delays by the vehicle owner in having the speedometer replaced.

Condition and performance

2. The speedometer:

a) does not operate as intended when the vehicle is moving forward (Note 3), or

b) is obscured from the driver's position, or

c) does not indicate the vehicle's speed in km/h or mph, or:

3. Reason for rejection 2(a), 2(b) or 2(c) applies, and the vehicle operator cannot produce acceptable written evidence (Note 2) that repair of the speedometer or associated equipment is impracticable or that a suitable replacement is not available.

Note 1

Speedometer means an instrument in a motor vehicle that continuously indicates to the driver the forward speed of the vehicle in either kilometres per hour (km/h) or miles per hour (mph). *For clarification, this definition **does not** include the speed provided by a GPS system.*

Note 2

Acceptable written evidence is documentation provided by the speedometer repairer or supplier. A copy of the documentation must be kept on file with the checksheet.

Note 3

If an odometer is not fitted, not working or unable to be read, an appropriate note must be entered into the 'Comments' section of the check sheet and '000001' entered into VIC or LANDATA. This may display as "1" on some screens.

Summary of legislation

Applicable legislation

- Land Transport Rule: Vehicle Equipment 2004.

Mandatory equipment

1. A motorcycle first registered in New Zealand on or after 1 December 1951 that is capable of a speed exceeding 50km/h must be fitted with a speedometer.

2. A vehicle is not required to have a speedometer if the speedometer or associated equipment:

    a) has been removed for repair and there are no undue delays by the vehicle owner in having it replaced, or

    b) is out of repair, repair is impracticable and a suitable replacement is not available.

Speedometer performance

3. The speedometer must be in good working order and operate while the vehicle is moving forward.

Modification

4. A speedometer that is affected by a modification:

    a) must meet the requirements for equipment, condition and performance, and

    b) does not require LVV specialist certification.

Page amended **1 October 2022** (see **amendment details**)

Page updated 1 November 2024 (see **details**)

7-13 Audible warning devices

Reasons for rejection

Mandatory equipment

1. A motorcycle:

    a) is not fitted with a horn, or

    b) is fitted with a bell or whistle (Note 2), or

    c) is not an emergency vehicle (Note 1) and is fitted with a siren (Note 2).

2. A horn cannot be easily operated from the driver's seating position.

Performance

3. The horn does not operate when activated.

4. The horn operates when not activated.

5. The sound from the horn is not steady and continuous, eg the horn plays a tune.

6. The horn is not audible at a distance of 100m.

7. A siren fitted to an emergency vehicle operates when not activated.

Note 1 Definition

Emergency vehicle means a vehicle used for the attendance of emergencies and operated:

a) by an enforcement officer, or

b) by an ambulance service, or

c) as a fire service vehicle, or

d) as a civil defence emergency vehicle, or

e) as a New Zealand Defence Force emergency vehicle.

Note 2

A vehicle may be fitted with a bell, whistle or siren that is part of an anti-theft car alarm, personal security alarm or reversing warning device.

Summary of legislation

Applicable legislation

- **Land Transport Rule: Vehicle Equipment 2004**.

Mandatory equipment

1. A motorcycle must be fitted with a device (horn) that is audible to other road users.

Permitted equipment

2. A motorcycle may be fitted with a bell, whistle or siren, only as follows:

    a) a siren fitted to an emergency vehicle (Note 1), or

    b) a siren, bell or whistle that is part of an anti-theft car alarm, personal security alarm or a reversing warning device.

Performance

3. The device must be in good working order.

4. The device must be capable of giving a warning that is audible under normal traffic conditions from a distance of at least 100m.

Modification

5. An audible warning device that is affected by a modification:

    a) must meet the requirements for equipment and performance, and

    b) does not require LVV specialist certification.

8 Brakes

8-1 Service brake and parking brake

Reasons for rejection

Mandatory equipment

Service brake (Note 1)

1. A motor cycle does not have a service brake.

2. A vehicle of class LC and LE first registered anywhere on or after 1 February 1977 does not have a service brake that is designed to act on each wheel.

3. A vehicle of class LD first registered anywhere on or after 1 February 1977 does not have a service brake acting on both wheels of the motor cycle.

4. A vehicle of class LC or LD first registered anywhere before 1 February 1977 does not have a service brake that is designed to act on at least the rear wheel.

5. A vehicle first registered in New Zealand after 1 November 1990 that does not have a dual circuit service brake does not have a parking brake that is capable of bringing the vehicle to a controlled stop.

Parking brake (Note 1)

6. A vehicle of class LE first registered anywhere on or after 1 April 2002 does not have a parking brake (does not apply to twinned-wheeled vehicles).

7. A parking brake does not act on at least one complete axle.

8. A parking brake does not act on at least one axle that has dual wheels fitted (does not apply to twinned-wheeled class LE vehicles).

Condition

Service brake

9. There is corrosion damage within 150 mm of a brake component mounting point.

10. The service brake pedal or lever:

    a) is insecure, or

    b) is spongy (indicating air in the system), or

    c) creeps, or

    d) has a non-slip surface which has deteriorated to such an extent that the brake cannot be safely applied, or

    e) has excessive travel.

11. A brake cable:

    a) is knotted, frayed or excessively corroded, or

    b) has an auxiliary tensioner fitted, or

c) has otherwise deteriorated so that it may affect the service brake performance.

12. A brake actuating rod or guide:

    a) is excessively corroded, or

    b) is excessively worn, or

    c) has otherwise deteriorated so that it may affect the service brake performance.

13. A vacuum hose or pipe (including connections) is:

    a) insecure, or

    b) leaking, or

    c) damaged (cracked, chafed, twisted, stretched or corroded, eg showing signs of pitting or a noticeable decrease in the pipe's outside diameter).

14. The brake vacuum servo (brake booster) is:

    a) not functioning fully or adequately, or

    b) leaking, or

    c) insecure.

15. The brake master cylinder:

    a) is leaking brake fluid, or

    b) is insecure, or

    c) is excessively corroded, or

    d) reservoir fluid level is below the minimum indicator where this is visible externally.

16. A brake valve is:

    a) not operating (eg a seized load sensing valve), or

    b) leaking brake fluid, or

    c) insecure, or

    d) excessively corroded.

17. A brake pipe (including connections) is:

    a) leaking brake fluid, or

    b) insecure, or

    c) deformed from its original shape, or

    d) chafed, or

    e) corrosion damaged, eg there are signs of pitting or a noticeable increase in the pipe's outside diameter.

18. A flexible hydraulic brake hose (including connections):

    a) is leaking brake fluid, or

    b) is insecure, or

c) bulges under pressure, or

d) is twisted, stretched or chafed, or

e) has external sheathing which is cracked to the extent that the reinforcing cords are exposed, or

f) has metal connections that are excessively corroded, or

g) has an end fitting that is not attached to the hose by means of swaging, machine crimping or a similar process (Note 2).

19. A brake calliper:

a) shows visible signs of leaking, or

b) is insecure, or

c) is seized.

20. A brake backing plate is:

a) insecure, or

b) severely corroded, or

c) deformed from its original shape, or

d) cracked, or

e) contaminated by brake fluid, oil or grease.

21. A wheel cylinder:

a) shows visible signs of leaking, or

b) is insecure, or

c) is seized.

22. An ABS system component is damaged, insecure or missing.

23. A brake disc or drum is:

a) worn beyond manufacturer's specifications (where visible without removing vehicle components) (Note 3), or

b) fractured or otherwise damaged (where visible without removing vehicle components) (Note 3), or

c) contaminated by brake fluid, oil or grease.

24. Brake friction material (where visible without removing vehicle components) (Note 3) is:

a) worn below manufacturer's specifications, or

b) separating from the brake pad backing plate or brake shoe, or

c) contaminated by brake fluid, oil or grease.

25. A gap between the brake shoe and the brake drum exceeds manufacturer's specifications (where visible without removing vehicle components) (Note 3).

Parking brake

26. The parking brake lever:

a) travel is excessive, or

b) is insecure, or

c) is damaged, corroded, distorted or fractured within 150 mm of the handle mounting, or

d) mechanism or lever pivot bearing is worn or damaged so that the parking brake could be easily released by accident.

27. The parking brake cable:

a) is knotted, frayed or excessively corroded, or

b) has an auxiliary tensioner fitted, or

c) has otherwise deteriorated so that it may affect the parking brake performance.

28. A parking brake actuating rod or guide:

a) is excessively corroded, or

b) is excessively worn, or

c) has otherwise deteriorated so that it may affect the parking brake performance.

Advanced brake systems (ABS)

29. A motorcycle that is fitted with an antilock brake system has a non-OEM means of disabling that system, such as an after-market/non-factory switch.

30. A motorcycle's ABS has been disabled and there is no evidence of LVV certification.

Performance

Service brake

31. The service brake is not able to be applied in a controlled and progressive manner.

32. When the service brake is applied:

a) the vehicle does not stop within 7m from a speed of 30km/h (average brake efficiency of 50%) for a vehicle which has a service brake designed to act on each wheel, or

b) the vehicle does not stop within a distance of 9m from a speed of 30km/h (average brake efficiency of 40%) for a vehicle of class LC or LD that has a service brake designed to act on the rear wheel only, or

c) the vehicle does not stop within a distance of 9m from a speed of 30km/h (average brake efficiency of 40%) for a vehicle of class LE that has a service brake designed to act on fewer than three wheels.

33. When the service brake is applied:

a) the vehicle vibrates under braking to the extent that the control of the vehicle is adversely affected, or

b) the brake fails to release immediately after the brake pedal has been released, or

c) the directional control is affected (eg there is swerving to one side, or the brakes on one side apply more slowly than on the other side), or

d) the brake balance varies by more than 20% between wheels on a common axle.

Advanced brake systems

34. The ABS or brake system warning lamp or self-check system, if fitted, indicates a defect in the ABS or brake system (does not apply to brake pad wear warning systems) (see Figure 8-1-1 for examples of a brake system warning lamp on group L vehicles). A defect can be identified by either:

- the ABS light does not illuminate on ignition power-up (if ABS was originally fitted), or
- the ABS light does not turn off after the motorbike has been ridden/moved (this can be checked when doing an on-road brake test).

Parking brake

35. When the parking brake is fully applied:

a) the vehicle does not stop within 18 m from a speed of 30 km/h (average brake efficiency of 20%), or

b) it does not hold the vehicle at rest on a slope of 1 in 5, or

c) it does not hold all the wheels on a common axle stationary against attempts to drive the vehicle away.

36. The directional control of the vehicle is affected when the parking brake is being applied on a vehicle first registered in New Zealand on or after 1 November 1990 that does not have a dual circuit service brake.

Modification

37. A modification to a brake or vehicle affects the braking performance, and:

a) is not excluded from the requirements for LVV specialist certification (Table 8-1-1), and

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

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

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

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

Note 1 Definitions

Service brake means a brake for intermittent use that is normally used to slow down and stop a vehicle.

Parking brake means a brake readily applicable and capable of remaining applied for an indefinite period without further attention.

Corrosion damage is where the metal has been eaten away, which is evident by pitting. The outward signs of such corrosion damage is typically displayed by the lifting or bubbling of paint. In extreme cases, the area affected by the corrosion damage will fall out and leave a hole.

Modify means to change a vehicle from its original state by altering, substituting, adding or removing a structure, system, component or equipment, but does not include repair.

Repair means to restore a damaged or worn vehicle, its structure, systems, components or equipment to within safe tolerance of its condition when manufactured, including replacement with undamaged or new structures, systems, components or equipment.

Twinned wheels means two wheels mounted on the same axle where the distance between the centres of their areas of contact with the ground is equal to or less than 460 mm.

Note 3

If a brake is fitted with an inspection port plug, this must be removed for inspection of the brake components.

Table 8-1-1. Modifications that do not require LVV certification

Fitting of or modification to:	LVV certification is not required provided that:
Aftermarket brake pedal pads or covers	• the fitment of the pads or covers does not: – necessitate any modification to the pedal arm, or – significantly affect the safe operation of the brake pedal or other pedals (eg a brake pad or cover significantly wider than the original brake pad may not be acceptable, depending on fitment).
Aftermarket or custom brake pedal extensions (for unusually short people)	• The extension: – does not exceed 100mm length when measured from the surface of the original brake pedal, and – is securely clamped to the original pedal by mechanical means, and – is sufficiently strong and rigid to withstand emergency brake loads, and – does not involve any modification to, or compromise the strength of, the original brake pedal, and – does not significantly change the sideways load or leverage against the pedal, and – does not significantly increase the weight of the pedal.
Aftermarket brake rotors	• the substitute rotors are: – the same size as the OE rotors, and – catalogued aftermarket items for that make and model of vehicle (and can include cross-drilled and/or slotted types), and – attached to unmodified OE parts.

Fitting of or modification to:	LVV certification is never required:
Aftermarket brake pads, linings and hoses (including stainless steel braided brake hoses (Note 2))	• in-service requirements for condition and performance must be met.
Any modifications for the purposes of law enforcement or the provision of emergency services	

Figure 8-1-1. Examples of ABS warning light fault indication

Summary of legislation

Applicable legislation

- Land Transport Rule: Light-vehicle Brakes 2002.

Mandatory equipment

Service brakes

1. Motorcycles must have a service brake that acts on each wheel, except in the following cases:

    a) a vehicle of class LD first registered anywhere on or after 1 February 1977 must have a service brake acting on both wheels of the motorcycle

    b) a vehicle of class LC or LD first registered anywhere before 1 February 1977 may have a service brake that is designed to act on the rear wheel only

    c) a vehicle of class LE first registered anywhere before 1 February 1977 may have a service brake that is designed to act on fewer than three wheels.

2. A vehicle of class LE first registered in New Zealand from 1 November 1990 that does not have a dual circuit service brake must have a parking brake that is capable of bringing the vehicle to a controlled stop if the service brake fails.

Parking brake (Note 1)

3. A vehicle of class LE first registered anywhere on or after 1 April 2002 must have a parking brake that:

    a) acts on at least one complete axle, or

    b) if the vehicle has dual wheels on an axle, acts on that axle (does not apply to twinned-wheeled class LE vehicles).

4. A vehicle of class LE first registered in New Zealand from 1 November 1990 without dual circuit service brakes must have a parking brake that is capable of bringing the vehicle to a controlled stop if the service brake fails.

Permitted equipment

5. A vehicle may be fitted with a warning system that is part of, or associated with, the use of a brake component or system.

Condition

6. A brake must be in good condition.

7. The brake friction surfaces must be within safe tolerance of their state when manufactured, and must not be scored, weakened or damaged to the extent that the safety performance of the brake is adversely affected.

Performance

8. The service brake must be able to be applied in a controlled and progressive manner.

9. When a vehicle's brake is applied:

a) the vehicle or its controls must not vibrate to the extent that control of the vehicle is adversely affected, and

b) the braking effort on each wheel must provide stable and efficient braking without adverse effect on the directional control of the vehicle, and

c) if the vehicle is equipped with an anti-lock braking system (ABS), the wheels must not lock, other than when the speed of the vehicle falls below the ABS activation parameters set by the vehicle manufacturer.

10. A brake warning system, if fitted, must function correctly (this does not apply to a brake pad wear system).

Service brake

11. The service brake of a vehicle or vehicle combination that is operated on a hard, dry, level surface that is free of loose material and without assistance from the compression of the engine or other retarders must operate in the following manner:

a) a service brake that acts on each wheel must stop the vehicle within a distance of 7m from a speed of 30km/h (average brake efficiency of 50%)

b) a service brake that is designed to act on the rear wheel only on a vehicle of class LC or LD first registered anywhere before 1 February 1977 must stop the vehicle within a distance of 9m from a speed of 30km/h (average brake efficiency of 40%)

c) the service brake on a vehicle manufactured before 31 December 1918 not capable of exceeding 30 km/h must stop the vehicle within a distance of 20m from a speed of 30km/h (average brake efficiency of 18%).

Parking brake

12. A parking brake must

a) stop the vehicle within 18m from a speed of 30km/h (average brake efficiency of 20%), or

b) hold the vehicle at rest on a slope of 1 in 5.

Modification

13. A modification to a brake or vehicle that affects the braking performance must be inspected and certified by an LVV specialist certifier, unless the vehicle:

a) is excluded from the requirement for LVV specialist certification (Table 8-1-1), and

b) has been inspected in accordance with the requirements in this manual, including those for equipment, condition and performance.

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

9 Steering and suspension

9-1 Steering and suspension systems

Reasons for rejection

Condition

1. The handle bars:

    a) are insecure, or

    b) are damaged, significantly corroded, distorted or cracked, or

    c) show signs of welding or heating after original manufacture.

2. The steering head:

    a) is insecure, or

    b) is damaged, significantly corroded, distorted or cracked, or

    c) shows signs of welding or heating after original manufacture, or

    d) has play beyond manufacturer's specifications, or

    e) does not operate smoothly without roughness or stiffness.

3. A steering lock-stop is loose or damaged.

4. A front or rear suspension component:

    a) is insecure or missing, or

    b) is damaged, significantly corroded, distorted or cracked, or

    c) shows signs of welding or heating after original manufacture, or

    d) has play beyond manufacturer's specifications, or

    e) does not operate smoothly without roughness or stiffness, or

    f) has excessive leakage of damping fluid (**Technical bulletin 9**) , or

    g) is a flexible bush that is significantly cracked, damaged or perished.

Performance

5. During operation:

a) the vehicle veers significantly to one side, or

b) the vehicle requires unreasonable force to steer, or

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

Modifications

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

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

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

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

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

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

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Note 1 Definition

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

Note 2

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

Note 3

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

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

Fitting of or modification to:	LVV certification is not required provided that:
Urethane suspension bushes	• the bush is a direct substitute and fits directly into the OE housing.
Aftermarket shock absorbers	• the shock absorbers are direct replacements, and • the shock absorbers fit unmodified OE mountings.
Aftermarket springs	• the springs are direct replacements, and • the springs fit into unmodified OE seats and are self-retaining, and • the springs and seats are not height adjustable, and • suspension maintains sufficient travel for safe operation when fully laden and does not make contact with the unmodified OE bump stops, and • there is no evidence of heating or cutting the springs, and • the springs maintain contact with their seats when the vehicle suspension is fully extended, and • no non-standard methods of retaining springs have been used, eg wire ties, external spring locators, and • the normal relationship between front and rear suspension height is not unduly affected, and • there is sufficient suspension travel.
Handle bars	• the handle bar is a direct substitution without head stock modification, and • the handlebar is a non-OE item of a reputable brand or an OE item from another motorcycle, and • the substitution does not affect an airbag.

Fitting of or modification to:	LVV certification is never required:
Any modification for the purposes of law enforcement or the provision of emergency services	• in-service requirements for condition and performance must be met.

Summary of legislation

Applicable legislation

- Land Transport Rule: Steering Systems 2001

- Traffic Regulations 1976, Regulation 70.

Condition

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

a) sound and in good condition, and

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

Performance

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

Modifications

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

a) is excluded from the requirement for LVV specialist certification (Table 9-1-1), and

b) has been inspected in accordance with the requirements in this manual, including those for equipment, condition and performance.

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

10 Tyres, wheels and hubs

10-1 Tyres and wheels

Reasons for rejection

Mandatory equipment

Tyres

1. Tyres on the same axle are not of the same:

a) size designation, or

b) carcass type (ie mixed steel ply, fabric radial ply, bias/cross ply), or

c) tread pattern type (mixed asymmetric, directional, normal highway, traction).

2. An asymmetric tyre is fitted to a vehicle with the ‘inside’ tyre wall facing outwards.

3. A unidirectional tyre is fitted contrary to its correct direction of rotation.

4. A tyre has a speed category that is less than the speed limit for the vehicle or less than the vehicle’s maximum speed if this is less than the speed limit (Note 3).

5. The vehicle has one or more of the following types of tyre fitted:

a) a space-saver tyre, or

b) a non-pneumatic tyre, or

c) a tyre with studs, cleats, lugs or other gripping devices, or

d) a tyre that is not compatible with the vehicle to which it is fitted, eg a tyre is marked with any of the following:

i. ‘NOT FOR HIGHWAY USE’

ii. ‘NHS’ (Not for Highway Service)

iii. ‘FOR TRAILER USE ONLY’

iv. ‘ADV’ (Agricultural Drawn Vehicle)

v. ‘RACING PURPOSES ONLY’.

e) a tyre that is not suitable for a motorcycle, eg a car tyre fitted to a class LC motorcycle (Note 4) .

6. A tyre has had any of the following information removed or concealed so that the tyre can no longer be identified (Figure 10-1-3):

- manufacturer
- brand
- model
- load rating
- speed rating
- standards markings (where applicable)
- direction of rotation (where applicable).

Wheels

7. A wheel is not compatible with the tyre fitted to it for rim profile, flange height, or valve fitment.

8. A wheel is:

a) not compatible with the vehicle to which it is fitted. or

b) not correctly attached to the vehicle.

Condition

Tyres (excluding spare tyres and space-saver tyres)

9. There are signs that a tyre is fouling on another part of the vehicle.

10. A tyre shows damage that it is likely to compromise its ability to operate in a safe manner or lead to premature tyre failure, such as:

a) a lump or bulge that is likely to be caused by separation or partial failure of the tyre structure, or

b) a cut in a sidewall or tread more than 25mm long that reaches the cords, or

c) exposed or cut cords, or

d) the tread of a retreaded tyre shows signs of separation, or

e) nails or other sharp objects embedded in the tyre, or

f) significant perishing, eg due to age, moisture or exposure.

11. A tyre has a string type repair visible from the outside.

12. A tyre fitted to a vehicle capable of exceeding 30km/h does not have a tread pattern depth (**Technical bulletin 7**) of at least 1.5mm (excluding any tie-bar or tread depth indicator strip) around the whole circumference of the tyre:

a) within all the principal grooves that normally contain moulded tread depth indicators, or

b) if the tyre does not normally have moulded tread depth indicators (such as some retreaded or vintage tyres), across at least three-quarters of the tread width.

13. A tyre not identified as designed for re-grooving has had its tread depth increased by regrooving.

14. A tyre is noticeably under- or over-inflated.

Spare tyres

15. A spare tyre, if carried, is not:

a) securley attached by a device that is in good condition and correctly applied, or

b) stowed in a closed compartment separate from the occupant space (eg if the manufacturer's attachment device is missing or faulty) .

Wheels

16. There are signs that a wheel is fouling on another part of the vehicle.

17. A wheel is:

a) cracked, or

b) significantly damaged, distorted or has deteriorated, or

c) not securely attached to the hub.

18. An alloy wheel has poor visible repairs.

19. A wheel or axle nut:

a) is missing, or

b) is loose, or

c) is deteriorated, or

d) is of the incorrect type, or

e) has insufficient thread engagement to the wheel stud , or

f) is an aftermarket wheel nut made from aluminium .

Modifications

20. A modification affects the wheels or tyres, and:

a) is not excluded from the requirements for LVV specialist certification (Table 10-1-1), and

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

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

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

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

Note 1

Tread pattern and tread depth requirements do not apply to vehicles that are not capable of exceeding 30 km/h.

Note 2 Definitions

Asymmetric tyre: tyre which, through tread pattern, is required to be fitted to a vehicle so that one particular side-wall faces outwards.

Construction *in relation to a tyre*:

a) for a pneumatic tyre, the type of tyre carcass (including ply orientation and ply rating or load index), or

b) for any other tyre, characteristics relating to size, shape and material.

Cross-ply: a pneumatic tyre structure in which the ply cords in the tyre carcass extend to the beads and are laid at alternate angles, which are substantially less than 90 degrees, to the centreline of the tread. This tyre structure is also referred to as ‘bias ply’ or ‘diagonal ply’.

Modify means to change a vehicle from its original state by altering, substituting, adding or removing a structure, system, component, or equipment, but does not include repair.

Pneumatic tyre means a tyre that, when in use, is inflated by air or gas introduced from time to time under pressure so as to enclose under normal inflation, a cushion of air or gas forming altogether at least half of the total area of an average cross-section of a tyre so inflated.

Principal grooves means the wide grooves in the tyre tread which have the tread wear indicators located inside them. Any other grooves are secondary grooves which may wear out during the service life of the tyre.

Radial-ply means a pneumatic tyre structure in which the ply cords, which extend from bead to bead, are laid at approximately 90 degrees to the centreline of the tread, the carcass being stabilised by an essentially inextensible circumferential belt.

Repair means to restore a damaged or worn vehicle, its structure, systems, components or equipment to within safe tolerance of its condition when manufactured, including replacement with undamaged or new structures, systems, components or equipment.

Rim means that part of the wheel on which the tyre is mounted and supported.

Space saver tyre (**temporary-use spare tyre**) means a combination tyre and wheel designed and constructed solely for temporary use under restricted driving conditions, and not intended for use under normal driving conditions.

Speed category means a code allocated to a tyre by a tyre manufacturer that indicates the maximum vehicle speed for which the use of the tyre is rated.

Tread means that part of a pneumatic tyre which comes into contact with the ground.

Tread-depth indicator *(*or tread-wear indicator) means the projections within the principal grooves designed to give a visual indication of the degree of wear of the tread. To help locate these on a tyre, inspectors should look for a ‘ Content not available’ or ‘TWI’ mark on the outer edge of the tyre side wall (most tyres have these marks).

Tube means an inflatable elastic liner, in the form of a hollow ring fitted with an inflation valve assembly, designed for insertion into certain tyre assemblies to provide a cushion of air or gas, that, when inflated, supports the wheel (also known as an ‘inner tube’).

Tyre carcass means that structural part of a pneumatic tyre other than the tread and outermost rubber of the side-walls that, when inflated, contains the gas that supports the load.

Tyre load rating means the maximum load a tyre can carry at the corresponding cold inflation pressure prescribed by the tyre manufacturer and the speed indicated by its speed category symbol.

Unidirectional tyre means a tyre with a tread pattern designed to operate in one direction only.

Wheel means a rotating load-carrying member between the tyre and the hub, which usually consists of two major parts, the rim and the wheel disc, and which may be manufactured as one part, or permanently attached to each other, or detachable from each other.

Wheel centre-disc means that part of the wheel that is the supporting member between the hub and the rim.

Wheel spacer means an additional component used for the purpose of positioning the wheel centre-disc relative to the hub or, in multiple wheel sets, for the purpose of positioning the wheel centre-disc relative to another wheel.

Note 3

The speed category is usually marked on the tyre. Where the tyre is not marked, the speed rating information must be obtained from the tyre manufacturer or a reference guide of tyre ratings before the tyre can be passed.

Note 4

1. In the case of a motorcycle with a dedicated sidecar the rear tyre of the motorcycle and the tyre of the sidecar may have a car tyre fitted providing that:

- The tyre is an appropriate size for the wheel rim
- The tyre is not an asymmetrical tread pattern
- The tyre is an appropriate fitment and design for the wheel rim
- The tyre has an appropriate load and speed rating for the vehicle
- When the sidecar is removed the rear tyre of the motorcycle must be fitted with an appropriate motorcycle tyre.

2. A low volume vehicle of class LC which was certified **before 1/11/2015** may be fitted with a car tyre if listed on its LVV certification plate.

Table 10-1-1. Modifications that do not require LVV certification

Fitting of or modification to:	LVV certification is not required provided that:
Aftermarket wheel fitments	• the wheels: – are a non-OE item of known and reputable brand, and – would be considered an appropriate fitment for the vehicle type by the wheel manufacturer, and – are not modified, and – do not have spacers or adaptors fitted. • the tyre tread: – does not protrude beyond the unmodified original body panels (including unmodified factory-fitted mudguard extensions), or – protrudes beyond the unmodified original body panels, but is covered by aftermarket or modified mudguard extensions or modified body panels, and the track width has increased by no more than 25mm from OE.
Tyre size changes	• the tyres: – have an outer circumference that is no more than 5% greater than OE, and – are an appropriate selection for rim width, and – have tread that does not extend beyond the original or modified body panels or guard extension (see Figure 10-1-1).

Fitting of or modification to:	LVV certification is never required:
Any modification for the purposes of law enforcement or the provision of emergency services	• in-service requirements for condition and performance must be met.

Table 10-1-2. Tyre speed symbol categories

Speed symbol – speed category (km/h)							
A1 – 5	A5 – 25	B – 50	F – 80	L – 120	Q – 160	U – 200	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. Tyre and body panel position

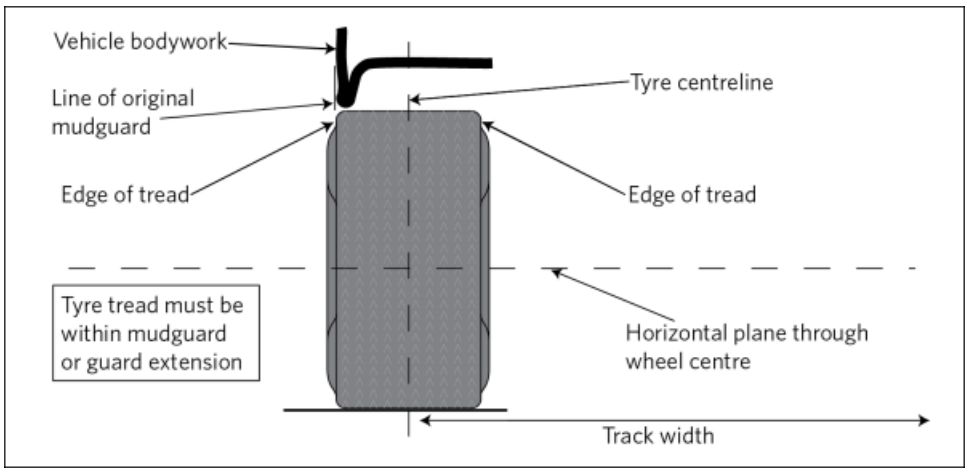


Figure 10-1-2. Tyre markings

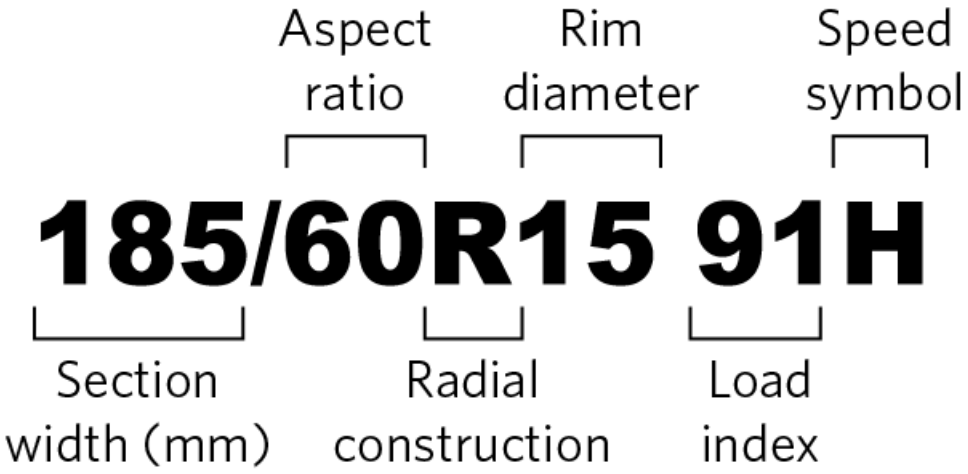
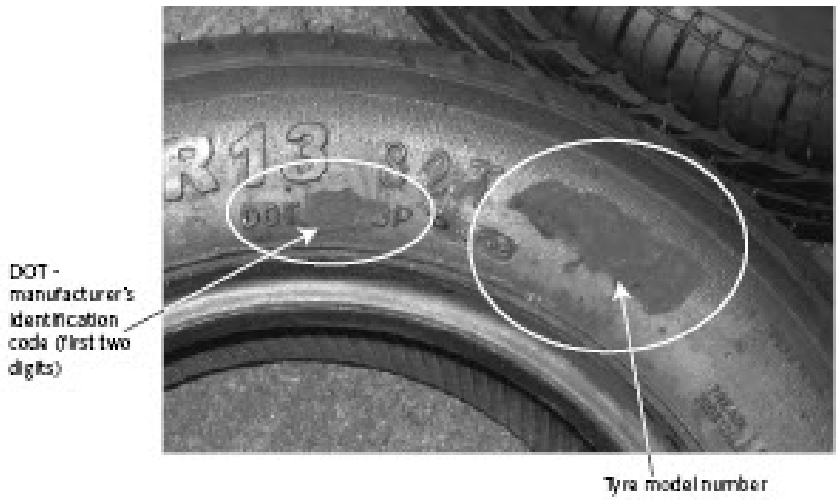


Figure 10-1-3. Example of tyres with information removed/concealed/obscured

Example of tyre with manufacturer/brand/model information removed



The circled areas show where information has been removed so that the tyre can no longer be identified.

Example of tyre with information obscured

The white tape overlay on the tyre obscures all of the important information.

Example of tyre with information removed

Summary of legislation

Applicable legislation

- Land Transport Rule: Tyres and Wheels 2001.

Mandatory equipment

Tyres

1. Tyres must be compatible with the vehicle to which they are fitted.

2. Tyres on the same axle must be of the same size designation and construction, and of the same tread pattern type.

3. Asymmetric tyres must be fitted in axle sets in accordance with manufacturer's instructions.

4. A unidirectional tyre must be fitted to a wheel position corresponding to its direction of rotation.

5. The speed category of a tyre must be compatible with the maximum legal speed limit for the vehicle, or the vehicle's maximum speed (Note 3).

6. A vehicle must not be fitted with a metal tyre or other non-pneumatic tyre, or with a tyre with studs, cleats, lugs or other gripping devices.

Wheels

7. A wheel must:

   a) be sufficiently strong for the type of vehicle to which it is fitted, and

   b) be compatible with the vehicle to which it is fitted, and

   c) be compatible with the tyre rim profile, flange height and valve fitment.

8. There must be adequate clearance for the brake, hub, suspension and steering mechanism, and body parts.

Permitted equipment

9. A vehicle may be fitted with retreaded tyres.

Condition

Tyres (excluding spare tyres and space-saver tyres)

10. A tyre must be of good quality and construction, fit for its purpose, and maintained in a safe condition.

11. A tyre must not have worn, damaged or visible cords apparent by external examination.

12. A tyre must have a tread pattern depth of not less than 1.5mm (excluding any tie-bar or tread-depth indicator strip) around the whole circumference of the tyre:

a) within all principal grooves that contain tread-depth indicators, or

b) if the tyre does not normally have tread-depth indicators, across at least three-quarters of the tyre tread width.

13. The regrooving of a tyre is permitted only if the tyre is identified as being specifically designed for regrooving after manufacture.

14. A tyre that is fitted to a vehicle must be maintained at a safe inflation pressure.

Spare tyre

15. If the vehicle carries a spare tyre, the tyre must be securely attached on or in the vehicle.

Space saver tyres

16. A space-saver tyre carried in a vehicle must have a safety warning label that:

a) has safety instructions that are printed clearly in English, and

b) identifies that the tyre is for temporary use only, and

c) specifies that the vehicle must not be operated with a space-saver tyre at a speed of more than 80km/h or at a lesser speed specified by the tyre manufacturer, and

d) contains information on the recommended inflation pressure of the tyre when in use, and

e) is permanently attached to the outside of the wheel.

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

10-2 Hubs and axles

Reasons for rejection

Condition

1. A hub (Note 1):

a) is not securely attached to the vehicle, or

b) has a visible crack, or

c) is significantly damaged, distorted or has deteriorated, or

d) has a broken or missing wheel stud.

2. A wheel bearing:

a) has play beyond the manufacturer's specifications, or

b) is over-tight or binding, or

c) feels/sounds rough when rotated.

3. An axle:

a) is insecure, or

b) is visibly cracked, or

c) is significantly damaged, distorted or has deteriorated, or

d) shows signs of welding or heating after original manufacture, or

e) shows signs of fouling the vehicle structure or a brake, suspension or steering component.

Performance

4. The geometry of a hub or axle causes:

a) the vehicle to veer significantly to one side, or

b) the front wheel not to self-centre.

Modification

5. A modification (Note 1) affects the hubs or axles, and:

a) is not excluded from the requirements for LVV specialist certification (Table 10-2-1), and

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

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

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

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

Note 1 Definitions

Hub means that part of a vehicle that is attached to the axle and rotates on, or with, the axle, and to which the wheel is attached, and includes any bearings.

Modify means to change a vehicle from its original state by altering, substituting, adding or removing a structure, system, component or equipment, but does not include repair.

Repair means to restore a damaged or worn vehicle, its structure, systems, components or equipment to within safe tolerance of its condition when manufactured, including replacement with undamaged or new structures, systems, components or equipment.

Table 10-2-1. Modifications that do not require LVV certification

Fitting of or modification to:	LVV certification is not required provided that:
Axle housing replacement	• the axle housing fits the vehicle without adaptation, and • no change to the OE suspension geometry occurs, and • no changes are made to the OE brake system.

Fitting of or modification to:	LVV certification is never required:
Any modification for the purposes of law enforcement or the provision of emergency services	• in-service requirements for condition and performance must be met.

Summary of legislation

Applicable legislation

- Land Transport Rule: Tyres and Wheels 2001.

Condition

1. The components of the assembly must be in good condition.

2. The hub and axle must be sufficiently strong for the type of vehicle to which they are fitted.

3. The hub and axle must have a suitable and correctly adjusted geometry.

Modification

4. A modification that affects the hubs or axles must be inspected and certified by a low volume vehicle specialist certifier, unless the vehicle is:

a) excluded from the requirement for LVV specialist certification (Table 10-2-1) and has been inspected in accordance with the requirements in this manual, including those for equipment, condition and performance, or

b) modified for the purposes of law enforcement or the provision of emergency services.

Page amended **1 April 2024** (see amendment details).

10-3 Mudguards

Reasons for rejection

Mandatory equipment

1. A mudguard (Note 1) over a road wheel is missing where it is reasonable and practicable to fit a mudguard, unless the vehicle is:

a) in an unfinished condition legally used under the authority of trade plates, or

b) not capable of exceeding a speed of 30km/h.

2. A mudguard does not cover the full width of the tread of the tyre or tyres fitted to a road wheel (Figure 10-3-1 and Figure 10-3-2).

Condition

3. A mudguard is not securely fixed to the vehicle.

4. A mudguard is so constructed or damaged that it is likely to present a hazard to road users.

Modification

5. A modification affects a mudguard, and:

a) is not excluded from the requirements for LVV specialist certification (Table 10-3-1), and

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

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

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

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

Note 1 Definitions

Mudguard means a fitting, inclusive of any portion of the vehicle and of any mudflaps attached, that serves to intercept material thrown up by a wheel more or less on the plane of the wheel.

Tyre tread means the portion of a tyre that contacts the road.

Modify means to change a vehicle from its original state by altering, substituting, adding or removing a structure, system, component or equipment, but does not include repair.

Repair means to restore a damaged or worn vehicle, its structure, systems, components or equipment to within safe tolerance of its condition when manufactured, including replacement with undamaged or new structures, systems, components or equipment.

Table 10-3-1. Modifications that do not require LVV certification

Fitting of or modification to:	LVV certification is never required:
Modified mudguards, including flared wheel arches or the addition of mudguard extensions *	• in-service requirements for condition and performance must be met (see also **Table 10-1-1**).
Any modification for the purposes of law enforcement or the provision of emergency services	

* Some vehicles fitted with flared wheel arches or mudguard extensions will require LVV certification as a result of aftermarket wheel fitments and tyre size changes. See **Table 10-1-1**

Figure 10-3-1. Size and position of mudguards which are incorporated into the body

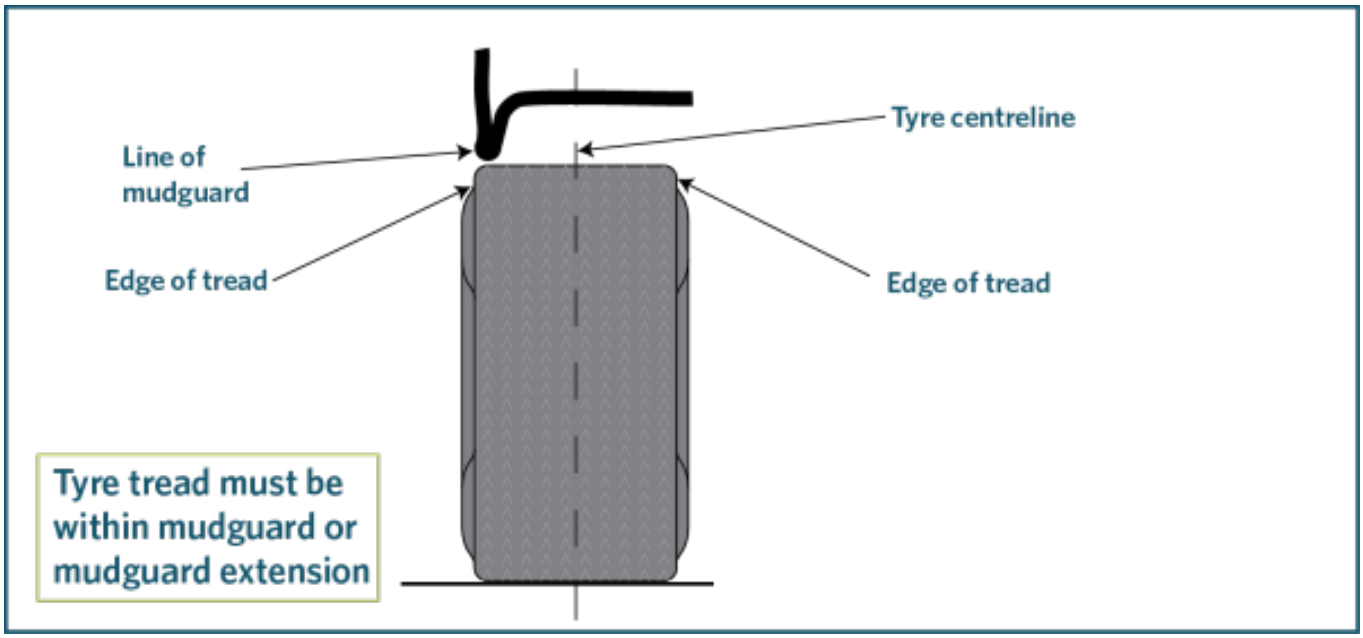
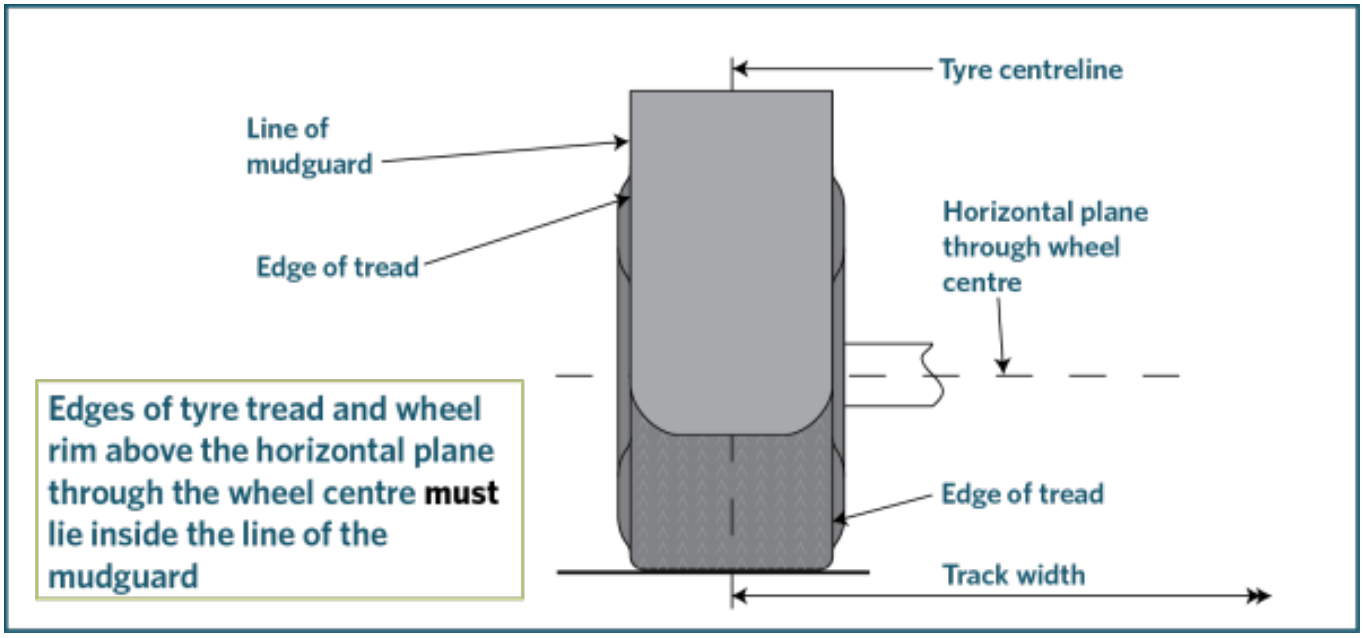


Figure 10-3-2. Size and position of individual mudguards



Summary of legislation

Applicable legislation

- Land Transport Rule: Tyres and Wheels 2001
- Land Transport Rule: Vehicle Equipment 2004

Mandatory equipment

1. A motorcycle must be fitted with a mudguard over each road wheel if it is reasonable and practicable to do so.

2. A mudguard must cover no less than the width of the tyre tread on each road wheel.

3. A motorcycle fitted with twin tyres or close-spaced multiple tyres must be fitted with a mudguard over each wheel on the rear axle that provides continuous protection from a horizontal line tangent to the top of the tyre tread to a line with a slope of 1 in 3 rising rearward from the tyre's contact point on the road.

4. The following vehicles are not required to be fitted with mudguards:

a) a vehicle in an unfinished condition used under the authority of trade plates and operated in accordance with the Compliance Rule

b) a vehicle not capable of exceeding a speed of 30km/h.

Condition

5. A mudguard must be securely fixed to the vehicle and must be constructed so that it does not present a hazard to road users.

Modification

6. A modification that affects a mudguard must be inspected and certified by a low volume vehicle specialist certifier, unless the vehicle:

a) is excluded from the requirement for LVV certification (Table 10-3-1), and

b) has been inspected in accordance with the requirements in this manual, including those for equipment, condition and performance.

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

11 Exhaust

11-1 Exhaust system

Reasons for rejection

Mandatory equipment

1. A vehicle is not fitted with an exhaust system that includes a means of sound reduction (Note 1).

2. A vehicle is presented for a WoF or CoF because it has been ordered off the road (pink- or green-stickered) by an enforcement officer for non-compliant exhaust noise, and there is no evidence that the vehicle has passed an LVVTA objective noise test since the vehicle was ordered off the road, ie:

a) the owner cannot produce a valid objective exhaust noise emissions test certificate (Figure 11-1-1) issued after the vehicle was ordered off the road (Note 5), and

b) the exhaust system tail pipe 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

3. An exhaust system is not securely mounted.

4. The exhaust system is so constructed or modified that its operation or effectiveness can be readily interfered with, eg the driver is able to interfere with the exhaust system by operating a manual switch or the exhaust is fitted with a flame-thrower kit.

5. The exhaust system is so constructed that emitted heat or fumes are likely to harm vehicle occupants.

Performance

6. There is a leak of exhaust fumes from the exhaust system.

7. The exhaust noise output from a class LC, LD or LE vehicle is not less than or similar to the noise output the vehicle [or a vehicle of a similar type – see (Note 2)] would have had when it was manufactured with its original exhaust system, and:

a) the increased noise output exceeds the relevant noise limit in Table 11-1-1 when assessed by the vehicle inspector:

i. using their own experience, or

ii. using the Noise Quick Check specified in **Technical bulletin 1**, or

b) there is no evidence that the vehicle has passed an LVVTA objective noise test, ie:

i. the owner cannot produce a valid objective exhaust noise emission test certificate (Figure 11-1-1), and

ii. the exhaust system tail pipe is not fitted with a valid LVVTA noise test label (Figure 11-1-2).

Note 1 Definition

Exhaust system means a pipe assembly through which the engine exhaust gases pass to the atmosphere and includes some means of sound reduction such as a silencer or resonator.

Note 2

For the purpose of reason for rejection, a vehicle of a similar type means a vehicle of similar age, vehicle size, body type, engine size and power output, and may be of a different make and model.

Note 3

The noise limits in Table 11-1-1 are lower than the noise limits specified in legislation, and considered to be ‘clearly below’ the legal noise limits. Vehicles with an exhaust noise output clearly below the legal limits do not require an Objective Noise Test.

Note 4

A new objective noise test is required every time the vehicle is ordered off the road for non-compliant exhaust noise, even if the vehicle is presented for WoF or CoF with a quieter or original exhaust system.

Note 5

Sight the ordering-off-the-road notice or phone the NZ Police to find out when the ordering off the notice was issued.

Table 11-1-1. Noise limits for the Noise Quick Check

Vehicle	Noise limit (decibels)
	see Note 3
Class LC, LD, LE with an engine capacity of 125 cc or less Class LC, LD, LE with an engine capacity of more than 125 cc	93 dBA 97 dBA

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:

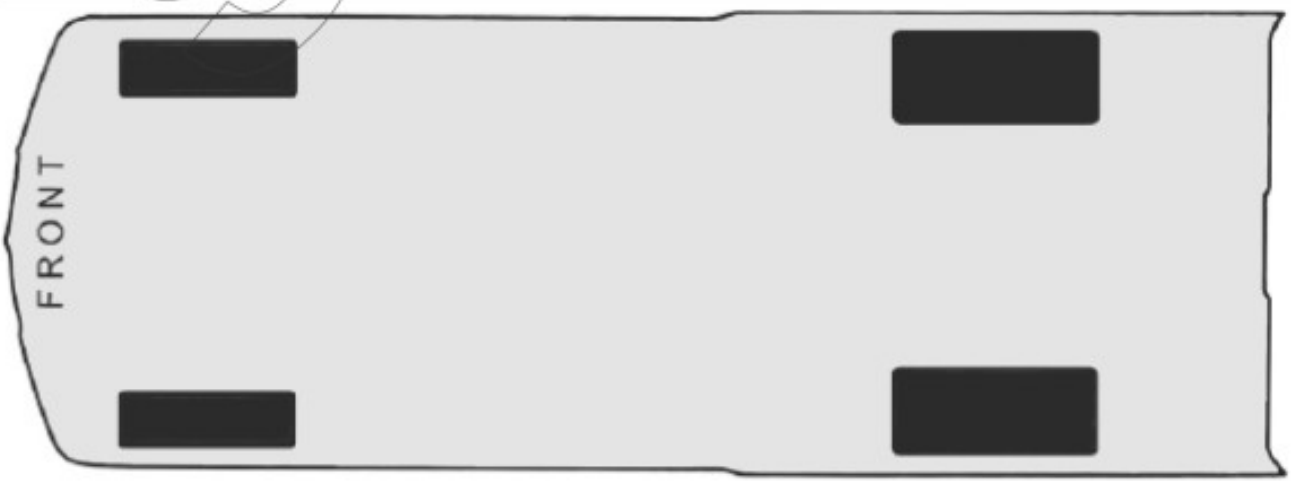


Figure 11-1-2. Objective noise test label

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
- Land Transport Act 1998, section 115.

Mandatory equipment

1. A motorcycle with an internal combustion engine must be fitted with an exhaust system.

2. A vehicle that is presented for a WoF or CoF because it has been ordered off the road by an enforcement officer for non-compliant exhaust noise must pass an LVVTA objective noise test before the vehicle may be issued with a WoF or CoF (Note 4).

Condition

3. An exhaust system must not be constructed or modified in a way that allows a person to interfere readily with its operation or reduce its effectiveness.

4. An exhaust system must be designed, constructed, positioned and maintained in a way that minimises the risk of heat or fumes emitted from the system harming the vehicle's occupants.

Performance

5. An exhaust system must be effective and in good working order.

6. The noise output from the exhaust system of a class LC, LD or LE vehicle:

a) must be less than or similar to the noise output from the vehicle's original exhaust system at the time of the vehicle's manufacture, or

b) must not, if the noise output of the vehicle's original exhaust system at the time of the vehicle's manufacture is not known, exceed the applicable maximum decibel level when tested and certified by an LVV specialist certifier

in accordance with the LVVTA objective noise test.

Modification

7. A class LC, LD or LE vehicle that has been modified so as to increase its exhaust noise output must have the exhaust system inspected, tested and certified by an LVV specialist certifier as having passed the LVVTA objective noise test, unless:

a) the increased noise output is clearly below the applicable noise limits (Note 3), and

b) it has been inspected in accordance with the requirements in this manual, including those for equipment, condition and performance.

8. When a vehicle has been certified by an LVV specialist certifier as having passed the LVVTA objective noise test:

a) the owner must produce a valid objective exhaust noise emissions test certificate (Figure 11-1-1), and

b) the exhaust system tailpipe must be fitted with a valid LVVTA noise test label (Figure 11-1-2).

Page updated 1 October 2025 (see **details**)

11-2 Exhaust emissions

Reasons for rejection

Performance

1. A vehicle with the engine at normal operating temperature (Note 1) emits clearly visible smoke (**Technical bulletin 8**) from the exhaust tailpipe (Note 2):

a) for a continuous period of five seconds when the engine is idling and does not meet the additional requirements in Table 11-2-1, or

b) as the engine is being rapidly accelerated to approximately 2500 rpm or approximately half the maximum engine speed (whichever is lower) and does not meet the additional requirements in Table 11-2-1.

Note 1 Test procedure

a) Carry out the idling and acceleration tests in Reason for rejection 1. A vehicle that passes both tests with the engine below normal operating temperature is deemed to have passed with the engine at normal operating temperature.

b) If the vehicle has failed either test, ensure the engine is at normal operating temperature. Then purge the system by increasing the engine speed to 2500 rpm (or half the maximum engine speed if this is lower) and holding it there for about five seconds. Repeat the idling and acceleration tests in Reason for rejection 1.

Note 2

Visible emissions caused by the condensation of water vapour do not count as smoke.

Note 3

Acceptable evidence is:

a) a letter on the letterhead of the manufacturer or manufacturer's representative, or

b) a letter on the letterhead of an appropriate motorcycle club, or

c) evidence of equal authority to (a) or (b) above, eg from an appropriate expert.

Note 4

The vehicle inspector may need to take into account further information about unusual or older vehicles, eg from an appropriate expert such as an office holder in a vintage vehicle club.

Table 11-2-1. Additional requirements

Type of vehicle	Additional requirements
First registered on or after 1 January 1960 with four-stroke engine, or First registered before 1 January 1960 with four-stroke engine manufactured on or after 1 January 1960.	1. Document produced by the vehicle operator that proves that (Note 3): a) the engine is original equipment for the vehicle, and b) its design means that the vehicle cannot reasonably comply with the visible smoke emission requirements. 2. The smoke produced is not noticeably and significantly more visible than it would have been when the vehicle was manufactured and supplied with the fuel recommended by the manufacturer.
First registered before 1 January 1960 with four-stroke engine manufactured before 1 January 1960, or Vehicle with two-stroke engine or rotary engine.	The smoke produced is not noticeably and significantly more visible than it would have been when the vehicle was manufactured and supplied with the fuel recommended by the manufacturer (Note 4).

Summary of legislation

Applicable legislation

- Land Transport Rule: Vehicle Exhaust Emissions 2007.

Performance

1. A motor vehicle must not emit clearly visible smoke (Note 2) when the vehicle's engine is running at its normal operating temperature, under either of the following conditions:

a) for a continuous period of five seconds when the engine is idling

b) as the engine is being accelerated rapidly to approximately 2500 revolutions per minute or approximately half the maximum engine speed (whichever is lower).

2. Performance requirement 1 above does not apply if the driver of the vehicle produces documentation that proves that the engine is original equipment for the vehicle and the engine's design means the vehicle cannot reasonably comply (Note 3).

12 Towing connections

12-1 Towbar

Reasons for rejection

Mandatory equipment

1. A towbar fitted to a vehicle does not have provision for securely fitting the safety chain from a trailer coupling, except for:

a) New Zealand Defence Force vehicles

b) fire-fighting vehicles.

Condition

2. The towbar or towbar mounting:

a) is not securely attached, or

b) has a bolt or nut that is missing or significantly corroded, or

c) has corrosion damage (Note 1) within 150mm of the mounting points, or

d) is cracked or distorted, or

e) has any other damage that the vehicle inspector considers has affected the structural integrity of the towbar or its attachment to the vehicle.

3. The towbar coupling (towball):

a) is not securely attached, or

b) is worn beyond manufacturer's specifications, or

c) is significantly corroded, distorted or cracked, or

d) has a nut that is missing or significantly corroded.

Note 1

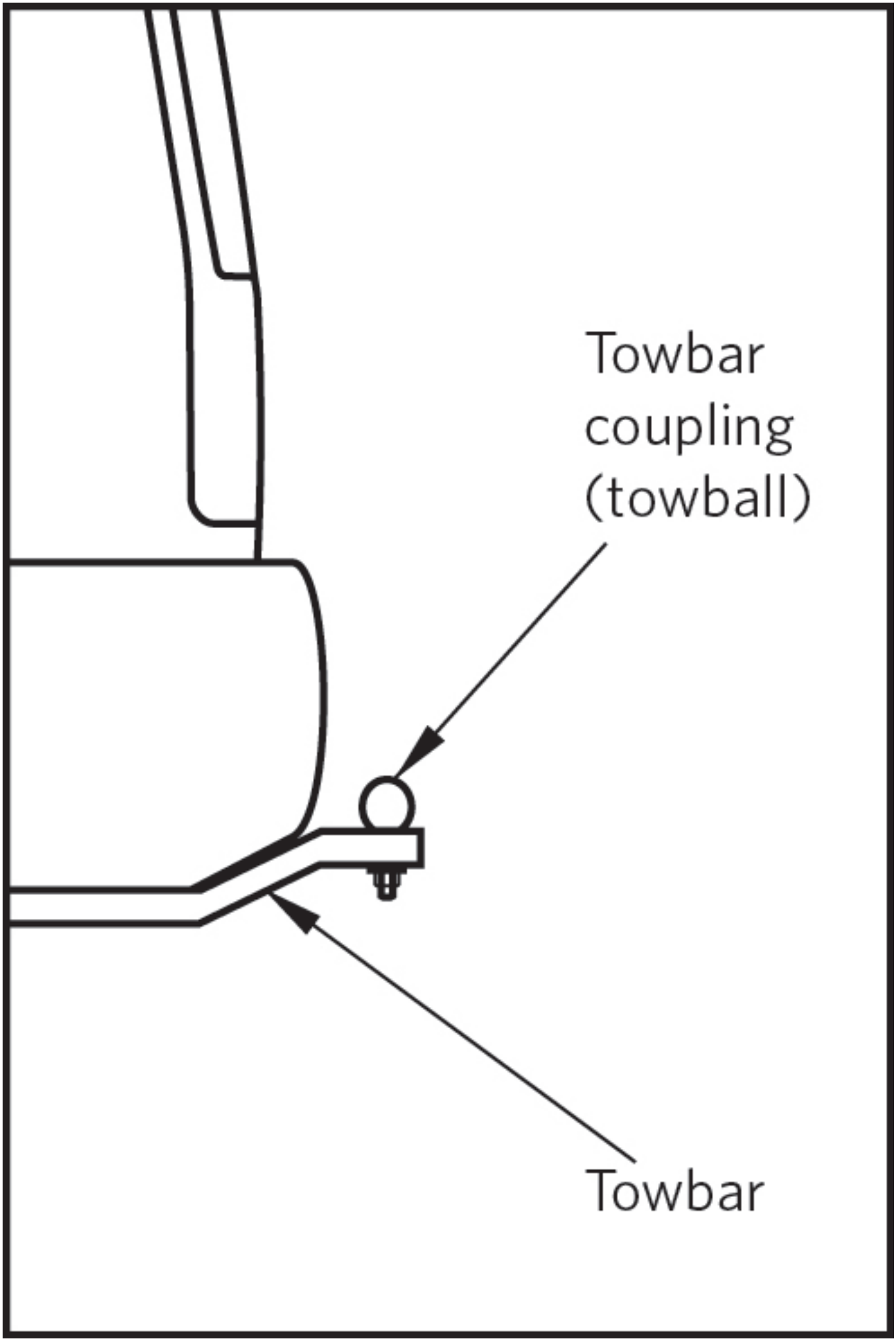
Corrosion damage is where the metal has been eaten away, which is evident by pitting. The outward signs of such corrosion damage is typically displayed by the lifting or bubbling of paint. In extreme cases, the area affected by the corrosion damage will fall out and leave a hole.

Table 12-1-1. Requirements for certification (Motorcycle light PSV only)

Towbar/vehicle date	Evidence of certification
Vehicle entered service as a PSV in New Zealand before 1 September 1999 and fitted with a towbar before 1 September 1999	1. A permanently attached plate, indelibly marked with: a) manufacturer's name, and b) towbar model number or part number, and c) rating – maximum towed mass (MTM) not exceeding 2000kg **Note** An uncertified towbar must be identified for private use only, eg on the checksheet.
Vehicle entered service as a PSV in New Zealand on or after 1 September 1999 and fitted with a towbar, or vehicle entered service as a PSV in New Zealand before 1 September 1999 and fitted with a towbar on or after 1 September 1999.	1. A permanently attached plate, indelibly marked with: a) manufacturer's name or trademark which clearly identifies the agency or person who has built the towbar, and b) the maximum towed mass (MTM) not exceeding 3500kg, and c) the maximum vertical load applied at the towing ball, and d) vehicle make, model or part number which identifies the vehicle(s) for which the towbar has been designed.

Note An unrated towbar may be assessed, rated and plated by an appropriately qualified engineer.

12-1-1. Towbar and towbar coupling


Towbar coupling (towball)
Towbar

Summary of legislation

Applicable legislation

- **Land Transport Rule: Vehicle Standards Compliance 2002**, section 7.4.

Mandatory equipment

1. A towbar, if fitted to a vehicle, must have provision for securing the safety chain or cable from a trailer coupling, except if the vehicle is likely to tow any of the following trailers:

    a) a trailer designed for armament purposes by the New Zealand Defernce Force

    b) a trailer pump for fire-fighting purposes.

Condition

2. A trailer must be securely attached to the towing vehicle by an adequate coupling.

3. A vehicle must:

    a) be safe to be operated, and

    b) have been constructed using components and materials that are fit for the purpose, and

    c) be within safe tolerance of its state when manufactured or modified.

12-1 Towbar (motorcycle PSV)

Mandatory equipment

1. A towbar that is fitted to a PSV does not show evidence of meeting the requirements of Table 12-1-1.

Condition and performance

2. Refer to **general motorcycle pages**.

3. A certification plate is:

    a) illegible, or

    b) has details that do not match the vehicle, or

    c) has obvious signs of tampering.

Table 12-1-1. Requirements for certification (Motorcycle light PSV only)

Towbar/vehicle date	Evidence of certification
Vehicle entered service as a PSV in New Zealand before 1 September 1999 and fitted with a towbar before 1 September 1999	1. A permanently attached plate, indelibly marked with: a) manufacturer's name, and b) towbar model number or part number, and c) rating – maximum towed mass (MTM) not exceeding 2000kg **Note** An uncertified towbar must be identified for private use only, eg on the checksheet.
Vehicle entered service as a PSV in New Zealand on or after 1 September 1999 and fitted with a towbar, or vehicle entered service as a PSV in New Zealand before 1 September 1999 and fitted with a towbar on or after 1 September 1999.	1. A permanently attached plate, indelibly marked with: a) manufacturer's name or trademark which clearly identifies the agency or person who has built the towbar, and b) the maximum towed mass (MTM) not exceeding 3500kg, and c) the maximum vertical load applied at the towing ball, and d) vehicle make, model or part number which identifies the vehicle(s) for which the towbar has been designed.

Note An unrated towbar may be assessed, rated and plated by an appropriately qualified engineer.

Applicable legislation

- Land Transport Rule: Passenger Service Vehicles 1999
- St281192 – Exemption from Specified Requirements of the PSV Construction Regulations 1978
- New Zealand Standard 5467: 1993, Code of Practice for Light Trailers
- Ministry of Transport Policy Statement 5.

Mandatory equipment

1. A towbar that is fitted to a PSV must comply with the requirements in Table 12-1-1.

Condition and performance

2. Refer to general motorcycle pages.

13 Miscellaneous items

13-1 Engine and transmission

Reasons for rejection

Condition

1. An engine, gearbox, transfer case, differential or other driveline mounting is insecure.

2. A chain sprocket:

    a) is loose, or

    b) has excessively worn teeth.

3. A drive chain:

    a) is excessively loose, or

    b) has excessively worn links.

4. A driveshaft is bent or severely damaged.

5. A driveshaft flange:

    a) is insecure, or

    b) has a bolt or nut missing.

6. A rubber doughnut-type driveshaft coupling:

    a) is worn or damaged beyond manufacturer’s specifications, or

    b) is split or delaminated so that its mechanical integrity is affected, or

    c) securing bolt is loose or missing.

7. A driveshaft universal joint spider (cross) bearing:

    a) is worn so that the movement in the joint is beyond manufacturers specifications, or

    b) caps have loose or missing cap bolts or circlips, or

    c) is damaged, displaced or the seals between the spider journals and bearing caps are missing.

8. A driveshaft slip joint (spline) is worn beyond manufacturer’s specifications.

9. The universals in the driveshaft are not fitted in accordance with manufacturer’s specifications.

Modifications

10. A modification (Note 1) affects the engine and transmission, and:

    a) is not excluded from the requirements for LVV specialist certification (Table 13-1-1), and

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

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

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

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

Note 1 Definitions

Modify means to change a vehicle from its original state by altering, substituting, adding or removing a structure, system, component or equipment, but does not include repair.

Repair means to restore a damaged or worn vehicle, its structure, systems, components or equipment to within safe tolerance of its condition when manufactured, including replacement with undamaged or new structures, systems, components or equipment.

Note 2

LVV certification is always required for the fitting of a supercharger or turbocharger as a modification, or the upgrading of a supercharger, turbo or wastegate, or the re-chipping of electronic engine control units on turbo vehicles.

Table 13-1-1. Modifications that do not require LVV certification

Fitting of or modification to:	LVV certification is not required provided that:
Substitution of engines	• when compared with the OE engine, the replacement engine: – is of the same or less cubic capacity, and – has equal or less weight, and – has the same or less power output, and – uses the same fuel (petrol, diesel), and – uses the same unmodified attachment points, ie it bolts in, and – uses the same ancillary equipment (accelerator linkages etc).
Minor modifications to OE engine	• the modifications result in not more than 20% more power than the OE engine, which may include the fitting of: – extractor or free-flow exhaust manifolds, or big bore exhaust systems – changed intake manifolds – changed or multiple carburettors – modified fuel injection systems – changed ignition systems – alternative cold air box induction systems. • See (Note 2)
Gearbox substitution	• the gearbox cross member has not been heated, cut or welded, and • the OE gearbox cross member mounting to the OE body or chassis members is unchanged, and • no replacement gearbox cross member is used, and • the OE driveshaft or drive chains are unmodified.

Fitting of or modification to:	LVV certification is never required:
Any modification for the purposes of law enforcement or the provision of emergency services	• in-service requirements for condition and performance must be met.

Summary of legislation

Applicable legislation

- **Land Transport Rule: Vehicle Standards Compliance Rule 2002, Section 7.4**.

Condition and performance

1. The vehicle must be safe to be operated.

2. The components and materials must be fit for their purpose and within safe tolerance of their state when manufactured or modified.

Modifications

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

a) is excluded from the requirement for LVV specialist certification (Table 13-1-1), and

b) has been inspected in accordance with the requirements in this manual, including those for equipment, condition and performance.

Page amended **1 April 2024** (see **amendment details**).

13-2 Fuel system

Reasons for rejection

Condition

1. There is a noticeable fuel leak from the fuel system.

2. There is corrosion damage (Note 1), cracking or other damage within 150mm of a tank mounting.

3. The security of the fuel tank is affected by insecure or loose tank mountings.

4. A fuel line is insecure or loose so that it is likely to be damaged during normal use of the vehicle.

5. A fuel pipe is severely damaged or excessively corroded.

6. A fuel hose is damaged or perished.

7. The fuel pump is insecure.

8. The fuel filler cap or capless fuel filler seal is missing, insecure, or likely to allow fuel spillage when the vehicle is in normal use.

9. The fuel tank is fitted with a ‘temporary use’ fuel filler cap.

Modification

10. A modification (Note 1) affects the fuel system, and:

a) is not excluded from the requirements for LVV specialist certification (Table 13-2-1), or

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

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

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

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

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Note 1 Definitions

Corrosion damage is where the metal has been eaten away, which is evident by pitting. The outward signs of such corrosion damage is typically displayed by the lifting or bubbling of paint. In extreme cases the area affected by corrosion damage will fall out and leave a hole.

Modify means to change a vehicle from its original state by altering, substituting, adding or removing a structure, system, component or equipment, but does not include repair.

Repair means to restore a damaged or worn vehicle, its structure, systems, components or equipment to within safe tolerance of its condition when manufactured, including replacement with undamaged or new structures, systems, components or equipment.

Table 13-2-1. Modifications that do not require LVV certification

Fitting of or modification to:	LVV certification is not required provided that:
Fuel system changes and modifications	• no structural modifications have occurred to the vehicle during the installation or modification, and • the fuel type (petrol, diesel) has not changed.

Fitting of or modification to:	LVV certification is never required:
Any modification for the purposes of law enforcement or the provision of emergency services	• in-service requirements for condition and performance must be met.

Summary of legislation

Applicable legislation

- **Land Transport Rule: Vehicle Equipment 2004**.

Condition and performance

1. Fuel tanks, fuel lines and associated components must be:

a) securely mounted, and

b) made of suitable materials, and

c) in good condition, and

d) free from significant leaks, and

e) positioned so that the risk of mechanical damage or heat gain is minimised.

Modification

2. A modification that affects the fuel tank and fuel lines must be inspected and certified by a low volume vehicle specialist certifier, unless the vehicle:

a) is excluded from the requirement for LVV certification (Table 13-2-1), and

b) has been inspected in accordance with the requirements in this manual, including those for equipment, condition and performance.

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

13-5 Electric and hybrid vehicle electrical system

Reasons for rejection

Condition (Note 1)

1. **High voltage wiring** is:

a) insecure or not adequately secured

b) damaged or deteriorated (including insulation)

c) likely to touch:

i. hot components of the vehicle

ii. sharp edges

iii. rotating parts

iv. the ground.

2. **High voltage batteries** are:

a) insecure or not adequately secured

b) damaged or deteriorated (including components and electrical insulation)

c) leaking, or showing signs of leaking.

3. **High voltage battery shields** are damaged or not in place.

Modification

4. A modification affects the electrical system, and:

a) is not excluded from the requirements for specialist certification (Table 13-5-1), or

b) is missing proof of specialist certification, that is:

i. the vehicle is not fitted with a valid certification plate (eg low volume vehicle plate or heavy vehicle certification plate/label), or

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

iii. The vehicle has not been certified to an accepted overseas system as described in **Technical bulletin 13**.

Note 1

Vehicle inspectors are only required to do a visual check. An invasive check is not required.

Table 13-5-1. Modifications that do not require specialist certification

Fitting of or modification to:	Specialist certification is not required provided that:
Fuel system changes and modifications	• no structural modifications have occurred to the vehicle during the installation or modification. Note: Specialist certification is **always** required for changes to the high voltage electrical system.

Fitting of or modification to:	Specialist certification is never required:
Any modification for the purposes of law enforcement or the provision of emergency services	• in-service requirements for condition and performance must be met.

Table 13-5-2. Electrical system warning icons

General fault The vehicle may indicate exactly what the fault is. If the fault is not from an electrical system, or other safety critical system (eg brakes, steering, electrics, ESC etc.) the vehicle may pass the inspection.	
Vehicle electrical fault The vehicle should be referred to a repairer for diagnostics. If the fault is not from a safety critical system (eg brakes, steering, high voltage electrics, ESC etc.), the vehicle may pass the inspection.	
Limited power/Limp mode This is likely to do with a fault in the electric drive system. The vehicle should be referred to a repairer for diagnostics. The vehicle must **fail** the inspection.	
Serious electrical fault The vehicle should be referred to a repairer for diagnostics. The vehicle must **fail** the inspection.	
Master warning Could be a warning for any vehicle system and is likely to be serious. The vehicle should be referred to a repairer for diagnostics. The vehicle must **fail** the inspection.	
High battery temperature Remove the car from any indoor premises immediately and turn the vehicle off. The vehicle should be referred to a repairer for diagnostics. The vehicle must **fail** the inspection.	

Summary of legislation

Applicable legislation

- Land Transport Rule: Vehicle Standards Compliance Rule 2002, section 7.4

Condition and performance

1. The vehicle must be safe to be operated.

2. The components and materials must be fit for their purpose and within safe tolerance of their state when manufactured or modified.

Modifications

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

a) is excluded from the requirement for specialist certification (Table 13-5-1), and

b) has been inspected in accordance with the requirements in this manual, including those for equipment, condition and performance.

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

14 Certificate of loading

Note For motorcycle passenger service vehicles only.

14-1 Certificate of loading (CoF only)

Reasons for rejection

Mandatory requirement

1. A PSV that requires a certificate of fitness (Note 1) does not have a certificate of loading (Note 2) displayed on the vehicle.

2. The vehicle is one of the following and the CoL is no longer valid:

a) the vehicle has been modified so as to require LVV specialist certification, or

b) the vehicle has been deregistered, or

c) an application for a change of use has been made (ie an MR14 has been completed) and the requirements for CoL differ for the new use.

3. An invalid certificate of loading has not been surrendered to the vehicle inspector (Note 3).

Condition

4. A certificate of loading:

a) is illegible, or

b) is attached so that it is not easily visible, or

c) has details that do not match the vehicle, or

d) has obvious signs of tampering.

Note 1

Vehicles that require a certificate of fitness are listed in **section 3.3.1** in the Introduction of this manual

Note 2

Certificate of Loading (CoL) means a certificate issued under this section to a vehicle that requires verification of its loading and weight limits. Light rental vehicles do not require a CoL.

Note 3

A vehicle with an invalid certificate of loading requires a new certificate of loading.

Figure 15-1-1. Certificate of loading

Summary of legislation

Applicable legislation

- Land Transport Rule: Vehicle Standards Compliance 2002.

Mandatory requirement

1. A passenger service vehicle with a GVM of 3500 kg or less that requires a certificate of fitness (Note 1) requires a certificate of loading.

2. Before issuing a certificate of fitness, a vehicle inspector must determine that a current certificate of loading is still valid, if one or more of the following events has occurred since the current certificate of loading was issued:

a) the vehicle has been modified so as to require low volume vehicle specialist certification,

b) the vehicle has been deregistered,

c) an application for a change of use has been made under section 16 of the Transport (Vehicle and Driver Registration and Licensing) Act 1986 and the requirements for certificates of loading differ for the new use.

3. If a vehicle inspector has determined that a current certificate of loading for a vehicle is no longer valid, they must request the vehicle's operator to surrender the certificate to the NZTA.

15 Transport service licence

Note For motorcycle passenger service and rental vehicles only.

15-1 TSL (CoF only)

Reasons for rejection

Mandatory requirement

1. The operator of a transport service vehicle has not notified (Note 3) the vehicle inspector of the passenger service licence number under which the vehicle is operated.

2. The operator of a transport service vehicle has not notified the vehicle inspector of the rental service licence number under which the vehicle is operated.

Note 1

If correctly licensed, a PSV can be identified by the 'L' on the vehicle licence label.

Note 2

PSV (passenger service vehicle), *for the purpose of this section*, means:

- a vehicle used to carry passengers for hire or reward, or
- a class MD3, MD4 or ME vehicle with 13 or more seats,
- but does not include the following:
- a rental vehicle that is not a passenger service vehicle, or
- a vehicle used as a place of abode that is not used in a rental service (eg a motorhome and dual-purpose motorhome carrying horses where at least 50% of the floor space is constructed for human accommodation), or
- a hearse
- a mobile bloodbank vehicle.

Note 3

Many vehicles are required to display a TSL label that identifies the TSL number the vehicle is presently operated under (see Figure 15-1-1). For CoF purposes, the vehicle inspector should use the number on the TSL label unless otherwise notified by the operator.

Figure 16-1-1. Sample TSL label

Summary of legislation

Applicable legislation

- Land Transport Act 1998.

Mandatory requirement

1. No certificate of fitness shall be issued in respect of any transport service vehicle unless the vehicle inspector has been notified of the transport service licence under which the vehicle is being operated.

Page updated **3 April 2014** (see amendment details).