

Rechecks under the traffic light system, and cargo barriers LVV threshold update

Rechecks under the traffic light system

With the introduction of the traffic light system (COVID-19 Protection Framework) the 'stop clock' process whereby the recheck period was extended for vehicles affected by level 3 or 4 restrictions is being phased out. Any remaining vehicles that have had the clock stopped under this process will have it restarted from Friday 3 December.

For further detail see the updated COVID-19 Recovery technical bulletins:

[VIRM: Entry certification](#)

[VIRM: In-service certification](#)

Cargo barrier threshold changes

Cargo Barriers are fitted inside of a vehicle to help constrain cargo and limit the risk of cargo impacting occupants in the event of a crash or rapid stop.

Recently it has come to light that there are approximately 4000 Hyundai i-Load vans with cargo barriers fitted that were not certified and that do not meet the technical requirements imposed by the thresholds as they are less than 300mm from the back of a seat that does not have a head restraint.

It is believed that the safety risk (head impact on a hard surface) can be mitigated in alternative ways to the existing threshold that will be a more suitable and economic fix for these vehicles. Removing the cargo barriers is not a suitable solution as they do provide a significant safety benefit to the vehicle occupants and removing them would likely increase the risk of injury to all vehicle occupants.

This amendment maintains occupant safety by ensuring there is no significant increase in the risk of injury due to head strike on a solid component. Safety is improved by more effectively allowing the fitment of cargo barriers which can significantly increase occupant protection from moving cargo.

[General vehicles 7-7 Interior impact](#) has been amended. Screenshots of the changes are shown below.

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

Fitting of or modification to:	LVV certification is not required provided that:
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Cargo barriers	<p>The cargo barriers are positioned vertically behind the back of the rearmost seat, and</p> <ul style="list-style-type: none">• each seating position, within 300mm of the cargo barrier, is fitted with an effective head restraint, or• the barrier is constructed from a frame and wire mesh (wire less than or equal to 4mm in diameter) with the ability to collapse rearward in the event of a head-strike and with impact absorbing foam covering any frame structure above the seat and within 150mm of the centreline of the seat, or• the barrier is of solid construction (metallic or fibre glass etc.) and has impact absorbing foam, covering any area that would otherwise be protected by a head restraint. <p>Notes</p> <ul style="list-style-type: none">• Any required impact absorbing foam must be at least 25mm thick• A seat may be removed or permanently disabled to allow the fitment of a cargo barrier without meeting the above requirements.• Any padding added in place of a head restraint does not need to meet any standards approval unless it is attached to the seat.• Rearward collapsibility of a cargo barrier can be achieved with anchorage brackets that deform, allowing the barrier to move backward (see Figure 7-7-2)• Remember that thresholds are only applied to modified vehicles. Some vans have solid OE cargo barriers, and these do not need to meet this threshold
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Figure 7-7-1. Cargo barriers

Suitable impact absorbing padding on a solid cargo barrier



Typical cargo barrier. Usually compliant with the thresholds. Check threshold technical requirements



Figure 7-7-2. Collapsible mechanisms

