

Correct as at 25th June 2026. It may be superseded at any time.

Extract taken from: In-service certification (WoF and CoF) > Heavy vehicles > Entrance and exit

## 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 does not have a door retention system.
2. A vehicle for transporting prisoners which does not have doors in the prison compartment that can be opened from the inside, has no alternative exit that can be operated by an authorised person in an emergency.

##### Equipment condition

3. A hinge for a door or other hinged 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 (Note 1).
4. A latch, catch, striker or any other part of a door or hinged panel retention system is not securely attached, or is in poor condition, due to a loose connection, corrosion or other damage (Note 1).
5. A door used for entrance and exit of the driver or passengers cannot be opened from the inside, unless the vehicle is designed or adapted to transport prisoners and the door is inoperable from the inside of the prison compartment.
6. A child safety lock or similar safety device cannot be deactivated.
7. There is corrosion damage within 150 mm of the hinge of a door or other hinged panel (see Figure 6-1-1).
8. There is corrosion damage within 150 mm of the latch of a door or other hinged panel (see Figure 6-1-1).

##### Equipment performance

9. A door used for entrance and exit of the driver or passengers does not open or close easily.
10. A door or other hinged panel does not remain secure in a closed or locked position.

##### Modifications

11. A modification (Note 2) affects door or hinged panel retention systems, 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**

**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 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, including replacement with undamaged or new structures, systems, components or equipment.

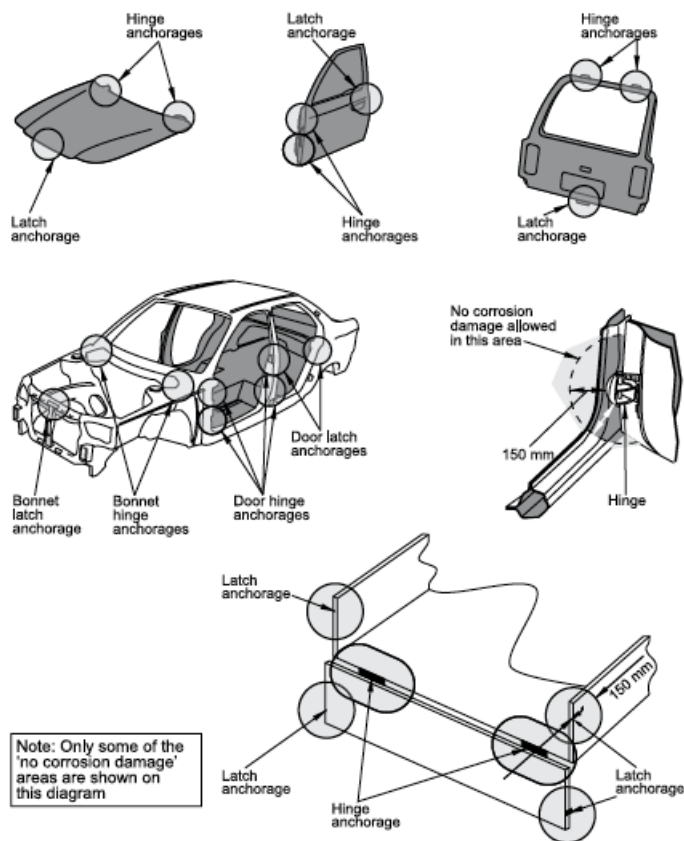
**Child safety lock** (also known as a kiddi-lock) means a safety device installed during the manufacture of the vehicle to prevent a door from being opened from the inside of the vehicle.

**Tables and images**

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

Fitting of or modification to:	LVV certification is not required provided that:
Exterior door handles (on doors normally used for entry and exit of occupants)	<ul style="list-style-type: none"> <li>• the modification is minor (eg removal of key locks), and</li> <li>• door handles remain fitted and in serviceable condition.</li> </ul> <p><b>Note</b></p> <p>The fitting of a door opening/closing mechanism (which may include the removal of exterior door handles) that differs from original must be LVV certified.</p>
Fitting of or modification to:	LVV certification is never required:
Any modification for the purposes of law enforcement or the provision of emergency services	<ul style="list-style-type: none"> <li>• in-service requirements for condition and performance must be met.</li> </ul>

**Figure 6-1-1 Hinge and latch anchorages**



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

See also figures for corrosion limits to structure ([section 3-1](#)), seatbelt anchorages ([section 7-5](#)), and front or rear suspension anchorages ([section 9-1](#)).

## 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).

3. A vehicle designed or adapted to transport prisoners is not required to be fitted with a mechanism for opening a door from the inside if the prison compartment has an alternative exit that can be operated by an authorised person in an

emergency.

### **Equipment condition**

4. A door retention system and its mountings must be safe and structurally sound.
5. 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, unless it is permitted equipment designed or adapted to operate otherwise.
6. The vehicle must be designed and constructed using components and materials that are fit for their purpose, and within safe tolerance of their state when manufactured or modified.

### **Equipment performance**

7. A door retention system must be in good working order.
8. A door used for entrance and exit must open and close easily.
9. A door used for entrance and exit must remain secure in a closed position during the operation of the motor vehicle.

### **Modifications**

10. A modification that affects door or hinged panel retention systems 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 **2 December 2019** (see [amendment details](#)).