Correct as at 27th June 2026. It may be superseded at any time.

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

Technical bulletins (CoF)

News and updates

02 March 2026

VIN photo for Repair certification – unable to enter notes form

From 16 March 2026, you'll need to upload a photo of the vehicle's VIN or chassis number when completing a *Repair certification – unable to enter notes* form.

This will ensure the vehicle details are captured correctly. The online form will be updated to include this function.

nzta.govt.nz/repair-notes

23 February 2026

We've moved the Vehicle Inspection Portal to a new web platform

We've moved the Vehicle Inspection Portal (the VIRMs website) to a new web platform.

11 February 2026

Electronic certificate of authority (E-COA)

From mid-February inspecting organisation certificates of authority (COAs) will no longer be posted and sent by mail.

02 February 2026

Outcome of consultation on new light entry certification appointments

After receiving support from new light entry certifiers, we decided to adopt the proposed changes to the New Light Entry Certification appointment process.

27 January 2026

Reminder: check your saved VPN links to keep access

If you use our VPN, the most secure link begins with https://. Some users still have the old URL for the VPN saved, without the s. To keep our connections secure, we’re switching off the old link on 29 January 2026. Check your saved links include the 's'.

23 December 2025

Safety warning for Suzuki Fronx owners

NZTA is urging the owners of Suzuki Fronx vehicles in New Zealand to stop carrying passengers in the rear seats of the vehicles. This follows the failure of a safety belt in a laboratory crash test. If you get any questions from customers, tell them to contact Suzuki directly.

1 Expiry dates recorded on ID label/plate and HVS certificate (LT400)

Application

This technical bulletin applies to components with heavy vehicle specialist certification (LT400).

Clarification

Some heavy vehicle specialist certifiers (HVS certifiers) have been stipulating an expiry date on an identification label/plate and heavy vehicle specialist certificate (LT400) for items other than the ones where the relevant standard or code specifically allows or requires an expiry date.

In other cases, some CoF inspectors have been entering an expiry date on LANDATA, most frequently 10 years after the date of the LT400, even if the certificate does not contain such data.

Both of these situations cause avoidable difficulties to the operators, which is made even more obvious if a relevant standard (eg NZ5444) has changed.

Inspection

1. CoF inspectors are not to enter any expiry date on LANDATA unless the LT400 was issued for:

    a) a towing connection, first certified to NZS5446 after 1 August 1991, or

    b) a bolster attachment as per the Bolster Attachment Code.

2. Where an expiry date has been entered on an identification label/plate, or LANDATA for the specialist certification of items other than those identified under 1 above, CoF inspectors must disregard it. In such cases, a lapsed expiry date is not a reason for rejection.

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

2 OEM wheel rim options

Approved distributors wishing to update this bulletin should email their information to **virmupdates@nzta.govt.nz**

Freightliner

Daimler Truck Australia Pacific Pty Ltd advises that the heavy motor vehicle makes listed below have the following OEM-approved wheels:

Make	Rim Type	Rim Brand Name	Rim Diameter	Rim Width
Freightliner	Alloy	Alcoa	22.5"	8.25"
				9.00"
				12.25"
	Steel	Accuride	22.5"	8.25"

The fitting of the above wheel rims does not alter the manufacturer's original axle ratings.

Vehicle inspection requirements manual reference

- **Heavy vehicles, 10-1 Tyres and wheels**

Safety concern

The fitting of non-approved wheel rims can cause component overloading.

Inspection

The fitting of different wheels to OEM requires heavy vehicle specialist certification unless they are approved by the vehicle manufacturer.

The following vehicle makes and models distributed by the **Motor Industry Association of New Zealand** and sold through its franchise dealer network have been confirmed as having optional OEM wheel rims.

Vehicles fitted with wheel rims meeting the specified requirements do no not require heavy vehicle specialist certification.

Hino Distributors (NZ) Ltd.

Hino Distributors (NZ) Ltd. advises that the heavy motor vehicle makes listed below that have disc wheel rims have the following OEM approved rim options:

Models	Rim Type	Rim Brand Name	Rim Diameter	Rim Width
700 Series FS1A, FS1E, SS1E, SH1E **500 Series** FG8J, GH8J, FM8J GH1A, FL8J, FM1A **FS1K Model** FS1K	Steel	Topy	22.5”	8.25” 11.75”
	Steel	Jansta	22.5”	8.25” 11.75”
	Steel	Accuride	22.5”	8.25” 11.75”
	Alloy	Weight Cheetah	22.5”	8.25” 11.75”
	Alloy	Alcoa	22.5”	8.25” 11.75”

The fitting of the above wheel rims does not alter the manufacturer's original axle ratings.

Isuzu NZ

Isuzu NZ advises that the heavy motor vehicle marques & models listed below that have 22.5-inch, disc wheel rims have the following OEM rim width options for single tired axles.

Make/Model	Rim type	Rim brand name	Rim diameter	Rim width
Isuzu GIGA 6x4, model year 2015, (10th character of VIN = F)	Alloy	Alcoa	22.5"	8.25"
				11.75"
Isuzu GIGA CYZ 6x4 from model year 2015, (10th character of VIN = F)	Steel	Maxion	22.5"	8.25"
		Accuride		11.75"
Isuzu GIGA 8x4, model year 2015, (10th character of VIN = F)	Steel	Maxion	22.5"	8.25"
Isuzu GIGA CYZ 6x4 from model year 2022, (10th character of VIN = N)	Alloy	Alcoa	22.5"	8.25"
				11.75"
Isuzu GIGA CYZ 6x4 from model year 2022, (10th character of VIN = N)	Steel	Maxion	22.5"	8.25"
		Accuride		11.75"

The fitting of the above wheel rims does not alter the manufacturer's original axle ratings.

Mercedes-Benz

Daimler Truck Australia Pacific Pty Ltd advises that the heavy motor vehicle makes listed below have the following OEM-approved wheels:

Make/Model	Rim Type	Rim brand name	Rim diameter	Rim width
Mercedes-Benz Actros BM963###	Steel	Mercedes-Benz	22.5"	8.25"
				9.00"
				11.75"
	Alloy	Alcoa		8.25"
				9.00"
				11.75"
		Speedline		8.25"
				9.00"
				11.75"
Mercedes-Benz Arocs BM964###	Steel	Mercedes-Benz	20"	11"
			22.5"	8.25"
				9.00"
				11.75"
	Alloy	Alcoa		8.25"
				9.00"
				11.75"

Make/Model	Rim Type	Rim brand name	Rim diameter	Rim width
Speedline	8.25"			
	9.00"			
	11.75"			
Mercedes-Benz Atego BM967###	Steel	Mercedes-Benz	19.5"	6.75"
				8.25"
			22.5"	7.50"
	Alloy	Alcoa	19.5"	6.75"
				8.25"

The fitting of the above wheel rims does not alter the manufacturer's original axle ratings.

Motor Truck Distributors (NZ) Ltd.

Motor Truck Distributors (NZ) Ltd advises that the heavy motor vehicle marques listed below that have 22.5 inch, disc wheel rims have the following OEM rim width options for single tired axles:

Make	Rim type	Rim brand name	Rim diameter	Rim width
Mack Truck	Steel	Mack	22.5”	8.25” 9.00” 11.75” 12.25” (Mack Truck only)
	Alloy	Alcoa		
Renault Truck	Steel	Renault		
	Alloy	Truck Speedline		
Volvo Bus and Volvo Truck	Steel	Volvo		
	Alloy	Alcoa		

The fitting of the above wheel rims does not alter the manufacture’s original axle rating.

Penske New Zealand

Penske New Zealand advises that the heavy motor vehicle makes listed below have the following OEM-approved wheels:

Make	Rim type	Rim brand name	Rim diameter	Rim width
MAN Truck and Bus	Steel	MAN	22.5"	7.50"
				8.25"
	Alloy	Alcoa		9.00"
				11.75"
MAN 4x4 models	Steel	MAN	20"	10.00"
			22.5"	7.50"
				8.25"
				9.00"
				11.75"
			24"	8.50"
		TRS Tyre & Wheel Ltd	20"	11.00"
				13.00"
			22.5"	11.75"
				14.00"
	Alloy	Alcoa	22.5"	7.50"
				8.25"
				9.00"
				11.75"

The fitting of the above wheel rims does not alter the manufacturer's original axle ratings.

Scania NZ Ltd.

Must be used for Scania vehicles entry certified on or after 1 February 2023. See Cable Price (NZ) Ltd. for Scania vehicles first registered before 1 February 2023.

Scania NZ advises that the heavy motor vehicle makes listed below that have disc wheel rims have the following OEM approved rims options for single tired axles.

Make/Model	Rim type	Rim brand name	Rim diameter	Rim width
Scania Truck	Steel	Scania	20.0”	8.50”
			20.0”	10.00”
			22.0”	8.00”
			22.5”	7.50”
			22.5”	8.25”
			22.5”	9.00”
			22.5”	11.75”
			24.0”	8.50”
	Alloy	Alcoa	22.5”	8.25”
			22.5”	9.00”
			22.5”	11.75”
Scania Bus	Steel	Scania	22.5”	7.50”
			22.5”	8.25”
			22.5”	9.00”
			22.5”	11.75”
	Alloy	Alcoa	22.5”	8.25”
			22.5”	9.00”

Make/Model	Rim type	Rim brand name	Rim diameter	Rim width
22.5”	11.75”			

Some rims are axle specific, contact **Scania NZ** for details.

The fitting of the above rims does not alter the manufacturer’s original axle ratings.

Southpac Trucks Ltd.

Southpac Trucks Ltd advises that the heavy motor vehicle makes listed below that have disc wheel rims have the following OEM approved rim options:

Make	Rim Type	Rim Brand Name	Rim Diameter	Rim Width
DAF	Steel	DAF	22.5"	8.25"
	Alloy	Alcoa		11.5"
				11.75"
Kenworth	Steel	KW	22.5"	8.25"
				9.00"
	Alloy	Alcoa	22.5"	8.25"
				9.00"
				12.25"
	Alloy	Armoury	22.5"	8.25"
				9.00"
				12.25"

The fitting of the above wheel rims does not alter the manufacturer's original axle ratings.

UD Truck Distributors (NZ) Ltd.

UD Truck Distributors (NZ) Ltd advises that the heavy motor vehicle marques listed below that have 22.5 inch, disc wheel rims have the following OEM rim width options for single tired axles:

Make	Rim type	Rim brand name	Rim diameter	Rim width
UD Trucks (Heavy Duty) 2009-onwards	Steel	Topy	22.5”	8.25” 11.75”
	Steel	Jantsa		
	Alloy	Alcoa		
	Alloy	Wheels India		
	Steel	Wheels India		

The fitting of the above wheel rims does not alter the manufacture’s original axle rating.

Cable Price (NZ) Ltd.

Must only be used for Scania vehicles first registered up to and including 31 January 2023. See **Scania NZ Ltd.** for Scania vehicles first registered from 1 February 2023.

CablePrice (NZ) Ltd advises that the heavy motor vehicle makes sold under licence by Cable Price (NZ) Ltd up to and including 31/01/2023 and listed below have disc wheel rims which have the following OEM approved rim options. Any Scania vehicle entry certified after and including 01/02/2023 must conform to the approved wheel rim options covered in the Scania NZ Ltd list above:

Make	Rim type	Rim brand name	Rim diameter	Rim width
Scania Truck & Scania Bus	Steel	Scania	22.5"	7.50"
				8.25"
				9.00"
				11.75"
	Alloy	Alcoa	22.5"	8.25"
				9.00"
				11.75"
Scania 4x4 & 6x6 models	Steel	Scania	22.5"	7.50"
				8.25"
				9.00"
				11.75"
		TRS Tyre & Wheel Ltd	22.5"	14.00"
			20"	11.00"
				13.00"
	Alloy	Alcoa	22.5"	8.25"
				9.00"
				11.75"

The fitting of the above wheel rims does not alter the manufacturer's original axle ratings.

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

Page updated 18 October 2024 (see update details)

3 Rear seatbelts as aisle obstructions in passenger service vehicles

Vehicle inspection requirements manual references

This bulletin gives guidance to vehicle inspectors in applying the following requirements in the *VIRM: In-service certification (WoF and CoF)*:

- **Vehicle interior – 7-4 PSV aisles**.

Application

This document applies to people-mover vehicles, such as Toyota Previas, that are used as passenger service vehicles (PSVs) and have factory-fitted seats and seatbelts that comply with approved seat and seatbelt standards.

Safety concern

Practical tests have been carried out by the **Low Volume Vehicle Technical Association (LVVTA)** to investigate the concern that rear seatbelts fitted to Toyota Previa vehicles may obstruct passengers in the rear row of seats from exiting the vehicle in an emergency. Results show that seatbelts fitted in these types of vehicle may cause a minor nuisance but not an obstruction; passengers in the rear row of seats can still exit in a reasonable manner in emergency situations.

Inspection

Factory-fitted seatbelts in people-mover vehicles operated as PSVs should not be considered as obstructions to the aisle provided:

a) seats and seatbelts are original equipment fitted by the manufacturer, and

b) the seatbelt that crosses the aisle is of a retractable type, and

c) the seats, seatbelts and their installation are unmodified (other than minor trimming of the seatback width to achieve the required aisle width), and standards compliant if applicable.

This concession does not apply to:

- fold-down seats encroaching on aisle space
- vehicles that are retrofitted with additional and/or modified seat and seatbelt arrangements. Disconnecting or disabling seat rotation mechanisms is not considered to be a modification.

These vehicles must comply with all PSV requirements, such as aisle width.

4 Taximeter compliance

Meters are not required in small passenger service vehicles. However, if you do use a meter you must ensure that it is accurate.

From 1 October 2017 meters are not a CoF inspection item and meter certification is not carried out by persons authorised by NZTA.

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

5 Door test procedure: Compressed air- or vacuum-operated doors

Legal requirements

The tests are based on the following requirements (see Schedule for details):

- **Land Transport Rule: Passenger Service Vehicles 1999**: sections 2.2(2) and 2.2(2A)
- **VIRM: In-service certification (WoF and CoF): 6-2 PSV doors and doorways (Heavy PSVs)**
- **VIRM: In-service certification (WoF and CoF): 6-2 PSV doors and doorways (Light PSVs)**
- Test bar referred to in section 7.6.5 of EU Directive 2001/85/EC.

Equipment required

- Test bar (Figure 5-1-1)
- Scale with a midrange of approximately 12kg.

Test overview

There are two test types to be carried out, as follows:

1. Testing that the door opens automatically when there is an obstruction:

    Test 1: Using the non-tapered end of the test bar

2. Testing that, if the door does not open, the test bar can be easily removed, using the following test:

    Test 2: Using a scale, pull to ascertain the force required to extract test bar.

Perform test(s) as outlined in the flowchart below.

Test procedure flowchart

The door is located at the left-front of the vehicle within the driver's direct line of sight, and is opened and closed by means of a driver-operated control.

YES

NO

Place test bar in position.

Hold the test bar level, square to the door, near the vertical centre, so the door will close on the 30mm part of the bar (taper inside the bus).

Using test bar and scale

Close door(s) from the driver-operated controls

Door(s) opens automatically and remains open until being closed using the driver-operated control.

YES

NO

Extract test bar

Using the scale, pull the test bar fully out of the door aperture with a steady force. Observe the force required.

Able to be readily extracted, with a force ≤ 15kg?

YES

NO

Pass

Fail

- **Download the flowchart** (PDF | 199KB).

Schedule

From Land Transport Rule: Passenger Service Vehicles 1999: sections 2.2 and 2.2(2A)

2.2(2) A power-operated door, its control mechanisms and associated equipment must be designed, constructed and maintained so that the opening and closing force of the door, or its method of operation, is unlikely to injure or trap any person.

2.2(2A) Without limiting the means of compliance with 2.2(2) a power-operated door complies with 2.2(2) if:

a) the door is:

1. located at the left-front of the vehicle; and
2. within the driver's direct line of sight; and
3. opened and closed by means of a driver-operated control; or

b)in the event that the door closes onto part of a person, the person can readily extract the trapped part.

Taken from:

- **VIRM: In-service certification (WoF and CoF): 6-2 PSV doors and doorways (Heavy PSVs)**
- **VIRM: In-service certification (WoF and CoF): 6-2 PSV doors and doorways (Light PSVs)**

Power-operated doors

A power-operated door is such that it is likely to injure or trap a person, eg by excessive opening or closing force, or damage or deterioration (Note 1).

Test bar dimensions:

Section of height 60mm, width 30mm with corners radiused to 5mm and tapered at one end over a length of 300mm from a thickness of 30mm to a thickness of 5mm (Figure 5-1-1). Surface to be smooth but shall not be treated with polish or lubricated.

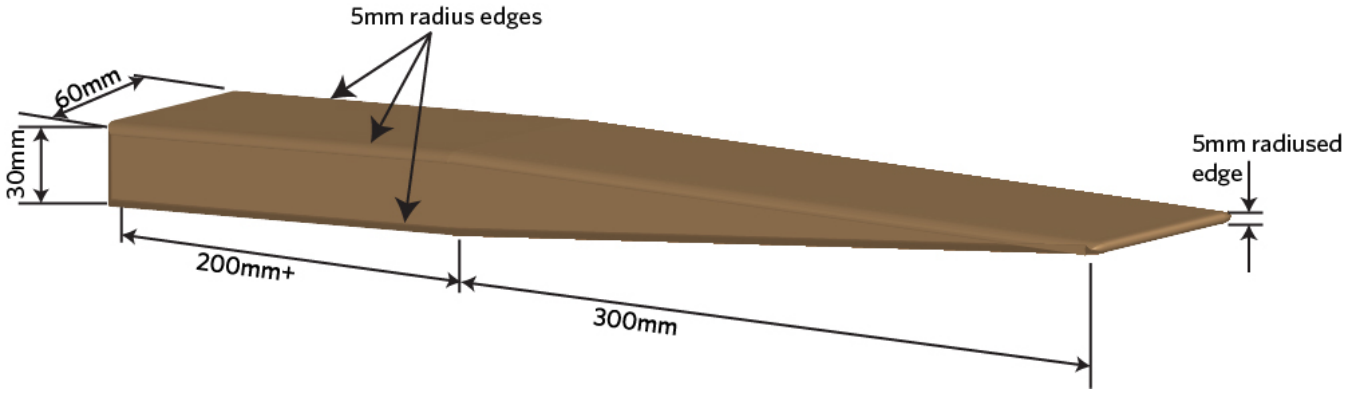


Figure 5-1-1. Test bar dimensions

Note 1

A power-operated door may be deemed acceptable in terms of potential injury or entrapment of a person due to excessive closing force if:

a) the door is located at the left-front of the vehicle within the **driver's clear view from his seat** (without using mirrors or CCTV), and is opened and closed by means of a driver-operated control, or

b) the door automatically opens when it meets an obstruction, and remains open until being closed using the driver-operated control, or

c) in the event that the door closes onto part of a person, the person can readily extract the trapped part.

Page amended **1 November 2014** (see **amendment details**).

6 Michelin X Multiway tyres

Reference

- **Heavy vehicles 10-1 Tyres and wheels**
- **Heavy PSVs 10-1 Tyres and wheels**.

Clarification

Michelin X Multiway tyres are like a cross between directional and normal highway tyres however the direction of rotation can be in either direction - meaning the tyre fits into the normal highway tread type classification.

The arrow with the larger head indicates the manufacturer's preferred direction of rotation for the tyre, optimizing tread wear performance. The manufacturer recommends that, especially when new, tyres marked with a bi-directional arrow should be run in the direction of rotation indicated by the larger arrow head.

However, if a tyre marked with the bi-directional arrow shows an irregular wear profile, (for example, a sloped wear pattern) then it may be turned on the rim and run in the direction of the smaller arrow head with no detriment to any other performance criteria. In cases such as this, the manufacturer recommends that all tyres on the same axle should be turned on the rim such that all arrows face in the same direction.

Inspection

A vehicle presented that has these tyres is subject to the usual in-service requirements for normal highway tread type tyres.

- Despite the manufacturer's recommendation, there is no reason for rejection if the bi-directional arrows do not face in the same direction.
- There is no reason for rejection if tyres with bi-directional arrows are mixed on the same axle with other Normal Highway tread type tyres.
- Tyres with bi-directional arrows cannot be mixed with asymmetric or directional tyres.

Page added **10 June 2016** (see **details**)

7 Stock crate retention certification

It is important that stock crate retention is correctly certified to the appropriate standard. This technical bulletin provides explanations of different types of stock crates (fitted to a vehicle with a GVM of 6000 kg or more) their attachments, how to identify them, and how to identify their certification.

References

- **Heavy vehicles: 14-2 Stock crates and stock crate retention devices**
- **Heavy trailers: 10-2 Stock crates and stock crate retention devices**

Stock crate attachment types

There are three common ways that stock crates are attached to heavy motor vehicles:

- J-hook
- Monocoque
- Deck-mounted.

J-hook

The crate attachment is easy to see as the J-hooks sit on the outside (Figure 7-1-1).

Figure 7-1-1. J-hook stock crate

The stock crate is not a vehicle therefore the actual crate J-hook mountings and J-hooks **cannot be certified with an LT400**. The design can be certified with a design certificate and a plate or label attached to the stock crate.

The design certification for the stock crate anchorage is catered for with an design certificate and the certificate will be held on file by the stock crate manufacturer.

The stock crate identification plate or label needs to have all of the following information:

- Company name
- Serial number
- Date of manufacture
- J-hook capacity load
- J-hook capacity individual
- Number per side.

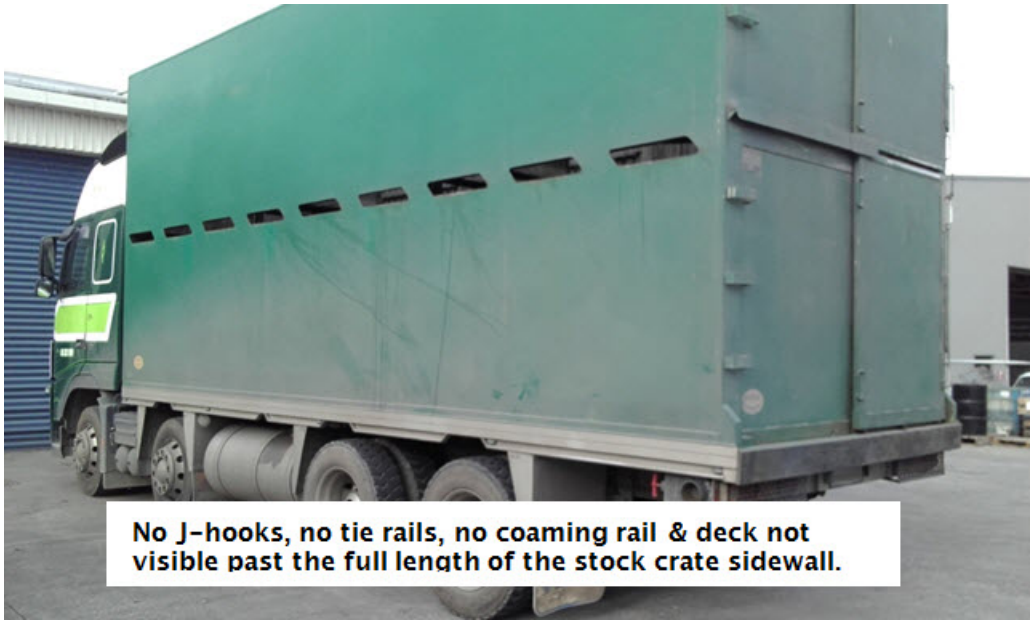
A certificate of fitness inspector can be satisfied in regard to the certification of the stock crate J-hook mountings if a plate or label providing all the information above is attached to the crate and there is a separate load anchorage certification plate fitted to the vehicle to cover the deck mounting points (coaming rail) used to secure the stock crate.

Monocoque

A stock crate and vehicle constructed as one integral assembly, usually without a rigid chassis, with the wheel and axle assemblies , suspension and steer dolly (in the case of a full trailer) attached directly to the crate assembly. The stock crate fits directly to the chassis and there are no coaming rails or tie rails. (Figure 7-1-2).

Figure 7-1-2. Monocoque stock transfer vehicle

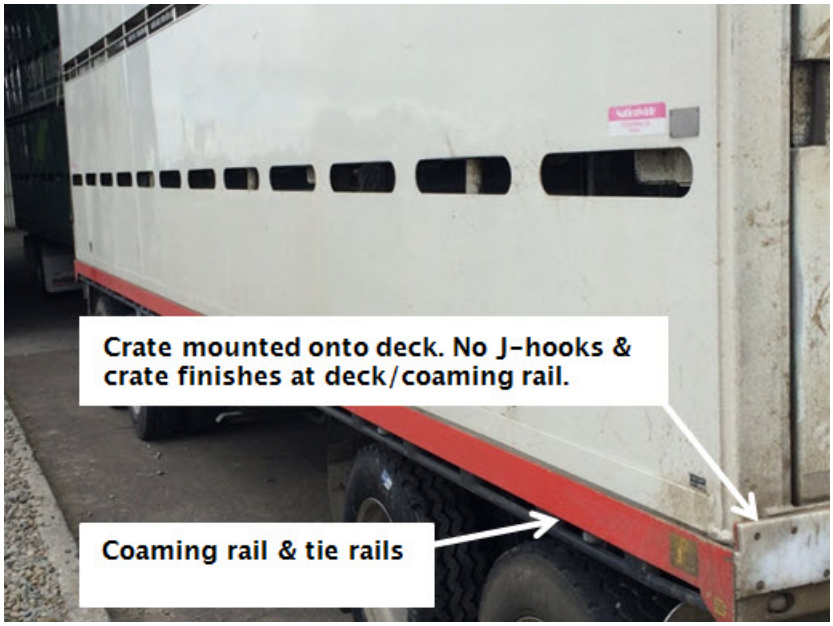
This must be certified to NZS5413.



Deck-mounted

Another common attachment is the deck-mounted stock crate. There are no external attachments and the fitment looks very similar to monocoque except that the crate sits on a deck which is visible with a coaming rail and general fitment of load anchorages and tie rails (Figure 7-1-3).

Figure 7-1-3. Deck-mounted stock crate



Requirements for certification of deck mounted stock crates.

The stock crate is not a vehicle therefore the actual crate bolt mountings and bolts **cannot be certified with an LT400**. The design can be certified with a design certificate and a plate or label attached to the stock crate.

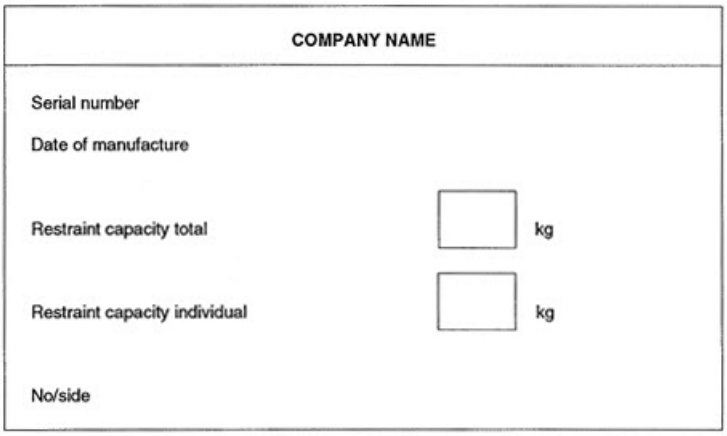
The design certification for the stock crate anchorage is catered for with an engineer's design certificate and the engineers certificate will be held on file by the stock crate manufacturer.

The stock crate identification plate or label needs to have all of the following information:

- Company name
- Serial number
- Date of manufacture
- Restraint capacity load
- Restraint capacity individual
- Number per side

A certificate of fitness inspector can be satisfied in regard to the certification of the stock crate bolted mountings if a plate or label providing all the information above is attached to the crate and there is a separate load anchorage certification plate fitted to the vehicle to cover the deck mounting points used to secure the stock crate.

Sample stock crate plate design



Notes

- Any vehicles inspected after 1/11/2016 that do not meet the requirements but are fit for purpose (inspector has completed a detailed visual inspection and is confident that the anchorage points are in good condition) may be passed for CoF but must have certification completed (in line with this technical bulletin) before next CoF. Notes must be recorded showing the completion of this inspection and actions needed to be taken before next CoF.
- Any vehicles presented for inspection 1 year after 1/11/2016 will not pass for CoF without correct certification.
- All vehicles presented for first time entry compliance must meet these requirements for stock crate/load anchorage immediately.

Page amended **1 November 2017** (see **amendment details**)

Page updated 27 February 2023 (see **details**)

8 Factory produced bodies fitted to new imported Heavy Motor Vehicles (first registered in New Zealand)

Vehicle inspection requirements manual reference

- **Heavy vehicles 3-1 Structure**

Manufacturers of heavy motor vehicles are building bespoke vehicles more and more in-house using the same facilities and manufacturing processes that are used for the main cab/chassis unit. Body fitments include but are not limited to:

- Tipper bins

- Tank units (fuel/water/fluids)
- Box bodies (refrigerated/curtainsided/enclosed)
- Motorhomes
- Specialty units (compactor/bin lifter/sweeper/suction)
- Dual steering conversion

This bulletin gives guidance to vehicle inspectors in applying the requirements in the VIRM.

Application

Under the Land Transport Rule: Heavy Vehicles 2004, a modification or repair that affects the vehicle structure must be inspected and certified by a heavy vehicle specialist certifier (HVSC).

The vehicles listed in the tables below have a factory produced body structure that has been manufactured by the listed manufacturer in the same facilities and using the same production standards as the main cab/chassis unit, these vehicles can be accepted for entry certification and do not need to be certified by an HVSC.

These vehicles may carry a second stage manufacturers plate or label, any details contained, such as GVM, standards compliance etc are to be considered as the manufacturer's final configuration. Alternatively, a statement on the SoC that confirms the body unit was fitted at factory may also be accepted as proof of standards compliance for the unit.

Manufacturers with bodies that do not require an LT400

Foton

Make	Model	Model code
Foton	Aumark	BJ1051 (2.8L) - BJ1051V9JD4-FP Tipper
Foton	Aumark	BJ1051 (2.8L) - BJ1051V9JD4-FP Pantech with tail lift
Foton	Aumark	BJ1065LT5995 - Tipper
Foton	Aumark	BJ1065LB5995 - Box Body with/without tail lift
Foton	Aumark	BJ1065LF5995 - Refrigerated pantech with/without tail lift
Foton	Aumark	BJ1079 (3.8L) - BJ1079VDJE6-FP Pantech with tail lift
Foton	Aumark	BJ1079A (3.8L) - BJ1079VDJE6-FP Pantech with tail lift
Foton	Aumark	BJ1099VEJEA-FP Pantech with tail lift
Foton	Aumark	BJ1078LT5995 - Tipper
Foton	Aumark	BJ1078LT8495 - Tipper
Foton	Aumark	BJ1078LB5995 - Pantech with/without tail lift
Foton	Aumark	BJ1078LB8495 - Pantech with/without tail lift
Foton	Aumark	BJ1078LF5995 – Refrigerated pantech with/without tail lift
Foton	Aumark	BJ1078LF8495 – Refrigerated pantech with/without tail lift
Foton	Aumark	BJ1078 - Pantech with tail lift
Foton	Aumark	BJ1078 - Tipper
Foton	Aumark	BJ1088 - Pantech with tail lift
Foton	Aumark	BJ1088LB5995 - Pantech with/without tail lift
Foton	Aumark	BJ1088LB8995- Pantech with/without tail lift
Foton	Aumark	BJ1088LF5995– Refrigerated pantech with/without tail lift

Make	Model	Model code
Foton	Aumark	BJ1088LF8995 – Refrigerated pantech with/without tail lift
Foton	Aumark S	106528005995T - Tipper
Foton	Aumark S	106528005995B - Pantech
Foton	Aumark S	106528005995F - Refrigerated
Foton	Aumark S	106528005995T - Tipper
Foton	Aumark S	106533605995B - Pantech
Foton	Aumark S	106533605995F - Refrigerated
Foton	Auman	BJ1126MF11995 – Pantech with/without tail lift
Foton	Auman	BJ1126MF14000 – Pantech with/without tail lift
Foton	Auman	BJ1126MT11995 - Tipper
Foton	Auman	BJ1126MT14000 - Tipper
Foton	Auman	BJ1088LT8995 - Tipper
Foton	Auman	BJ1126MF11995 - Refrigerated pantech with/without tail lift
Foton	Auman	BJ1126MF14000 - Refrigerated pantech with/without tail lift

Hino

Make	Model	Submodel
Hino	Model 300	XZU605R-WKTMSQ3
Hino	Model 300	XZU605R-HKMMSQ3
Hino	Model 300	XZU710R-HKFQTQ3
Hino	Model 300	XZU710R-HKFTTQ3
Hino	Model 300	XZU710R-HKTRSQ3D
Hino	Model 300	XZU710R-WKTSSQ3D
Hino	Model 300	XZU730R-QKFTTQ3
Hino	Model 300	XZU730R-QKFTTQ3
Hino	Model 300	XZU655R- WKMMSQ3D
Hino	Model 300	XZU710R- WKFQTQ3D
Hino	Model 300	XZU710R- WKFQTQ3D-1
Hino	Model 300	XZU710R- WKFTTQ3D
Hino	Model 300	XZU710R- WKFTTQ3D-1
Hino	Model 300	XZU710R- WKTRSQ3D
Hino	Model 300	XZU710R- WKTRSQ3D-1
Hino	Model 300	XZU730R- ZKFQTQ3D
Hino	Model 300	XZU730R- ZKFQTQ3D-1
Hino	Model 300	XZU730R- ZKFTTQ3D
Hino	Model 300	XZU730R- ZKFTTQ3D-1
Hino	Model 300	XZU605R- WKMMSQ3D
Hino	Model 300	XZU710R- WKTSSQ3D
Hino	Model 300	XZU710R- WKTSSQ3D-1
Hino	Model 300	XZU730R- ZKTSSQ3D

Make	Model	Submodel
Hino	Model 300	XZU730R- ZKTSSQ3D-1
Hino	Model 500	FC7JEMM-ANU
Hino	Model 500	FC7JGMA-ANU
Hino	Model 500	FC2AE1M-DBAAE
Hino	Model 500	FC2AG1A-DBAAE
Hino	Model 500	FE2AJ1A-FCCAED

Hyundai

Make	Model	Model code	Factory body
Hyundai	Mighty	UGAAHMAF8VT3660A	Tipper
Hyundai	Mighty	UGAAHMAF8VT3665A	Tipper
Hyundai	Mighty	UG9AHLAF8VT3685A	Tipper
Hyundai	Mighty	UG9AHLAF8VT3660A	Tipper
Hyundai	Mighty	UGAAHMFF1VT3560	Tipper
Hyundai	Mighty	UG9AHMAF8VT385A	Rubbish compactor
Hyundai	Mighty	UG9AHLAF8VT3685A	Rubbish compactor
Hyundai	Mighty	UGAAHSAF8VT3660A	Pantech
Hyundai	Mighty	UGAAHSAF8VT3665A	Pantech
Hyundai	Mighty	UGAAHMAF8VT3660A	Pantech
Hyundai	Mighty	UGAAHMAF8VT3665A	Pantech
Hyundai	Mighty	UGAAHLAF8VT3660A	Pantech
Hyundai	Mighty	UGAAHLAF8VT3665A	Pantech
Hyundai	Mighty	UG9AHMAF8VT3660A	Pantech
Hyundai	Mighty	UG9AHMAF8VT385A	Pantech
Hyundai	Mighty	UG9AHLAF8VT3660A	Pantech
Hyundai	Mighty	UG9AHLAF8VT3685A	Pantech
Hyundai	Mighty	UG9AHEAF8VT3685A	Pantech
Hyundai	Mighty	UG9AHEAF8VT3660A	Pantech
Hyundai	Mighty	O1EBHBAE1VT360	Pantech
Hyundai	Mighty	O1EBHBAE1VT373	Pantech
Hyundai	Mighty	O1CBCBAF3VT358	Pantech
Hyundai	PAVISE	VECBHEDG3VT3A12	Pantech

Make	Model	Model code	Factory body
Hyundai	PAVISE	VECBHEDG3VT3A14	Pantech
Hyundai	PAVISE	VECBHEDG3VT3A128A	Pantech
Hyundai	PAVISE	VECBHEDG3VT3A148A	Pantech
Hyundai	PAVISE	VECBHEDG3VT3S12	Pantech
Hyundai	PAVISE	VECBHEDG3VT3S14	Pantech
Hyundai	PAVISE	VECBHEDG3VT3S128A	Pantech
Hyundai	PAVISE	VECBHEDG3VT3S148A	Pantech
Hyundai	PAVISE	VECBHUDG3VT3A12	Pantech
Hyundai	PAVISE	VECBHUDG3VT3A14	Pantech
Hyundai	PAVISE	VECBHUDG3VT3A128A	Pantech
Hyundai	PAVISE	VECBHUDG3VT3A148A	Pantech
Hyundai	PAVISE	VECBHLDG3VT3A128A	Tipper
Hyundai	PAVISE	VECBHLDG3VT3A148A	Tipper
Hyundai	PAVISE	VECBHLDG3VT3A128A	Rubbish compactor
Hyundai	PAVISE	VECBHLDG3VT3A148A	Rubbish compactor

Isuzu

Make	Model
Isuzu	NLR
Isuzu	NMR
Isuzu	NPR
Isuzu	NQR
Isuzu	FRR

Mercedes-Benz

Make	Model	Model code
Mercedes-Benz	Econic	Cab/Chassis – Dual steering conversion
Mercedes-Benz	Econic	Dual steering and rubbish compactor

Mitsubishi Fuso/Fuso

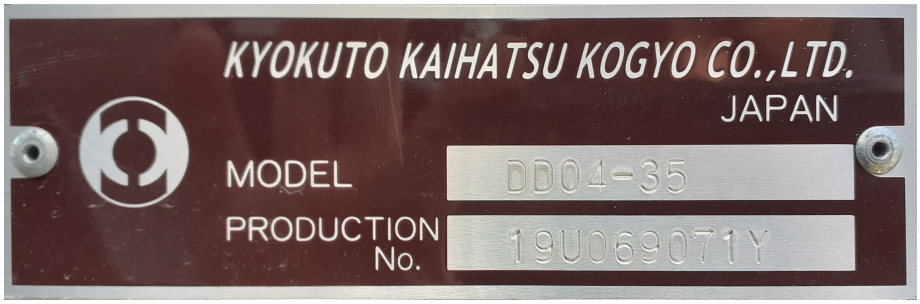
Make	Local Model Code	Model Name
MITSUBISHI FUSO	FE150T	Canter 3.5t Tipper
MITSUBISHI FUSO	FEA55T1	Canter 2.5T Tipper
MITSUBISHI FUSO	FEC60T1	Canter 3.0t Tipper
MITSUBISHI FUSO	FEC65T1	Canter 3.5t Tipper
MITSUBISHI FUSO	FEC75T1	CANTER 4X2 TIPPER
FUSO	FEA61BR	Canter 616 - City Tipper
FUSO	FEC81CR	Canter 616/716/816 - Tipper
FUSO	FIV2PFX2RFBAXXT	Fighter FI1217C Tipper
FUSO	FIV2PFX2RFBA(T)	Enduro FI1217 Tipper
FUSO	FJX3WK2RFBAXXT	Fighter FJ2528C TIPPER
FUSO	FJX3WK2RFBA(T)	Enduro FJ2528 Tipper
FUSO	FOX2WN	Enduro FO3128 Tipper
FUSO	FK62FH	Fighter FK1125 Tipper

Volkswagen

Make	Model	Model code
Volkswagen	Grand Californian	SCBB8Z38 – Motorhome – 2 Berth
Volkswagen	Grand Californian	SCCB8Z38 – Motorhome – 4 Berth

Trucks fitted with ShinMaywa tipper bodies will be fitted with a plate as shown in the sample below.

Trucks fitted with Fuso tipper bodies can be fitted with either the plate shown below or the ShinMaywa body builders plate (above).



Page updated **26 Spetember 2025** (see **details**).

9 Container bin hooklifts

Container bin hooklift systems as illustrated below do not require certification of the unit mountings to the chassis rails. The unit is manufactured on it's own bed and bolted to the chassis rails ensuring that no part of the chassis is subject to increased stress.

The A.T.I.B. lift system as illustrated also employs a hydraulic locking device for the securing of the container bin to the hooklift. This system uses a load and lock hydraulic valve that ensures that it cannot release without the application of hydraulic pressure. This has been designed and manufactured to meet the load security rule. In these cases certification to NZS5444 is not required. The A.T.I.B. lift systems are identified with a manufacturer's plate attached to

the right front side.

Any other type of locking system used by other manufacturer's may require certification.

9 Park brake inspection and 4085D requirements

VIRM reference

Heavy vehicles 8-1: Service brake, parking brake and heavy vehicle emergency brake

This bulletin has been produced to supplement information provided to the repair industry and should be considered in inspecting all parts of a heavy vehicle park brake system.

Introduction

The introduction of the **4085D Operator statement of compliance with maintenance requirements for parking brake assemblies** form came about due to several run-away trucks that have led to a fatal or serious injury crash where the park brake has been a contributing factor. Issues with the air-powered park brake application valve beside the driver's seat and the Cardan shaft park brake system found on many trucks, buses and motorhomes have been the main concern, however all park brake systems are susceptible to wear and degradation that can affect the holding performance of the brake.

Investigations have found the air park brake valve wears out internally through dust and moisture ingress over time and can cause the valve detent to stick in the neck portion and not fully engage with the lock. As the driver gets out of the vehicle the valve can be knocked or on occasions get caught in the driver's clothing releasing the lever.

There are also problems that have been traced to Cardan shaft park brakes not holding the vehicle even when the lever has been applied. This is due to several factors including a lack of maintenance that reduces the ability of the brake to hold the vehicle and its load, especially on an slope or instances where the lever feels fully applied but resistance and wear in the linkages reduces the application force at the brake unit.

The 4085D form

The **4085D Operator statement of compliance with maintenance requirements for parking brake assemblies** form is designed to be used by a heavy vehicle operator where their powered heavy vehicle park brake has failed a compliance brake test at In-service certification (CoF B) inspection. The operator must have the park brake system repaired or serviced and return the completed form to the VI to show that the park brake system has been inspected and serviced by a technician and is in good working condition.

Parking brake inspection

What are the indicators that might make a vehicle inspector doubt the condition of a park brake assembly?

A park brake system is generally easily serviced (except for some sealed park brake air valves) but items that are susceptible to wear, degradation and ingress of dust and dirt need to be maintained to ensure park brake performance meets the required standard.

Not all park brake assemblies are easily accessible but visual signs that may point to no recent maintenance include:

- rusted bolts, screws, clevis pins or linkages which activate the park brake.
- dust, dirt, seat foam or general rubbish around the lever assembly.
- excessive resistance in applying the park brake.
- excessive contamination due to oil leaks or other debris.

- a lack of feel from the detent or lock position when applying the lever of an air park brake valve.
- The park brake fails to hold the vehicle in the stall test.

Are there any parts within the assembly that are more prone to cause problems than others?

The risk is more with the age of the vehicle (particularly older vehicles that have not been regularly serviced) and those working in dusty operations such as concrete mixer trucks and quarry trucks. Pay particular attention to the application valve or lever and any detents, ratchet or other mechanical locks designed to hold the lever in its applied position.

Are there specific makes/models that should be paid close attention to?

Vehicle inspectors should pay attention to all park brake systems. All makes or models should be treated equally. As mentioned above, vehicles working in dusty operations such as concrete mixer trucks and quarry trucks could be a higher risk.

NZTA has published **safety alerts covering some Nissan trucks** and on **Cardan shaft park brakes** that alert owners to maintenance and adjustments that should be carried out.

4085D requirement scenarios

If a vehicle inspector finds defects in the park brake components or the vehicle fails a stall test, they can request that the 4085D form be presented to provide proof of inspection and servicing to the manufacturer's specifications, the vehicle inspector may issue a 28-day permit to allow the operator to have the park brake maintenance carried out and get a 4085D form completed.

When do you need to ask the operator of a powered heavy vehicle (a heavy truck, bus or motorhome above 3500kg) for a 4085D form?

- The vehicle fails the CoF inspection on park brake condition or fails a stall test for park brake performance (do not issue for RBM fails). The VI may issue a 28-day CoF permit.
- The vehicle passes the stall test for park brake performance but fails on another park brake CoF item and the **VI has doubts about the park brake maintenance**.

When do you NOT need to ask the operator of a powered heavy vehicle for a 4085D?

- The vehicle fails an RBM brake test for park brake performance but passes all other CoF requirements, **and the VI has no doubts about park brake maintenance**, the vehicle goes through the normal recheck process.
- The vehicle passes an RBM brake test for park brake performance but fails on another CoF item, **and the VI has no doubts about the park brake maintenance**. The VI fails the CoF for the other item(s) and the vehicle goes through the normal recheck process.

Page added **1 May 2023** (see **amendment details**).