

Correct as at 6th June 2026. It may be superseded at any time.

Extract taken from: In-service certification (WoF and CoF) > Light PSVs > Vehicle interior > Seatbelts and seatbelt anchorages

7-5 Seatbelts and seatbelt anchorages

Reasons for rejection

Mandatory equipment

- see Note 20, Note 21
1. A seatbelt (Note 1) of the type specified in Table 7-5-1 (first registered in NZ before 1/1/1991), Table 7-5-2 (first registered in NZ between 1/1/1991 and 31/3/2002) and Table 7-5-3 (first registered in NZ from 1/4/2002) has not been fitted for the relevant seating position (see (Note 18) for permitted specialist seatbelts), and
 - a) the requirements for specific motor vehicles in Table 7-5-4 are not met, or
 - b) the requirements for modification in Table 7-5-5 are not met.
 2. A seat that can be rotated or reversed to face in different directions, for which seatbelts are not provided for all directions, has no notice easily visible by the seat occupant that indicates the direction the seat must (or must not) face when the vehicle is moving.
 3. A three-point seatbelt imported and distributed by BVL (Business Ventures Limited) and manufactured by Changzhou BWD, China or Jiang Su Jiu Jiu Traffic Facilities Co. Ltd. is installed (see Figure 7-5-6 for samples to help identify the seatbelts).
 - See also the [Safety alert: Seatbelts imported by BVL \(Business Ventures Limited\)](#)
 4. A re-webbed seatbelt is fitted without evidence of exemption from requirements by NZTA.
 - See [Technical bulletin: Seatbelt repair and re-webbing](#)

Condition

- see Note 20

Seatbelts

- see Figure 7-5-7 for guidance on webbing damage and Figure 7-5-8 for guidance on passable webbing indentations.
5. The seatbelt assembly is not securely fixed to a seatbelt anchorage.
 6. A seatbelt component (eg protective plastic cover on buckle, tongue or retractor system) is damaged so that foreign objects may enter the interior components, or that they may cause damage to the interior components, mechanisms or webbing.
 7. The seatbelt webbing (including webbing attached to the buckle) has:

- a) a cut, including a cut on the surface, or
- b) a rip or tear, or
- c) fraying, or
- d) stretching (eg the belt has unusual web patterns or the webbing is deformed, will not lie flat, or is curled or rippled) (see Figure 7-5-8 for exceptions), or
- e) fading so that most of the colour has been bleached, and:
 - i. shows signs of chalking, or a powdery residue is evident on the webbing, or
 - ii. it has become stiff
- f) been dyed to conceal fading, or
- g) contamination from grease, paint, solvents or similar products.
- h) been replaced or shows other signs of repair (Note 14) and there is no evidence of approval from the seatbelt manufacturer.

Note Such approval is very unlikely.

8. The seatbelt stitching:

- a) is damaged or insecure, or
- b) shows signs of home repair, eg gluing, stitching by hand or home sewing machine, staples, bolts, or rivets, or
- c) indicates that the 'rip stitch' system has been activated, ie the stitching is broken and a 'REPLACE BELT' label has been exposed near the lower seatbelt anchorage, or this label has been cut off.

9. A buckle and tongue:

- a) are mismatched, or
- b) do not lock, or
- c) do not remain locked, or
- d) do not release easily, or
- e) are insecure when coupled.

10. A component is missing (Note 19), or is cracked, distorted, damaged or deteriorated in such a way that:

- a) its strength or integrity is reduced, or
- b) it may damage another component or the webbing, or
- c) foreign matter may enter the interior of the mechanism, or
- d) the seatbelt or a seatbelt component cannot function as intended (does not apply to securely locked seatbelt height adjusters).

11. A seatbelt stalk:

- a) (wire-cable type) shows broken wires, or
- b) (plastic-covered webbing type) webbing has deteriorated, or is frayed, cut or faded, or
- c) (solid metal type) is corroded, cracked or buckled, or

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

12. A seatbelt pretensioning system has not been replaced after activation.

Seatbelt anchorages

13. A seatbelt anchorage (Note 12):

a) is not securely fixed to the vehicle structure, or

b) is not securely fixed to the seat if the seatbelt is an integral part of the seat, or

c) is corroded, damaged or shows signs of tampering, or

d) has evidence of corrosion damage (Note 13) (Note 17) or structural damage within 150mm of a lower seatbelt anchorage mounted in a wheel arch, or within 300mm of any other seatbelt anchorage.

Performance

- see Note 19

14. The seatbelt webbing of a retractor-type seatbelt does not easily pull out from the retractor.

15. The seatbelt webbing of a retractor-type seatbelt has difficulty retracting, eg is slow or intermittent, or does not fully retract.

16. A static seatbelt cannot be adjusted to fit a variety of persons.

17. The seatbelt is not of sufficient length to fit a variety of persons.

18. A seatbelt is located so that it cannot be readily fastened or released by the wearer.

19. The web and/or vehicle sensitivity of a dual-sensitive retractor type seatbelt fitted in a front seating position does not function correctly.

20. The vehicle sensitivity of a single-sensitive retractor type seatbelt fitted in a front seating position does not function correctly.

21. The web sensitivity of a dual-sensitive retractor type seatbelt fitted in a rear seating position does not function correctly.

22. The vehicle sensitivity of a single-sensitive retractor type seatbelt fitted in a rear seating position does not function correctly.

Modification

23. A modification affects a seatbelt or seatbelt anchorage – including fitting of an alternative type of seatbelt, or a modification (since 1 January 1992) that affects a seatbelt anchorage, and

a) is not excluded from the requirements for LVV specialist certification (Table 7-5-5), 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](#) .

24. The seatbelt assembly has been removed after it was rejected for one or more reasons for rejection due to **Condition** or **Performance** (above), whether or not the seatbelt is required to be fitted.

Note 1

Seatbelt means an assembly of straps made of webbing or metal with a securing buckle, adjusting devices and attachments, including any device for absorbing energy or for retracting the webbing, that is:

- a) able to be anchored to the interior of a vehicle, and
- b) designed to diminish the risk of injury to its wearer in the event of a collision or abrupt deceleration of the vehicle by limiting the mobility of the wearer's body.

Note 2

Retractor means a device to accommodate parts, or all, of the webbing of a seatbelt.

Note 3

Single-sensitive means a seatbelt retractor that, during normal driving conditions, allows freedom of movement by the wearer of the seatbelt by means of length-adjusting components that automatically adjust the seatbelt to the wearer, and that comprises a locking mechanism activated in an emergency by deceleration of the vehicle (ie the seatbelt is vehicle sensitive).

Note 4

Dual-sensitive means a seatbelt retractor that, during normal driving conditions, allows freedom of movement by the wearer of the seatbelt by means of length-adjusting components that automatically adjust the strap to the wearer, and that is activated by two or more of the following:

- a) deceleration of the vehicle, or
- b) acceleration of the strap from the retractor, or
- c) other means of activation.

Note 5

Seating position means a seat or part of a seat that is of a suitable size and shape for one person.

Note 6

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

Note 7

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

Note 9

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

Note 10

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

Note 11

Motorhome means a motor vehicle, other than a trailer, that is permanently equipped with features intended to make the vehicle suitable as a dwelling place, and must include at least one sleeping berth and one table, both of which may be of a design that allows them to be retracted or folded away.

- For the purposes of this section, motorhomes and campervans are interchangeable terms.

Note 12

Seatbelt anchorage means the parts of a vehicle structure, seat structure or any other part of the vehicle to which a seatbelt assembly is attached.

Note 13

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 14

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.

- Any repairs, such as webbing or retractor replacement, must be approved by the seatbelt manufacturer. Any modification, such as fitting a different type of seatbelt or a seatbelt extension, must be approved by the seatbelt or vehicle manufacturer. It is very unlikely that a repair or modification will be approved by the vehicle or seatbelt manufacturer. Where such approval is claimed, the inspector must request appropriate evidence.

Note 15

Specialist seatbelt means a seatbelt that is designed for specialist purposes, and includes a full harness seatbelt used for motorsport activities.

Note 16

Permanent structure means a non-removable structure capable of sustaining loads associated with seatbelts and seatbelt anchorages.

Note 17

Where the inspector is presented with a Nissan Terrano or Nissan Mistral vehicle of the type that is fitted with a two-layer (double skin) floor panel, the inspection procedure in [Technical bulletin 2](#) must be followed.

Note 18

A vehicle may be fitted with seatbelts other than of type L, S, R1 or R2 only if the seatbelts are of a specialist type (eg full harness seatbelts), and:

- a) the specialist seatbelts are the vehicle manufacturer's original equipment specification, or
- b) the specialist seatbelts have been fitted for a specific purpose (eg motorsport), and the operator produces a valid LVV authority card, or
- c) the vehicle is scratchbuilt and the specialist seatbelts are noted on the LVV plate.

Note 19

Some class MA vehicles must have a type R2 webbing clamp seatbelt in a front outer seating position when a type R1 or R2 seatbelt in that position failed an in-service inspection because of its condition or performance. Refer to [Technical bulletin 5](#) for requirements and exceptions.

Note 20

Where a seat has been removed, a seatbelt is not required for that position, and any remaining seatbelt or seatbelt anchorage components are not required to be inspected. Where seatbelt or seatbelt anchorage components remain fitted, and the vehicle is such that the removed seats can be readily re-fitted and used with the seatbelts, the vehicle inspector must:

- Identify which seats were missing when the vehicle was presented for inspection, and
- Advise the vehicle operator that the remaining seatbelt components have not been checked, and that if the missing seats are re-fitted at a later stage, it is the vehicle operators' responsibility to ensure that these seats and seatbelts are compliant prior to using them.

If the inspector chooses to inspect any remaining seatbelt components, then they should identify that to the vehicle operator. Any defects should be noted on the checksheet, but must not be failed. The same information as noted above must be recorded on the checksheet to make it clear that the responsibility lies with the vehicle operator if seats are re-fitted.

Note 21

Except as provided by Table 7-5-5, any seatbelt fitted to a seating position of a vehicle—either having been entry certified (as originally manufactured or modified) or subsequently specialist certified—must remain and be restored when damaged. It cannot be removed on the grounds that Table 7-5-1, Table 7-5-2, or Table 7-5-3 doesn't require the seatbelt.

Key to Table 7-5-1, Table 7-5-2 and Table 7-5-3: Types of seatbelts¹

| | |
|----|--|
| – | No seatbelt required |
| L | Lap seatbelt |
| S | Static lap-and-diagonal seatbelt without a retractor (Note 2) |
| R1 | Single-sensitive emergency-locking retractor (ELR) lap and diagonal seatbelt (Note 3) |
| R2 | Multiple- (dual-) sensitive emergency-locking retractor lap-and-diagonal seatbelt (Note 4) |

¹ A requirement for a specified type of seatbelt may be met by the type specified or another type below it in the key.

Table 7-5-1. Vehicles first registered in New Zealand before 1 January 1991

| Vehicle class | Seating position (Note 5) | First registered anywhere | |
|---|-----------------------------------|---------------------------|----------------------|
| | | 1/1/1955–31/10/1979 | 1/11/1979–31/12/1990 |
| MA, MB, MC LE (without motorcycle controls) (tare <2000 kg) | Front outer and driver's (Note 6) | S ² | R2 ^{1, 3} |
| | Front middle (Note 7) | – | L |
| | Rear outer (Note 8) | – | R2 or R1 or S |
| | Rear middle | – | L |
| NA (tare <2000 kg) | Front outer and driver's | S ² | R2 ¹ |
| | Front middle | – | L |

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

² May retain OE seatbelts, but replacement seatbelts must be of type S, R1 or R2.

³ A class MA vehicle must have a type R2 webbing clamp seatbelt in a front outer seating position, when a type R1 or R2 seatbelt in that position failed an in-service inspection because of its condition or performance.

Refer to [Technical bulletin 5](#) for requirements and exceptions.

Key to Table 7-5-1, Table 7-5-2 and Table 7-5-3: Types of seatbelts¹

| | |
|----|--|
| – | No seatbelt required |
| L | Lap seatbelt |
| S | Static lap-and-diagonal seatbelt without a retractor (Note 2) |
| R1 | Single-sensitive emergency-locking retractor (ELR) lap and diagonal seatbelt (Note 3) |
| R2 | Multiple- (dual-) sensitive emergency-locking retractor lap-and-diagonal seatbelt (Note 4) |

¹ A requirement for a specified type of seatbelt may be met by the type specified or another type below it in the key.

Table 7-5-2. Vehicles first registered in New Zealand 1 January 1991 to 31 March 2002

| Vehicle class | Seating position | First registered anywhere | |
|----------------------------------|--------------------------|---------------------------|----------------------------|
| | | 1/1/1955– 31/10/1979 | 1/11/1979– 31/3/2002 |
| MA, MB, MC | Front outer and driver's | S ^{1, 2} | R2 ^{5, 6} |
| LE (without motorcycle controls) | Front middle | – | L |
| | Rear outer | – | R2 or R1 or S ¹ |
| | Rear middle | – | L or S or R1 or R2 |
| NA | Front outer and driver's | S ^{1, 2} | R2 ⁵ |
| | Front middle | – | L |
| MD1, MD2 | Front outer and driver's | – | R2 ^{3, 4, 5} |
| | Front middle | – | L ⁴ |

¹ Tare weight less than 2000 kg.

² May retain OE belts, but replacement belts must be of type S, R1 or R2.

³ Applies to MD2 only if of monocoque construction (Note 9).

⁴ If seatbelts are not fitted, but anchorages are fitted, must have seatbelts fitted from 1 October 2002. If anchorages are not fitted, seatbelts must be retrofitted from 1 October 2003.

⁵ Front type R1 seatbelts may remain fitted if they were fitted as OE and have a declaration issued by an entry certifier, or a plate affixed to the vehicle in a position approved by the Transport Agency (see Figure 7-5-2, Figure 7-5-3, Figure 7-5-4, Figure 7-5-5 and Figure 7-5-6). If missing, refer the vehicle to an entry certifier.

⁶ A class MA vehicle must have a type R2 webbing clamp seatbelt in a front outer seating position, when a type R1 or R2 seatbelt in that position failed an in-service inspection because of its condition or performance. Refer to [Technical bulletin 5](#) for requirements and exceptions.

Key to Table 7-5-1, Table 7-5-2 and Table 7-5-3: Types of seatbelts¹

| | |
|----|--|
| – | No seatbelt required |
| L | Lap seatbelt |
| S | Static lap-and-diagonal seatbelt without a retractor (Note 2) |
| R1 | Single-sensitive emergency-locking retractor (ELR) lap and diagonal seatbelt (Note 3) |
| R2 | Multiple- (dual-) sensitive emergency-locking retractor lap-and-diagonal seatbelt (Note 4) |

¹ A requirement for a specified type of seatbelt may be met by the type specified or another type below it in the key.

Table 7-5-3. Vehicles first registered in New Zealand from 1 April 2002

| Vehicle class | Seating position | Manufactured | | |
|--|--------------------------|---------------------|----------------------------|----------------------------|
| | | 1/1/1955–31/10/1979 | 1/11/1979–30/9/2003 | 1/10/2003– |
| MA, MB, MC LE (without motorcycle controls) | Front outer and driver's | S ^{1, 2} | R2 ^{5, 6} | R2 ^{5, 6} |
| | Front middle | – | L | L |
| | Rear outer | – | R2 or R1 or S ¹ | L ⁸ or R2 or R1 |
| | Rear middle | – | L or S or R1 or R2 | L or S or R1 or R2 |
| NA (excluding motorhomes manufactured from 1 October 2003, refer to Table 7-5-4) | Front outer and driver's | S ^{1, 2} | R2 ⁵ | R2 ⁵ |
| | Front middle | – | L | L |
| | Rear outer | – | – | R2 or R1 |
| | Rear middle | – | – | L or S or R1 or R2 |
| MD1, MD2 ⁷ | Front outer and driver's | – | R2 ^{3, 4, 5} | R2 ⁵ |
| | Front middle | – | L ^{3, 4} | L |
| | Rear outer | – | – | L ⁸ or R2 or R1 |
| | Rear middle | – | – | L or S or R1 or R2 |

¹ Tare weight less than 2000 kg.

² May retain OE belts, but replacement belts must be of type S, R1 or R2.

³ Applies to MD2 only if of monocoque construction (Note 9).

⁴ If seatbelts are not fitted, but anchorages are fitted, must have seatbelts fitted from 1 October 2002. If anchorages are not fitted, seatbelts must be retrofitted from 1 October 2003 (Note 10).

⁵ Front type R1 seatbelts may remain fitted if they were fitted as OE and have a declaration issued by an entry certifier, or a plate affixed to the vehicle in a position approved by the Transport Agency (see Figures 7-5-2 to 7-5-6). If missing, refer the vehicle to an entry certifier.

⁶ A class MA vehicle must have a type R2 webbing clamp seatbelt in a front outer seating position, when a type R1 or R2 seatbelt in that position failed an in-service inspection because of its condition or performance. Refer to [Technical bulletin 5](#) for requirements and exceptions.

⁷ MD2 vehicles must be issued with a CoF, please refer the vehicle to the nearest CoF testing station.

⁸ For motorhomes only.

Table 7-5-4. Requirements for specific motor vehicles

| Specific vehicles | Mandatory equipment |
|-----------------------------------|--|
| Sideways-facing seating positions | <ol style="list-style-type: none">1. A Land Rover manufactured before 1 January 1991 does not require a seatbelt to be fitted.2. A vehicle first registered in New Zealand before 1 October 2002 must have a seatbelt of any type fitted. |