

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 It may be superseded at any time.

Extract taken from: In-service certification (WoF and CoF) > General vehicles > Vehicle interior

## 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 within 150mm of a seat anchorage (Note 4).
8. There is corrosion damage within 300mm of the anchorage of a seat with integrated seatbelt anchorages (Note 4).
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 3) 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 2

**Corrosion damage** is where the metal has been eaten away, which is evident by pitting. The outward sign 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 3 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.

**Seat** means an assembly, or part of an assembly, intended to seat at least one person, which may or may not be integral to the structure of the vehicle, and includes components, such as rails and runners, that attach to the seat anchorages.

**Seat anchorages** means the parts of the vehicle structure to which a seat is attached.

### Note 4

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 5

Where a seat with an integrated airbag is fitted with a seat cover that is not airbag compatible, this modification is allowed (a pass), but the inspector should advise the operator, for example by putting a note on the checksheet, that the seat airbag may not work properly in a crash. Airbag compatible seat covers are now readily available.

### Note 6

- Where a manufacturer fitted or LVV certified seat has been removed, a seatbelt is not required for that position, so any remaining seatbelt or seatbelt anchorage components are not required to be inspected.
- Where an LVV certified seat has been temporarily removed, meaning that the information on the LVV plate differs from the vehicle, this is not on its own a reason for rejection.
- 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.

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

Fitting of or modification to:	LVV certification is not required provided that:
<p>Aftermarket ‘Retro’ brand child seats designed for children 5–12 years old (up to 38kg)</p>	<ul style="list-style-type: none"> <li>• the seat is identified as complying with the Australian Federal Code of Practice VSB-5A (category 2 and 3) and installed by Auckland Auto Trimmers or their agents before 1 June 2012.</li> </ul>
<p>Seats – modification or replacement or installation of a seat anchorage after 1 March 1999</p>	<ul style="list-style-type: none"> <li>• The seat is of stressed type (Note 7) and is an unmodified OE seat sourced from the same make and model vehicle, and               <ul style="list-style-type: none"> <li>○ the seat is directly bolted to the original OE seat mounts and,</li> <li>○ no additional components or modifications are required for the fitting of the seat, and</li> <li>○ no airbag has been removed or disabled (see info sheet 07-2009 <a href="https://www.lvvta.org.nz/documents/infosheets/LVVTA_Info_07-2009_Removal_of_Side_Airbag-equipped_Seats.pdf">https://www.lvvta.org.nz/documents/infosheets/LVVTA_Info_07-2009_Removal_of_Side_Airbag-equipped_Seats.pdf</a>).</li> </ul> </li> <li>• the seat of unstressed type (see note 1) and is either an unmodified OE seat from another vehicle or of a known and reputable aftermarket brand, and               <ul style="list-style-type: none"> <li>○ no airbag has been removed or disabled, and</li> <li>○ the seat is fitted to unmodified OE seat anchorages, and</li> <li>○ the seatbelt anchorage or operation is not affected or moved, and</li> <li>○ the seat components (including brackets, runners and rails) are compatible with each other, i.e. they are either OE components from a production vehicle or of a known and reputable aftermarket brand, and are not fitted together by welding, and</li> <li>○ the relationship between seat, seat occupant, front airbag and location of the seatbelt anchorages is not affected.</li> </ul> </li> </ul> <p><b>Note</b> LVV certification is not required where the only modification is the removal of seats and/or seatbelts. However, a class change, and a new load rating may be required in some cases.</p>

Fitting of or modification to:	LVV certification is not required provided that:
Campervan conversions	<ul style="list-style-type: none"> <li>• The conversion was completed before 1/3/1999, or</li> <li>• The conversion was completed on or after 1/3/1999, and               <ul style="list-style-type: none"> <li>◦ no modifications were carried out to the vehicle rear wall, and</li> <li>◦ modifications to the roof meet the following requirements:                   <ul style="list-style-type: none"> <li>▪ Only a single layer of sheet metal may be cut per roof opening, and</li> <li>▪ any bracing or structural elements have not been modified, and</li> <li>▪ no modifications are within 150mm of a seatbelt anchorage. and</li> </ul> </li> <li>◦ no seats or seatbelt anchorages were retrofitted, or</li> </ul> </li> <li>• There is evidence of certification of the modification from the company that carried out the modification, i.e. a secondary certification plate or label in the case of a motorhome conversion (see <a href="#">Technical bulletin 13</a>).</li> </ul> <p>See also <a href="#">Table 3-1-1</a> and <a href="#">Table 7-5-1</a></p>
Fitting of or modification to:	LVV certification is never required:
Seat pads or covers (see (Note 5) for seats with integrated airbags)	<ul style="list-style-type: none"> <li>• in-service requirements for condition and performance must be met.</li> </ul>
Any modification for the purpose of law enforcement or the provision of emergency services	

### Note 7

A stressed type seat is a seat to which a seatbelt is directly mounted to any of the components that make up the seat and seat frame. An unstressed seat has no seatbelt attachment point on either the seat or the seat frame (i.e. the seat belt is attached to a different part of the vehicle structure).

## 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.
6. When a seatbelt or any part of the seatbelt is integral to a seat, the seat and seat anchorages must be compatible in strength with the seatbelt or with that part of the seatbelt attached to the seat.

#### **Modification**

7. 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 April 2021** (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 not required provided that:
Head restraint removal	<ul style="list-style-type: none"> <li>• A front head restraint must not be removed from a vehicle if:               <ul style="list-style-type: none"> <li>◦ there is a solid structure within 300mm behind the seat back, or</li> <li>◦ the vehicle is required to comply with a frontal impact occupant protection standard (Note 2)</li> </ul> </li> <li>• A rear head restraint must not be removed from a vehicle if there is a solid structure within 300mm behind the seat back.</li> </ul>
Fitting of aftermarket LCD screens to head restraints	<ul style="list-style-type: none"> <li>• the performance of the head restraint is not affected, ie the head restraint still provides sufficient padding for the seat occupant, and</li> <li>• the screen is fitted in a suitable manner, eg. it appears similar to OE fitments in other vehicles, or</li> <li>• the screen can be easily attached or removed.</li> </ul>
Fitting of or modification to:	LVV certification is never required:
<ul style="list-style-type: none"> <li>• Any modification for the purpose of law enforcement or the provision of emergency services</li> </ul>	<ul style="list-style-type: none"> <li>• in-service requirements for condition and performance must be met.</li> </ul>

**Note 2**

The following vehicles with a GVM of 2500 kg or less are required to comply with such a standard:

- class MA motor vehicles manufactured from 1 March 1999, and
- class MA motor vehicles that were less than 20 years old when they were first registered in New Zealand on or after 1 April 2002, and
- class MB or MC motor vehicles manufactured from 1 October 2003.

## Summary of legislation

### Applicable legislation

- [Land Transport Rule: Head Restraints 2001](#)
- [Land Transport Rule: Frontal Impact 2001](#).

### 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 is:
  - a) 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 **29 April 2020** (see [amendment details](#)).

## 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 seatbelts<sup>1</sup>**

–	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)

<sup>1</sup> 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 <sup>2</sup>	R2 <sup>1, 3</sup>
	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 <sup>2</sup>	R2 <sup>1</sup>
	Front middle	–	L

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

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

<sup>3</sup> 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 seatbelts<sup>1</sup>**

–	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)

<sup>1</sup> 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 <sup>1, 2</sup>	R2 <sup>5, 6</sup>
LE (without motorcycle controls)	Front middle	–	L
	Rear outer	–	R2 or R1 or S <sup>1</sup>
	Rear middle	–	L or S or R1 or R2
	NA	Front outer and driver's	S <sup>1, 2</sup>
	Front middle	–	L
MD1, MD2	Front outer and driver's	–	R2 <sup>3, 4, 5</sup>
	Front middle	–	L <sup>4</sup>

<sup>1</sup> Tare weight less than 2000 kg.

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

<sup>3</sup> Applies to MD2 only if of monocoque construction (Note 9).

<sup>4</sup> 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.

<sup>5</sup> 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.

<sup>6</sup> 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 seatbelts<sup>1</sup>**

–	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)

<sup>1</sup> 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 <sup>1, 2</sup>	R2 <sup>5, 6</sup>	R2 <sup>5, 6</sup>
	Front middle	–	L	L
	Rear outer	–	R2 or R1 or S <sup>1</sup>	L <sup>8</sup> 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 <sup>1, 2</sup>	R2 <sup>5</sup>	R2 <sup>5</sup>
	Front middle	–	L	L
	Rear outer	–	–	R2 or R1
	Rear middle	–	–	L or S or R1 or R2
MD1, MD2 <sup>7</sup>	Front outer and driver's	–	R2 <sup>3, 4, 5</sup>	R2 <sup>5</sup>
	Front middle	–	L <sup>3, 4</sup>	L
	Rear outer	–	–	L <sup>8</sup> or R2 or R1
	Rear middle	–	–	L or S or R1 or R2

<sup>1</sup> Tare weight less than 2000 kg.

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

<sup>3</sup> Applies to MD2 only if of monocoque construction (Note 9).

<sup>4</sup> 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).

<sup>5</sup> 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.

<sup>6</sup> 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.

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

<sup>8</sup> For motorhomes only.

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

<b>Specific vehicles</b>	<b>Mandatory equipment</b>
--------------------------	----------------------------



Sideways-facing seating positions

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.

## 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 (does not include deterioration of the dash surface due to the effects of sunlight), 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 retrofitting 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.