

**Correct as at 17th May 2026. It may be superseded at any time.**

**Extract taken from:** Heavy vehicle specialist certification > Local manufacture and repair code of practice > In-service conditional (28-day) permits

## **11-6 In-service conditional (28-day) permits**

To assist with minimising delays in certifying repairs to heavy motor vehicles, the process for temporary permits, issued in place of a certificate of fitness (CoF) is outlined below. This process can only be used by a **HV manufacturer certifier**.

If a minor fault is identified on a heavy vehicle at the time of CoF that is not covered by a pre-engineered solution and would normally require input from an engineer before the repair can be certified, this temporary permit process is designed to allow the vehicle to remain in service until the normal certification process can be completed.

With the permit issued the vehicle is able to be operated on the road. Before the permit expires the normal certification process is to be undertaken so that an LT400 can be issued. It is important to note that only one permit per-repair will be issued and no extension given.

If the certification process is not completed before the expiry date, the vehicle is not allowed to operate after this date until the process is complete and a full CoF has been issued.

### **Note 1**

**The HV manufacturer certifier documents the fault** – documenting the exact location, type of failure and other relevant details in sketches, accurate descriptions of materials and photographs.

### **Note 2**

**Document the repair method** – the applied technology (including electrode quality etc) and all relevant details regarding the repair method must be documented.

### **Note 3**

**Issuing a professional opinion** – this is not a certification, so an LT400 **must not** be used. The professional opinion should be on your company letterhead and shall contain:

- vehicle details
- your details
- details of the fault
- a statement stating that it has been repaired to industry best practice and is safe to operate on the road for up to 28 days
- the date and sign the document.

### **Note 4**

**The normal certification process** – an engineer or HV manufacturer certifier can certify the final repair and issue a LT400.

## Questions

### **Why can only a CoF inspector issue the temporary 28 day permit?**

The Vehicle Standards Compliance Rule (the Rule) does not allow for temporary certification to be issued by Specialist Certifiers. Clause 7.8(1) of the Rule allows a Vehicle Compliance Certifier (CoF Inspector) to issue a temporary permit, when a vehicle does not comply with all applicable requirements, but is nevertheless in a safe condition to be operated. Conditions on vehicle operations can be placed on the temporary permit.

### **Do I need to give a professional opinion?**

If you do not wish to use this process and give a professional opinion you do not have to. You can use the normal certification process.

### **What does a certifier give to the CoF inspector when asked for a professional opinion?**

Under this process the certifier is not issuing a certification. Do not use an LT400 or a Statement of Design Compliance. The certifier is giving a professional opinion to the CoF inspector, based on their experience and knowledge of vehicles, whether they believe the vehicle to be safe to operate on the road while it awaits a fully certified repair. The information that should be placed in your professional opinion is stated in Note 3 above.

Page added **9 December 2019** (see [amendment details](#)).