

VIRM: Heavy vehicle specialist certification

Amendment date	Reasons for amendment	Amendment details
30 July 2025	<p>This amendment includes clarification regarding:</p> <ul style="list-style-type: none"> • 3.3.1 Repairs which do not require certification • 3.3.2 Certifications that require an LT400, but no statement of design compliance. <p>30 July 2025 preview</p>	<p>Introduction 3-3: Establishing whether a vehicle must be HV certified</p>
1 April 2023	<p>Addition of section <i>3-5-2 Issuing a professional letter or statement.</i></p> <p>This section details how engineering certifiers can issue a professional opinion on a component when they've determined that an LT400 is not required. This may include situations where a clean and treat is required, or inspection of damage is recorded but a certification isn't required yet.</p> <p>A class NB or NC vehicle fitted with a transmission/Cardan shaft park brake does must have a warning label, visible to the driver, advising that a transmission/Cardan shaft park brake is fitted to this vehicle.</p>	<p>Introduction 3-5 Work procedure</p> <p>5-1 Brakes</p>
1 December 2022	<p>Changes as a result of the introduction of the NZ Heavy Brake Test Protocol</p>	<p>5-1 Brakes (general)</p>
7 October 2022	<p>Update to include changes as a result of the introduction of Land Transport Rule: Vehicle Dimensions and Mass 2016 (Bicycle Racks on Urban Buses) Class Exemption Notice 2022 on 7 October 2022.</p>	<p>7-4 Swept path</p>

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10 January 2021	<p>On 1 April 2021 an HVSC VIRM change introduced a new version of Technical bulletin 4 (TB4) in the heavy vehicle specialist certification VIRM and some changes to heavy vehicle and trailer brakes in the in-service VIRM. The introduction of the new TB4 was aimed at providing one source of information regarding heavy vehicle brake certification, where alteration or modifications are carried out on both new and in-service heavy vehicles.</p> <p>The introduction caused unintended actions and unexpected responses from both heavy vehicle certifiers and vehicle inspectors resulting in many vehicles being delayed for certification and failed at CoF inspection.</p> <p>The revised TB4 now requires the heavy vehicle manufacturer or the approved representative of the manufacturer to supply documentation that gives details of the braking system for the vehicle being modified, the HVSC uses this document to support the changes being made before signing off the LT400 for the work.</p>	Technical bulletin 4
1 November 2021	This amendment aligns the VIRM with new Notices of Appointment.	1 November 2021 list of changes
1 April 2021	<p>This amendment includes:</p> <ul style="list-style-type: none"> • an update to delegations regarding initial assessment and repairs, and how different aspects are dealt with between engineers • seatbelts and seatbelt anchorages updated to more closely reflect the rule • a rewrite of Technical bulletin 4: Heavy vehicle modifications that may affect brakes • rescinding technical bulletin 16 as the content has been merged into technical bulletin 4. 	1 April 2021 list of changes
1 October 2020	<p>In this amendment:</p> <ul style="list-style-type: none"> • Clarification to chassis frame rail replacements • Instructions for certification plate information requirements • Changes in some modification requirements. 	1 October 2020 list of changes
11 August 2020	This new technical bulletin gives guidance to certifiers regarding the design, analysis and certification of truck cab modifications. The bulletin includes the results of testing commissioned by Waka Kotahi demonstrating the comparative effect of various levels of modification on the integrity of the cab, and guidance on the use of FEA to determine whether a modification returns the cab to within safe tolerance of its original condition.	Technical bulletin 20: Modifications to truck cabs

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13 May 2020	<p>Waka Kotahi NZ Transport Agency has amended the VIRM to allow for some inspection and certification documents to be presented electronically. This is to assist businesses with contactless operation. The following documents will be able to be emailed:</p> <ul style="list-style-type: none"> • LT400s, chassis ratings and professional opinions from heavy vehicle specialist certifiers, and • chassis ratings from Waka Kotahi. 	<p>Introduction 3-1 General duties and responsibilities</p>
9 December 2019	<p>This amendment incorporates the <i>Heavy Vehicle Manufacture and Repair Code of Practice</i> (MRCOP), currently found on the NZ Truck-trailer Manufacturer's Federation website.</p> <p>MRCOP has been developed to assist the industry in enabling a timely and affordable repair for straight forward and common repairs, reduce down-time to operators, as well as allow routine and repetitive repair and manufacturing tasks without requiring direct involvement of a heavy vehicle engineering certifier. It is designed to ensure that heavy vehicles are both safe and compliant.</p> <p>In addition to MRCOP, some other smaller amendments to the VIRM have also been published.</p>	<p>9 December 2019 changes</p>
2 December 2019	<p>Two small changes to align with the in-service VIRM.</p>	<p>2 December 2019 changes</p>
6 March 2019	<p>These changes bring the VIRM into line with current standards and practices with welding and welding qualifications, in particular Technical bulletin 10 and the Heavy Vehicles Rule.</p>	<p>6 March 2019 changes</p>
1 November 2018	<p>Clarification that modification to the occupant protection structure of a cab require HVS certification unless those modifications are type approved</p>	<p>4-2 Body and cab</p>
9 April 2018	<p>In consultation with a key HVSC industry group, the NZ Transport Agency has been working to complete the incorporation of HVSC memos into the HVSC vehicle inspection requirements manual (VIRM). This has been done to centralise sources of information for your ease of access and to allow for a simpler change process going forward. This work is now complete and as of Monday 9 April 2018 all HVSC memos are rescinded and the VIRM amendment will go live.</p> <p>See the list of changes for more details.</p>	<p>9 April 2018 list of changes</p>

Amendment date	Reasons for amendment	Amendment details
1 February 2017	<p>Land Transport Rule: Vehicle Dimensions and Mass 2016</p> <p>In November 2016, the Vehicle Dimensions and Mass (VDAM) Rule 2016 was signed, coming into effect on 1 February 2017.</p> <p>The rule sets vehicle size and weight limits, and vehicle configuration requirements, with a focus on heavy vehicles.</p> <p>It is intended to strike a reasonable balance between the risks that heavy vehicles present to public safety, and the efficient operation of the heavy vehicle fleet within the constraints imposed by the road network.</p> <p>As a result of the new rule, there are updates to a number of sections in the VIRM.</p>	1 February 2017 list of changes
24 May 2016	Addition of Technical bulletin 15: SARN brake data . This technical bulletin replaces <i>Memo 86</i> .	24 May 2016 list of changes
Section	Change description	
Technical bulletins		
15 SARN brake data	<ul style="list-style-type: none"> • This technical bulletin replaces Memo 86. • This technical bulletin covers the use of brake data derived from the Australian sub assembly registration number (commonly called SARN data). 	

In consultation with a key HVSC industry group, the NZ Transport Agency has been working to complete the incorporation of HVSC memos into the HVSC vehicle inspection requirements manual (VIRM). This has been done to centralise sources of information for your ease of access and to allow for a simpler change process going forward. This work is now complete and as of **Monday 9 April 2018** all HVSC memos are rescinded and the VIRM amendment will go live.

Many memos now take the form of technical bulletins, while others have been incorporated into the main body of the VIRM under the various sections. While the memos have been incorporated into the VIRM, there hasn't been any policy or procedural changes

All current certifications (LT400s) referencing the memos will remain valid for the life of the LT400s validity. Starting from 9 April 2018, any references must now be to the relevant section or technical bulletin.

To view the page, click on the link in the section column.

Page	Change description
<u>4-3 Steering suspension and axles</u>	Update to include the Omnibus Rule change to provide that tandem axle sets in heavy passenger service vehicle do not have to display a compliance plate showing the load-sharing ratio.
<u>10-1 Load retention</u>	Vehicles fitted with tipping bodies where load anchorages are included must include a body lock that complies with the load requirements of NZS 5444.
SECTION	CHANGE DESCRIPTION
<u>Introduction 3-9 Minimum file content</u>	<ul style="list-style-type: none"> • New section to specify with clarity the Transport Agency's expectation around the minimum information that should be held on file for each piece of certification work
<u>Introduction 6 Appointments</u>	<ul style="list-style-type: none"> • This section has been rewritten for clarity to incorporate the appointment section of <i>Manufacture and repair code of practice (MRCOP)</i>
<u>11 Local manufacture and repair code of practice</u>	<ul style="list-style-type: none"> • New section incorporating the MRCOP into the VIRM.
<u>12-3 Recertification of drawbeams and drawbars of known identity</u>	<ul style="list-style-type: none"> • Title change from <i>Component recertification</i> • Section rewritten and simplified for clarity
<u>Technical bulletin 5: HV manufacturer certifier (HMxD) use of design certificates for batch built or standard components</u>	<ul style="list-style-type: none"> • Adding further clarification of when a design certificate can be used (change highlighted) • Updating the page to the correct HMxD naming convention from HV*D (changes not highlighted)

Section	Change description
Introduction	
<u>1 Purpose and Scope</u>	Added mention of the Director and Notice(s) of appointment.
<u>2 Overview of the manual</u>	Added mention of the Director and Notice(s) of appointment.
<u>3-1 Duties and responsibilities</u>	Adds mention of the Director, the Rule, and Notice(s) of appointment. Rewording and consolidation.
<u>6 Appointments</u>	Changes to HMxD manufacturer inspection organisation (IO) requirements and HMxD manufacturer vehicle inspector (VI) requirements as per new Notice(s) of Appointment.
<u>8 Definitions</u>	Updated definitions with Waka Kotahi or NZ Transport Agency .

VIRM: Heavy vehicle specialist certification amendment - effective 4 November 2025

Section	Change description
<u>Introduction 8 Definitions and abbreviations</u>	Electronic brake systems (EBS) definition added.
<u>9-1 Drawbeams</u>	A coupling must have a fail safe system that prevents unintentional release of an air operated coupling device.

Section	Memo incorporation
<u>Intro 3-5 Work procedure</u>	Various memos incorporated.
<u>Intro 3-7 Record of certification</u>	
<u>4-1 Chassis frame</u>	
<u>4-2 Body and cab</u>	
<u>4-3 Steering, suspension and axles</u>	
<u>4-4 Engine and drive train</u>	
<u>5-1 Brakes (general)</u>	
<u>9-1 Drawbeams</u>	
<u>9-2 Drawbars</u>	
<u>9-3 Towbars</u>	
<u>10-2 Log bolster attachment</u>	
<u>11-1 Local manufacturing</u>	
<u>1 Heavy vehicle repair thresholds</u>	Memo 33 Memo 60
<u>2 Isuzu CXH450 chassis repairs and expectation for chassis repairs and certification</u>	Memo 37
<u>3 Heavy vehicle chassis rating: modification thresholds to allow a heavy vehicle's GVM to be altered (and its chassis rating to be changed)</u>	57 series of memos Memo 75

Section	Memo incorporation
<u>4 Modification thresholds for the Heavy Vehicle Brakes Rule</u>	62 series of memos
<u>5 Local manufacturing certifier use of Design Certificates for batch built or standard components</u>	Memo 65
<u>6 Certification of light vehicles towing heavy trailers</u>	Memo 67
<u>14 Lost or illegible identification plates for drawbars, drawbeams and towbars</u>	Memo 25 Memo 51
<u>15 Documents required for presentation to an inspecting organisation following HV specialist inspection and certification</u>	31 series of memos
<u>16 Engineers' responsibilities for modifications that may affect a HV's brakes</u>	Memo 53 Memo 53a
<u>17 Heavy Vehicle Power Pack upgrades to meet emissions requirements</u>	Memo 59
<u>18 Rebirthing</u>	Memo 80
<u>19 Tightening or reusing bolt-in tow eyes</u>	Memo 83

**VIRM: Heavy vehicle specialist certification update –
effective 24 May 2016**

List of changes

To view the page, click on the link in the section column.

VIRM: Heavy vehicle specialist certification memo incorporation amendment – effective 9 April 2018

VIRM: Heavy vehicle specialist certification amendment

Welding and welding qualifications

6 March 2019

These changes bring the VIRM into line with current standards and practices with welding and welding qualifications, in particular [Technical bulletin 10](#) and the [Heavy Vehicles Rule](#).

To view a summary of the changes in one document, download the [HVSC VIRM update document](#).

To view the changes as they appear in the VIRM, click on the links below.

[9-1 Drawbeams](#)

[9-2 Drawbars](#)

[9-4 Fifth wheels and kingpins](#)

[10-1 Load retention](#)

VIRM: Heavy vehicle specialist certification

2 December amendment

VIRM: Heavy vehicle specialist certification

9 December 2019

This amendment incorporates the *Heavy Vehicle Manufacture and Repair Code of Practice* (MRCOP), currently found on the NZ Truck-trailer Manufacturer's Federation website.

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In addition to MRCOP, some other smaller amendments to the VIRM are also effective, as detailed below.

To view the page, click on the link in the section column.

To view the changes in one document download the [list of changes and preview pages](#).

VIRM: Heavy vehicle specialist certification

1 November 2021

To view the page, click on the link in the section column.