

Correct as at 7th June 2026. It may be superseded at any time.

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

## 7 Vehicle interior

### 7-1 Seats and seat anchorages

#### Reasons for rejection

##### Mandatory equipment

1. A driver's seat is not fitted in a vehicle that was originally fitted with a driver's seat.
2. A seat in a self-propelled vehicle is not attached to the vehicle structure by seat anchorages.

##### Condition and performance

3. A seat frame or 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. The driver's seat is in such a condition that it does not allow the driver to have proper control of the vehicle.

##### Note 1

A seat may be capable of being rotated or placed to face in different directions.

##### 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.

## Summary of legislation

#### Applicable legislation

- [Land Transport Rule: Seats and Seat Anchorages 2002.](#)

### **Mandatory equipment**

1. A driver's seat in a vehicle must remain fitted.
2. A seat in a self-propelled 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.

## **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.

## **Summary of legislation**

### **Applicable legislation**

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

### **Permitted equipment**

1. A 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.

## 7-5 Seatbelts and seatbelt anchorages

### Reasons for rejection

#### Condition

#### Seatbelts (on vehicles capable of exceeding a speed of 50km/h)

1. The seatbelt assembly is not securely attached to a seatbelt anchorage.
2. 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 cause damage to the interior components, mechanisms or webbing.
3. The seatbelt webbing (including webbing attached to the buckle) has:
  - a) damage such as a cut, including a cut on the surface, a rip or tear, fraying, stretching (eg the webbing is deformed) or damaged or loose stitching, or
  - b) damage such as excessive fading (with chalking or stiffness) or contamination from grease, solvents or other damaging products, or
  - c) signs of 'home' repairs, eg stapling, hand stitching, or rivets.
4. 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.
5. A component is missing, cracked, distorted or damaged in such a way that:
  - a) its strength or integrity is reduced, or
  - b) it may damage another component or the webbing.
6. A seatbelt stalk:
  - a) (wire-cable type) shows broken wires, or
  - b) (plastic-covered webbing type) webbing has deteriorated, frayed, cut or faded, or
  - c) (solid metal type) is corroded, cracked or buckled.

#### Seatbelt anchorages

7. A seatbelt anchorage:
  - 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 or structural damage within 300mm of the seatbelt anchorage.

### **Performance (on vehicles capable of exceeding a speed of 50km/h)**

8. The seatbelt webbing of a retractor-type seatbelt does not easily pull out from the retractor.
9. The seatbelt webbing of a retractor-type seatbelt has difficulty retracting, eg is slow or intermittent, or does not fully retract.
10. A static seatbelt cannot be adjusted to fit a variety of persons.
11. The seatbelt is not of sufficient length to fit a variety of persons.
12. A seatbelt is located so that it cannot be readily fastened or released by the wearer.
13. The web and/or vehicle sensitivity of a dual-sensitive retractor type seatbelt fitted in a front outer seating position does not function correctly.
14. The vehicle sensitivity of a single-sensitive retractor-type seatbelt fitted in a front outer seating position does not function correctly.

### **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.

- Safety belts designed to protect a person in case of rollover are not seatbelts for the purpose of WoF inspections, but any defects should be brought to the operator's attention.

### **Note 2**

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

**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).

**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.

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

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

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

**Rear seating position** means a seating position in a vehicle behind the driver.

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

**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.

**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.

**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.

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

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

### Note 3

**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.

## Summary of legislation

### Applicable legislation

- [Land Transport Rule: Seatbelts and Seatbelt Anchorages 2002.](#)

### Permitted equipment

1. A vehicle may be fitted with seatbelts of any type.

### Condition

#### Seatbelts (Note 1)

2. A seatbelt must be of a design that is suitable for the vehicle and must be strong, secure and in sound condition.
3. Seatbelt webbing must not be cut, stretched, frayed or faded, or have otherwise deteriorated so as to reduce the performance of the seatbelt.

4. Seatbelt webbing must be securely attached to the tongue or the adjusting buckle and to any fittings that secure a seatbelt to the seatbelt anchorages.
5. The strands of the steel cables of a seatbelt stalk must not be damaged or have deteriorated, and the seatbelt stalk must not have any other weaknesses that could reduce its performance.
6. Seatbelt buckles, retractor mechanisms or any other fittings intended to ensure the safe use of the seatbelt, must not have deteriorated below safe tolerance.

### **Seatbelt anchorages**

7. A seatbelt anchorage and its mounting location must:
  - a) be of a strength appropriate to both the motor vehicle and the attached seatbelt, and
  - b) be structurally sound and free of corrosion, and
  - c) not be damaged or distorted.
8. When a seatbelt or part of a 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.

### **Performance**

9. A seatbelt must be in good working order.
10. A seatbelt must be able to be adjusted by the wearer.
11. A seatbelt must be able to be readily fastened and released by the wearer.

## **7-7 Interior impact**

### **Reasons for rejection**

#### **Condition and performance**

1. Where an interior fitting, control or surface has been modified or has deteriorated, the likelihood of injury to occupants has not been minimised.

## **Summary of legislation**

#### **Applicable legislation**

- [Land Transport Rule: Interior Impact 2001](#).

#### **Condition and performance**

1. Interior fittings, controls and surfaces in the passenger compartments must be such that the likelihood of injury to occupants is minimised.

# 7-12 Speedometer

## Reasons for rejection

### Mandatory equipment

1. A self-propelled vehicle first registered in New Zealand on or after 1 December 1951, that is capable of a speed exceeding 50km/h is not fitted with a speedometer, and the vehicle operator cannot produce acceptable written evidence (Note 2) that:

- a) the speedometer has been removed for repair, or
- b) there are no undue delays by the vehicle owner in having the speedometer replaced.

### Condition and performance

2. The speedometer:

- a) does not operate as intended when the vehicle is moving forward (Note 3), or
- b) is obscured from the driver's vision, or
- c) does not indicate the vehicle's speed in km/h or mph.

3. Reason for rejection 2(a), 2(b) or 2(c) applies and the vehicle operator cannot produce acceptable written evidence (Note 2) that repair of the speedometer or associated equipment is impracticable or that a suitable replacement is not available.

### Note 1

**Speedometer** means an instrument in a motor vehicle that is used to determine forward speed of the vehicle in kilometres per hour (km/h) or miles per hour (mph).

### Note 2

Acceptable written evidence is documentation provided by the speedometer repairer or supplier. A copy of the documentation must be kept on file with the checksheet.

### Note 3

If an odometer is not fitted, not working or unable to be read an appropriate note must be entered into the 'Comments' section of the check sheet and '000001' entered into the odometer field of the check sheet and '000001' entered into VIC or LANDATA. This may display as "1" on some screens.

## Summary of legislation

### Applicable legislation

- [Land Transport Rule: Vehicle Equipment 2004](#).

## **Mandatory equipment**

1. A self-propelled vehicle first registered in New Zealand on or after 1 December 1951, that is capable of a speed exceeding 50km/h, must be fitted with a speedometer (Note 1).
2. A self-propelled vehicle is not required to have a speedometer if:
  - a) the speedometer or associated equipment has been removed for repair and there are no undue delays by the vehicle owner in having it replaced, or
  - b) the speedometer or associated equipment is out of repair, repair is impracticable and a suitable replacement is not available.

## **Performance**

3. The speedometer must be in good working order and operate while the vehicle is moving forward.

Page amended **1 October 2022** (see [amendment details](#))

# **7-13 Audible warning devices**

## **Reasons for rejection**

### **Mandatory equipment**

1. A self-propelled vehicle is:
  - a) not fitted with a horn, or
  - b) fitted with a bell, whistle or siren that is not part of an anti-theft car alarm, personal security alarm or a reversing warning device.

### **Performance**

2. The horn does not operate when activated.
3. The horn operates when not activated.
4. The sound from the horn is not steady and continuous, eg the horn plays a tune.
5. The horn is not audible at a distance of 100m.

# **Summary of legislation**

## **Applicable legislation**

- [Land Transport Rule: Vehicle Equipment 2004](#).

### **Mandatory equipment**

1. A self-propelled vehicle must be fitted with a device (horn) that is audible to other road users.

**Permitted equipment**

2. A self-propelled vehicle may be fitted with a bell, whistle or siren that is part of an anti-theft car alarm, personal security alarm or a reversing warning device.

**Performance**

3. The device must be in good working order.

4. The device must be capable of giving a warning that is audible under normal traffic conditions from a distance of at least 100m.