

Correct as at 5th June 2026. It may be superseded at any time.

Extract taken from: In-service certification (WoF and CoF) > Motorcycles > Steering and suspension

## 9 Steering and suspension

### 9-1 Steering and suspension systems

#### Reasons for rejection

##### Condition

1. The handle bars:
  - a) are insecure, or
  - b) are damaged, significantly corroded, distorted or cracked, or
  - c) show signs of welding or heating after original manufacture.
2. The steering head:
  - a) is insecure, or
  - b) is damaged, significantly corroded, distorted or cracked, or
  - c) shows signs of welding or heating after original manufacture, or
  - d) has play beyond manufacturer's specifications, or
  - e) does not operate smoothly without roughness or stiffness.
3. A steering lock-stop is loose or damaged.
4. A front or rear suspension component:
  - a) is insecure or missing, or
  - b) is damaged, significantly corroded, distorted or cracked, or
  - c) shows signs of welding or heating after original manufacture, or
  - d) has play beyond manufacturer's specifications, or
  - e) does not operate smoothly without roughness or stiffness, or
  - f) has excessive leakage of damping fluid ([Technical bulletin 9](#)), or
  - g) is a flexible bush that is significantly cracked, damaged or perished.

##### Performance

5. During operation:
  - a) the vehicle veers significantly to one side, or

- b) the vehicle requires unreasonable force to steer, or
- c) the steering is unreasonably stiff, rough or light.

### **Modifications**

6. A modification to a component or system directly or indirectly affects the directional control of the vehicle, and:

a) is not excluded from the requirements for LVV specialist certification (Table 9-1-1), 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 1 Definition**

**Steering system** means those components, parts and systems that connect the driver's controls to a vehicle's wheels or tracks by means of which the direction of motion of a vehicle is controlled.

### **Note 2**

A damaged boot on a steering joint is not a ground for rejection; however, the vehicle's owner should be advised.

### **Note 3**

A damaged boot on a suspension joint is not a ground for rejection; however, the vehicle's owner should be advised.

**Table 9-1-1. Modifications that do not require LVV certification**

Fitting of or modification to:	LVV certification is not required provided that:
Urethane suspension bushes	<ul style="list-style-type: none"> <li>the bush is a direct substitute and fits directly into the OE housing.</li> </ul>
Aftermarket shock absorbers	<ul style="list-style-type: none"> <li>the shock absorbers are direct replacements, and</li> <li>the shock absorbers fit unmodified OE mountings.</li> </ul>
Aftermarket springs	<ul style="list-style-type: none"> <li>the springs are direct replacements, and</li> <li>the springs fit into unmodified OE seats and are self-retaining, and</li> <li>the springs and seats are not height adjustable, and</li> <li>suspension maintains sufficient travel for safe operation when fully laden and does not make contact with the unmodified OE bump stops, and</li> <li>there is no evidence of heating or cutting the springs, and</li> <li>the springs maintain contact with their seats when the vehicle suspension is fully extended, and</li> <li>no non-standard methods of retaining springs have been used, eg wire ties, external spring locators, and</li> <li>the normal relationship between front and rear suspension height is not unduly affected, and</li> <li>there is sufficient suspension travel.</li> </ul>
Handle bars	<ul style="list-style-type: none"> <li>the handle bar is a direct substitution without head stock modification, and</li> <li>the handlebar is a non-OE item of a reputable brand or an OE item from another motorcycle, and</li> <li>the substitution does not affect an airbag.</li> </ul>
Fitting of or modification to:	LVV certification is never required:
Any modification for the purposes of law enforcement or the provision of emergency services	<ul style="list-style-type: none"> <li>in-service requirements for condition and performance must be met.</li> </ul>

## Summary of legislation

### Applicable legislation

- [Land Transport Rule: Steering Systems 2001](#)

- Traffic Regulations 1976, Regulation 70.

### **Condition**

1. The steering system (Note 1) and associated systems and components that directly or indirectly affect the directional control of the vehicle must be:

- a) sound and in good condition, and
- b) strong, durable and fit for their purpose, taking into account whether adverse effects have resulted from a loss of integrity of any protective system used by a relevant component.

### **Performance**

2. The steering system and associated systems and components that directly or indirectly affect the directional control of the vehicle must provide the vehicle with safe, efficient, convenient and sensitive control.

### **Modifications**

3. A modification that affects the steering system must be inspected and certified by an LVV specialist certifier, unless the vehicle:

- a) is excluded from the requirement for LVV specialist certification (Table 9-1-1), and
- b) has been inspected in accordance with the requirements in this manual, including those for equipment, condition and performance.

Page amended **1 December 2016** (see [amendment details](#)).