

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 It may be superseded at any time.

Extract taken from: Entry certification > Technical bulletins > Inspection of motorhomes

11 Inspection of motorhomes

Vehicle inspection requirements manual references

This bulletin gives guidance to vehicle inspectors in applying the following requirements in the *VIRM: Entry certification*:

- [Vehicle structure – 3-3 Inspection specifications](#)

Application

This bulletin applies to the structural inspection of motorhomes undergoing entry certification in New Zealand. It covers the specialist certification requirements for motorhomes undergoing entry certification.

For motorhomes with overseas compliance covering the motorhome conversion, refer to [Technical bulletin 41:Entry certification procedures for certain modified vehicles](#). Exhaust emission standard compliance can be verified by one of the methods specified in [Technical Bulletin 28](#)

Inspection location

A light new or used motor home can be inspected at an approved heavy (used) entry site, provided that:

- It is inspected by an approved ULE Vehicle Inspector
- There is a VIN embosser on site
- There is an exhaust emission tester on site (Used Vehicle).

Structural inspection

Parallel-imported new (campervan/motorhome)

New parallel-imported (campervan/motorhome) as defined in the entry VIRM (see [2-2 Vehicle attributes definitions](#)).

- Trim does not need to be removed as part of the structural inspection if a vehicle is a new parallel-imported (campervan/motorhome). However, a full general inspection must be carried out. The vehicle inspector may require an invasive structural inspection if any areas of concern are identified during the general inspection.
- Any vehicle identified as damaged during a border inspection will require a full invasive structural inspection.

Used light vehicles (campervan/motorhome) Category 1

A previously registered vehicle under 12 months old and having travelled less than 2000 kms.

- Interior trim does not need to be removed as part of the structural inspection if the vehicle:
 - is a previously registered vehicle under 12 months old, and
 - has travelled less than 2000 kms, and
 - has not been identified as damaged during a border inspection.

However, an under body invasive inspection (front inner guard covers fitted to monocoque construction vehicles and front sub-frame splash guards) and full general inspection must be carried out. The vehicle inspector may

require an invasive interior structural inspection if any areas of concern are identified during the general inspection.

- If a motorhome is of a cab/chassis body type with the body mounted on the chassis, the vehicle inspector is only required to visually inspect the vehicle (without disassembly) to ensure general safety requirements are met. However, the vehicle inspector may require an invasive interior structural inspection if any areas of concern are identified during the general inspection.
- A Used light vehicles (campervan/motorhome) Category 1 vehicle identified as damaged during a border inspection will require a full invasive structural inspection.

Used (previously registered)

If a motorhome is of a van body type (monocoque construction), it will need the trim removed to enable a full structural inspection. If this is impracticable, the entry certifier/vehicle owner may apply to the Transport Agency for an exemption from trim removal requirements (see Reference material 18).

If a motorhome is of a cab/chassis body type with the body mounted on the chassis, the vehicle inspector is only required to visually inspect the vehicle (without disassembly) to ensure general safety requirements are met. However, if the motorhome body contains designated seating positions with certified seatbelt mountings (as is required for most motorhomes built after October 2003), it will need to have the trim removed to enable a full structural inspection. If this is impracticable, the entry certifier/vehicle owner may apply to the NZTA for an exemption from trim removal requirements (see [Reference material 18](#)).

Brakes

For new vehicles and scratch-built low volume vehicles, it is not necessary to disassemble any brake components.

For vehicles with rear drum brakes that are less than two years old and that have travelled less than 40,000km, only the front brakes must be disassembled initially. If the front brakes are up to standard, and there are no signs of problems with the rear brakes, disassembly of the rear brakes is not required.

Running gear

Due to the design and size of some campervans/motorhomes, the vehicle's steering and suspension can be inspected on:

- two-post vehicle hoist (with sufficient capacity)
- four-post vehicle hoist with built-in jacking mechanism (with sufficient capacity)
- inspection pit with built-in jacking mechanism (with sufficient capacity).

Specialist certification

Generally, any modifications or repairs to a motorhome that may affect the structural integrity of the vehicle will require specialist certification.

Where vehicles are converted to motorhomes, specialist certification is required unless the vehicle owner can provide documented evidence proving that the modification was a 'manufacturer's conversion'.

Examples of modifications or repairs to a motorhome that will normally require specialist certification are:

<ul style="list-style-type: none">• cutting of the roof or bulkhead	<ul style="list-style-type: none">• lengthened chassis rails
<ul style="list-style-type: none">• installation of seatbelt anchorages	<ul style="list-style-type: none">• modification or strengthening of chassis components.

Page amended **10 December 2023** (see [amendment details](#))

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