Correct as at 25th May 2026. It may be superseded at any time.

Extract taken from: Entry certification > Technical bulletins > Entry certification procedures for certain modified vehicles

41 Entry certification procedures for certain modified vehicles

Certain modifications to vehicles that have been certified overseas to a process accepted by NZTA do not need specialist inspection and certification, unless the modification is unsafe or illegal in New Zealand. Some examples of this are a three-point seat belt installed for a sideways facing seat, a seating position with dangerous head strike risk, or a motorhome without the minimum number of seating positions for the number of sleeping berths. In these situations, referral to a specialist certifier is required.

In the case of some motorhomes there may be options that do not require referral to a specialist certifier, the two cases are:

1. Where there are not enough seats with seatbelts to match the number of berths – the additional berths can be removed or permanently disabled.
2. If a dangerous seating position is in excess of the minimum number of seats required based on the number of berths, the seatbelt can be removed without specialist certification and the number of seating positions recorded reduced.

Important: Exhaust emissions compliance isn't guaranteed and must be verified by one of the methods specified in **Technical Bulletin 28**

Applicable legislation: **Land Transport Rule Vehicle Standards Compliance 2002** 6.5(3).

Overseas modification certification that can be accepted without referral to a specialist certifier

The following European, Australian and United States certifications can be accepted if no subsequent modifications have been made. Check for subsequent modifications and check the details on the Certificate of Conformity, ADR SSM label/plate, ADR SSM certification on ROVER or FMVSS label/plate against the vehicle. If there are any differences, eg the number of seats or subsequent modifications, then the overseas certification cannot be accepted – refer to a specialist certifier.

For heavy vehicles, the final stage manufacturer is to be considered the de facto manufacturer. While some modifications are allowed, any items generally requiring heavy vehicle specialist certification (eg logging bolster attachments, towing connections, stockcrate anchorage points, load anchorage points, conversion of a vehicle to right-hand drive, conversion of a vehicle to dual steering, etc.) are not excepted from the requirement to be certified by a specialist certifier.

Ratings such as GVM given by the final stage manufacturer under the accepted certification are to be used.

European vehicles

Any vehicle, including a motorhome, that has been modified and type certified to the European Community Whole Vehicle Type Approval (ECWVTA) system. The vehicle must have an ECWVTA final stage (this may be second, third or fourth stage) Certificate of Conformity (CoC) and a corresponding label/plate on the vehicle.

Note 1

A motorhome may have final stage approval to 2001/116/EC provided it was approved to 2007/46/EC or 2018/858/EC at an earlier approval stage (ie there is a base or second stage approval label listing 2007/46/EC or 2018/858/EC in addition to the 2001/116/EC final stage label).

Note 2

If the vehicle doesn't have a first (or second - only in the case of the final stage being the third stage) approval to 2007/46/EC or 2018/858/EC, it must be referred to a specialist certifier.

Australian vehicles

Any vehicle, including a motorhome, that has been modified and type certified to the Australian Motor Vehicle Certification Board Second Stage of Manufacture (also called ADR second stage of manufacture, ADR SSM). The vehicle must have a corresponding plate/label affixed, or ADR SSM recorded in the RAV and/or ROVER systems. Refer to **Technical bulletin 48** for acceptance of ADR SSM in RAV and/or ROVER.

The plate/label must be silver in colour. If the word 'nonstandard' or the phrase 'low volume' appears on the plate/label the certification cannot be accepted, refer to a specialist certifier.

ADR approval label - alternative to second stage ADR plate/label

United States vehicles

Note: some United States vehicles covered by this bulletin (eg motorhomes and stretched limousines less than 20 years old) may require RHD conversion, and this will require low volume vehicle or heavy vehicle specialist certification. Purpose-built hearses are able to remain in LHD form.

Motorhomes

Any used imported motor home (previously registered in the USA) that has an FMVSS approval plate (fitted by the motor home manufacturer). If there is any doubt, refer to **vehicleregulationtechnical@nzta.govt.nz** to get confirmation of acceptance of the certification, providing photos of the VIN, all FMVSS plates/labels (first and second stage) and photos of the vehicle layout and features (beds, seats, tables, cooking and washing facilities).

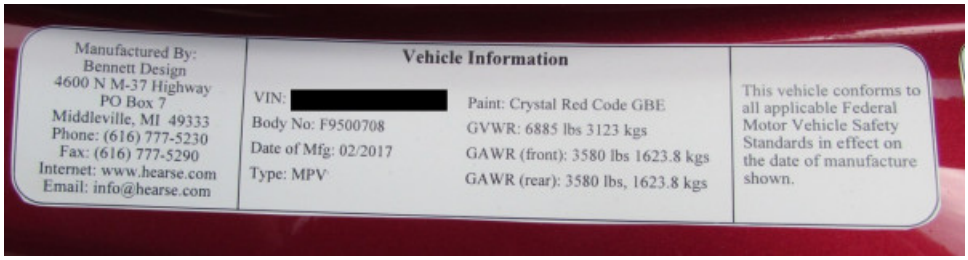
Any new motor home that has an FMVSS approval plate (fitted by the motor home manufacturer), provided there are original documents confirming the motor home was manufactured for the US market and would be permitted for use on public roads in the US.

Note: Conversion vans (aka day vans) are not motorhomes as they are not a dwelling place. If there is any doubt, refer to **vehicleregulationtechnical@nzta.govt.nz** to get confirmation of the classification, providing photos of the VIN, all FMVSS plates/labels (first and second stage) and photos of the vehicle layout and features (beds, seats, tables,

cooking and washing facilities).

Hearses or limousines

A vehicle modified or partially manufactured by a coachbuilder recognised and authorised by the original equipment manufacturer (OEM) under either the Cadillac Master Coachbuilder or Ford Qualified Vehicle Modifier programmes. The vehicle must have a corresponding plate/label affixed. Refer to **Appendix 2** for details of qualifying vehicles.

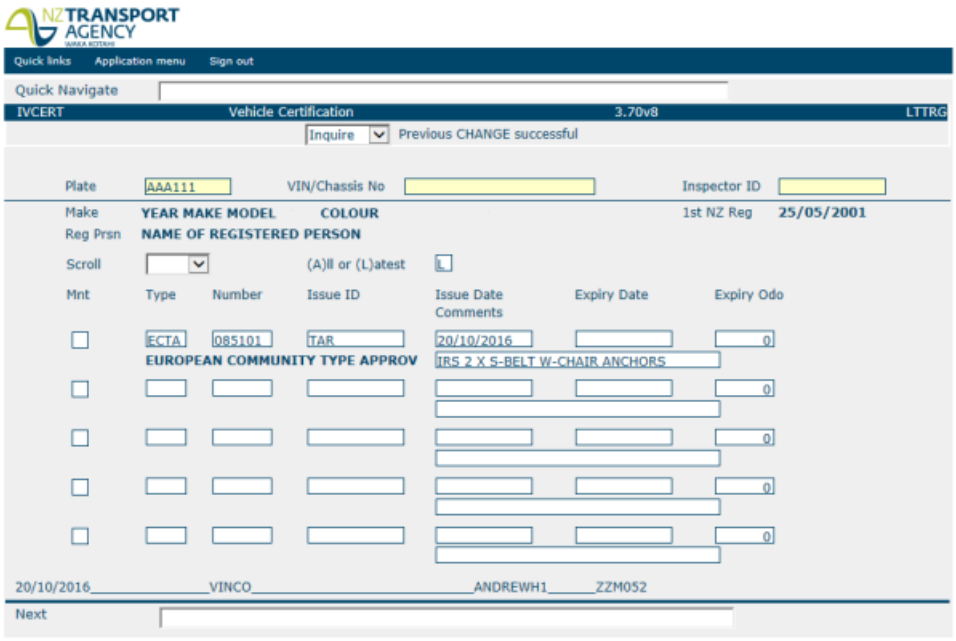


IVCERT vehicle certification screen

The modification certification must be entered into the IVCERT screen as below.

Field name	Enter	Description
Type	ECTA	European Community Whole Vehicle Type Approval (ECWVTA)
	ADR2	Australian Motor Vehicle Certification Board Second Stage of Manufacture, also called ADR second stage of manufacture
	USMH	A vehicle converted into a motorhome that has an FMVSS second stage of manufacture plate/label
	USCB	A vehicle modified or partially manufactured by a coachbuilder recognised and authorised by the original equipment manufacturer (OEM) under either the Cadillac Master Coachbuilder or Ford Qualified Vehicle Modifier programmes
Number	For ECTA	The approval numbers unique 4 digit code and 2 digit suffix. eg if the number on the plate/ label is “e11*2007/46*0851*01” enter 085101
	For ADR2	The 5 digit approval number on the plate/label
	For USMH and USCB	The date of manufacture of the completed vehicle from the FMVSS label. In MMYYYY format
Issue ID	The entry certifiers ID	
Issue Date	Date of entry certification	
Comments	Description of the modifications observed and the modifications recorded on the CoC and labels/plates. Include the coachbuilders or second stage manufacturers name if applicable. Where appropriate use the abbreviations listed below.	

IVCERT screen sample



Abbreviations

ADJ	Adjustable
BDYKT	Body kit
CHASS	Chassis
CLMN	Column
CONV	Conversion
CUST	Custom
CYL	Cylinder
DR	Door
ENG	Engine
EXTN	Extension
F	Front
F-GLASS	Fibreglass
GVM	GVM Increase
H-D/DUTY	Heavy duty
HNDLS	Handles
HYD	Hydraulic
L	Left
MAN	Manual

M-Home	Motorhome
OE	Original equipment
PWR	Power
POS	Position
RHD	Right hand drive conversion
R	Right
Rr	Rear
RMP	Ramp
RSTRNTS	Restraints
S-BELT	Seatbelt
STNWGN	Station wagon
SYS	System
TNK	Tank
WCH	Wheelchair
X-MEM	Crossmember

Appendix 1: EC Certificate of conformity

- **Download a high resolution PDF**

MODEL B — SIDE 1

COMPLETED VEHICLES

EC CERTIFICATE OF CONFORMITY

Side 1

The undersigned [... (*Full name and position*)] hereby certifies that the vehicle:

0.1. Make (Trade name of the manufacturer): .....

0.2. Type: .....

Variant ([a]): ... .

Version ([a]): ... .

0.2.1. Commercial name: .....

0.2.2. For multi-stage approved vehicles, type-approval information of the base/previous stages vehicle (list the information for each stage):

Type: .....

Variant ([a]): .....

Version ([a]): .....

Type-approval number, extension number.....

0.4. Vehicle category: ... .

0.5. Company name and address of manufacturer: ... .

0.5.1. For multi-stage approved vehicles, company name and address of the manufacturer of the base/previous stage(s) vehicle .....

0.6. Location and method of attachment of the statutory plates: .....

Location of the vehicle identification number: .....

0.9. Name and address of the manufacturer's representative (if any): .....

0.10. Vehicle identification number: .....

(a) has been completed and altered ([1]) as follows: ... . and

(b) conforms in all respects to the type described in approval (... *type-approval number including extension number*) issued on (... *date of issue*) and

(c) can be permanently registered in Member States having right/left ([b]) hand traffic and using metric/imperial ([c]) units for the speedometer ([d]).

(Place) (Date): ... (Signature): .....

Attachments: Certificate of conformity delivered at each previous stage.

SIDE 2

VEHICLE CATEGORY M_1

(complete and completed vehicles)

Side 2

General construction characteristics

1. Number of axles: ..... and wheels: .....

3. Powered axles (number, position, interconnection): ....

Main dimensions

4. Wheelbase ([e]): ..... mm

4.1. Axle spacing: 1-2: ... . mm 2-3: ... . mm 3-4: ..... mm

5. Length: ..... mm

6. Width: ..... mm

7. Height: ..... mm

Masses

13. Mass in running order: ... . kg

13.2. Actual mass of the vehicle: ..... kg

16. Technically permissible maximum masses

16.1. Technically permissible maximum laden mass: ..... kg

16.2. Technically permissible mass on each axle: 1. ..... kg
2 kg 3 kg etc.

16.4. Technically permissible maximum mass of the combination: ... .
kg

18. Technically permissible maximum towable mass in case of:

18.1. Drawbar trailer: ..... kg

18.3. Centre-axle trailer: ..... kg

18.4. Unbraked trailer: ..... kg

19. Technically permissible maximum static vertical mass at the coupling point: ..... kg

Power plant

20. Manufacturer of the engine: ... .

21. Engine code as marked on the engine: .....

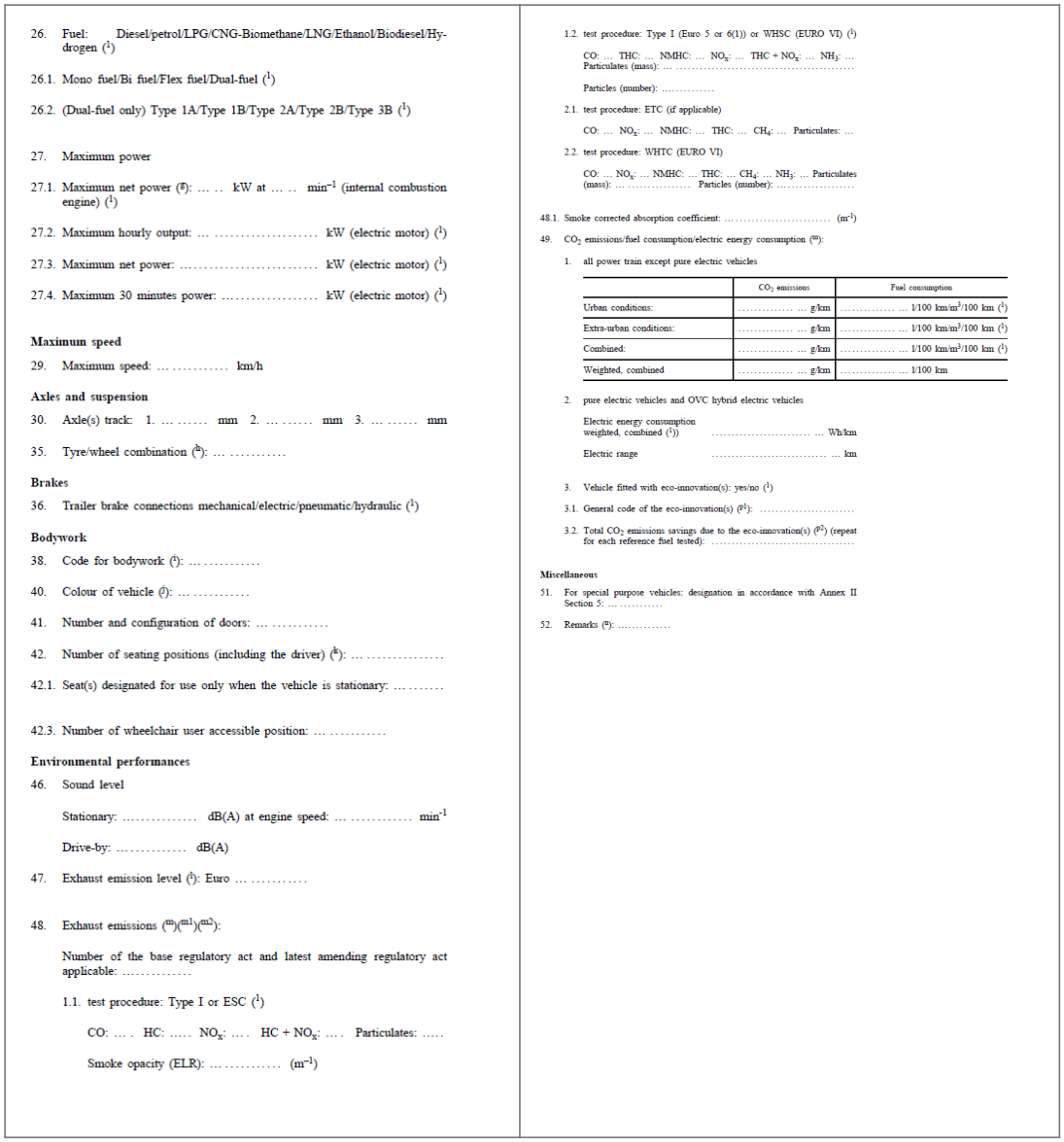
22. Working principle: .....

23. Pure electric: yes/no ([1])

23.1 Hybrid [electric] vehicle: yes/no ([1])

24. Number and arrangement of cylinders: .....

25. Engine capacity: ..... cm^3



26. Fuel: Diesel/petrol/LPG/CNG-Biomethane/LNG/Ethanol/Biodiesel/Hydrogen (1)

26.1. Mono fuel/Bi fuel/Flex fuel/Dual-fuel (1)

26.2. (Dual-fuel only) Type 1A/Type 1B/Type 2A/Type 2B/Type 3B (1)

27. Maximum power

27.1. Maximum net power (E): ... .. kW at ... .. min^{-1} (internal combustion engine) (1)

27.2. Maximum hourly output: ... . kW (electric motor) (1)

27.3. Maximum net power: ..... kW (electric motor) (1)

27.4. Maximum 30 minutes power: ..... kW (electric motor) (1)

Maximum speed

29. Maximum speed: ... . km/h

Axles and suspension

30. Axle(s) track: 1. ... . mm 2. ... . mm 3. ... . mm

35. Tyre/wheel combination (k): ... .

Brakes

36. Trailer brake connections mechanical/electric/pneumatic/hydraulic (1)

Bodywork

38. Code for bodywork (j): ... .

40. Colour of vehicle (j): ... .

41. Number and configuration of doors: ... .

42. Number of seating positions (including the driver) (k): ... .

42.1. Seat(s) designated for use only when the vehicle is stationary: ... .

42.3. Number of wheelchair user accessible position: ... .

Environmental performances

46. Sound level

Stationary: ..... dB(A) at engine speed: ... . min^{-1}

Drive-by: ..... dB(A)

47. Exhaust emission level (l): Euro ... .

48. Exhaust emissions (m)(m1)(m2):

Number of the base regulatory act and latest amending regulatory act applicable: .....

1.1. test procedure: Type I or ESC (1)

CO: ... . HC: ..... NO_x: .... HC + NO_x: .... Particulates: .....

Smoke opacity (ELR): ..... (m^{-1})

1.2. test procedure: Type I (Euro 5 or 6(1)) or WHSC (EURO VI) (1)

CO: ... THC: ... NMHC: ... NO_x: ... THC + NO_x: ... NH_3: ... Particulates (mass): ... .

Particles (number): .....

2.1. test procedure: ETC (if applicable)

CO: ... NO_x: ... NMHC: ... THC: ... CH_4: ... Particulates: ...

2.2. test procedure: WHTC (EURO VI)

CO: ... NO_x: ... NMHC: ... THC: ... CH_4: ... NH_3: ... Particulates (mass): ... . Particles (number): .....

48.1. Smoke corrected absorption coefficient: ..... (m^{-1})

49. CO_2 emissions/fuel consumption/electric energy consumption (m):

1. all power train except pure electric vehicles

	CO_2 emissions	Fuel consumption
Urban conditions:	.... g/km	.... l/100 km/m^3/100 km (1)
Extra-urban conditions:	.... g/km	.... l/100 km/m^3/100 km (1)
Combined:	.... g/km	.... l/100 km/m^3/100 km (1)
Weighted, combined	.... g/km	.... l/100 km

2. pure electric vehicles and OVC hybrid electric vehicles

Electric energy consumption weighted, combined (1)) .... Wh/km

Electric range .... km

3. Vehicle fitted with eco-innovation(s): yes/no (1)

3.1. General code of the eco-innovation(s) (p1): .....

3.2. Total CO_2 emissions savings due to the eco-innovation(s) (p2) (repeat for each reference fuel tested): .....

Miscellaneous

51. For special purpose vehicles: designation in accordance with Annex II Section 5: ... .

52. Remarks (n): .....

Appendix 2: Information on American specialist-built vehicles

FMVSS acceptance for GM Cadillac and Ford Lincoln Conversion Chassis

Ford and GM partner with selected approved modifiers, providing them with specific part-built vehicles with incomplete FMVSS compliance, which are then converted to a hearse or stretched limousine.

Specific models that can be accepted without referral to a specialist certifier

General Motors

GM Cadillac XTS vehicles are specifically engineered, designed, and built for heavy-duty applications and supplied to GM approved modification partners for conversion. For acceptance at entry into NZ the conversions must have been completed by an approved partner to remain in LHD format.

GM Cadillac models covered by this program currently are:

- W30 Extended Sedan
- V4U Limousine
- B9Q Hearse

Ford Motor Company

Ford and Lincoln conversion vehicles are specifically designed to meet rigorous industry requirements and are then supplied to a Ford Motor Company Qualified Vehicle Modifier (QVM). The QVM Program ensures a high-quality conversion process that meets FMVSS requirements. For acceptance at entry into NZ the conversions must have been completed by an approved Qualified Vehicle Modifier (QVM) to remain in LHD format.

Ford Motor Company models covered by this program currently are:

- Lincoln MKT Towncar Hearse
- Lincoln MKT Towncar Limousine

The models listed above from these manufacturers that are modified or manufactured under their respective recognised programs can be accepted for entry without NZ specialist certification provided that:

a) compliance with FMVSS is confirmed by a valid FMVSS plate or label which incorporates the vehicle chassis number and the approved modifier's name, that is permanently attached to the vehicle (refer image above); and

b) the approved modifications made to the vehicle under the FMVSS are recorded in Landata, in the manner prescribed above; and

c) the vehicle is issued with a Category C4 LHD permit; and

d) the vehicle has not been further modified since the issue of FMVSS compliance. In the event that the vehicle has undergone conversion to RHD, this aspect of the vehicle will require specialist certification (Note 2).

Note 1

Such approval is an alternative to the low volume vehicle certification process, and any vehicle to which FMVSS applies must meet all other normal compliance requirements so as to enable the vehicle to be entry certified.

Note 2

Further modified, in relation to this technical bulletin, means modified beyond those modifications listed within the **LVVTA LVV Modification Threshold Schedule**.

Page amended **10 April 2025** (see **amendment details**)