

Correct as at 6th June 2026. It may be superseded at any time.

Extract taken from: In-service certification (WoF and CoF) > Motorcycles > Vehicle structure > Structure

## 3-1 Structure

### Reasons for rejection

#### Condition

1. The structure of the motorcycle has visible:

- a) deformation from the original shape that has affected the vehicle's structural integrity (Note 2), or
- b) cracking, or
- c) fracture, or
- d) corrosion damage (Note 1) that affects its strength, or
- e) poor repairs that have not returned the structure to within a safe tolerance of when it was manufactured (Note 2), such as:
  - i. filler has been used in an attempt to conceal corrosion damage or deformation of a component.
  - ii. a high strength steel component has been heated.
  - iii. a component has been strengthened.

#### Modification (Note 4)

2. A modification affects the vehicle structure, and:

- a) is not excluded from the requirements for LVV specialist certification (Table 3-1-1), 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

**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.

#### Note 2

The vehicle inspector may request additional relevant information from a repairer or other relevant person.

### Note 3

**Modify** means to change a vehicle from its original state by altering, substituting, adding or removing any 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 equivalent undamaged or new structures, systems, components or equipment.

### Note 4

The addition of a side-car requires LVV certification unless the side-car is OE.

**Table 3-1-1. Modifications that do not require LVV certification**

Fitting of or modification to:	LVV certification is never required:
Any modification for the purposes of law enforcement or the provision of emergency services	• in-service requirements for condition and performance must be met.
Towbars	

## Summary of legislation

### Applicable legislation

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

### Condition

1. A vehicle must not be affected by corrosion or weakening of its structure, that is apparent by visual examination, so that the vehicle is unsafe to operate.
2. The performance of a frontal impact occupant protection system must not be affected by any factor, including corrosion, structural damage, material degradation, inadequate repair, the fitting of additional equipment, or the removal of equipment.

### Modification

3. A modification that affects the integrity of the vehicle structure must be inspected and certified by an LVV specialist certifier, unless the vehicle:
  - a) is excluded from the requirement for LVV specialist certification (Table 3-1-1), and
  - b) has been inspected in accordance with the requirements in this manual, including those for equipment, condition and performance.