

Technical bulletins

- 1 Replacement parts
- 2 Water-damaged vehicles
- 3 Vehicles modified to change vehicle class
- 4 Identifying a Honda Gyro
- 5 Inspection requirements for temporary vehicle imports
- 6 Auxiliary bars
- 7 Frontal impact standard exemptions
- 8 Frontal impact compliance for Mitsubishi models
- 9 Frontal impact compliance for Toyota Cavaliers
- 10 Inspection for corrosion in Nissan Terrano and Mistral rear floorpan assemblies
- 11 Inspection of motorhomes
- 12 Identifying daytime running lamps
- 13 Glazing on house-trucks
- 14 Seatbelt requirements for rotating seats
- 15 Toyota Hiace seat and seatbelt requirements
- 16 Replacement seatbelts
- 17 Seatbelt and seatbelt anchorage standards for heavy motor vehicles
- 18 Seatbelt markings
- 19 Seatbelt exemptions
- 20 OE rear upper seatbelt anchorages (with retrofitted seatbelts)
- 21 Rear seatbelts as aisle obstructions in passenger service vehicles
- 22 Anchorage of demountable body assemblies
- 23 Used imported motorsport vehicles
- 24 Recording the number of seats for self-propelled motorhomes
- 25 Immigrants' vehicles
- 26 Special interest vehicles
- 27 Alternative proof of compliance - Singapore/Japan
- 28 Exhaust emissions standard compliance
- 29 Declaration for supplementary restraint system and anti-lock braking system inspections
- 30 Dual brake systems in overseas driving school vehicles
- 31 Brakes standard compliance
- 32 Static tilt stability compliance
- 33 Category A left-hand drive vehicles
- 34 Bridgestone tyres manufactured in Thailand, Taiwan or Indonesia
- 35 Moped entry certification (class LA, LB)
- 36 Removing a border damage flag

Replaces Infosheet 1.81 Replacement parts

Vehicle inspection requirements manual references

This bulletin gives guidance to vehicle inspectors in determining compliance of a vehicle.

Application

This document applies to any vehicle undergoing entry-level certification that has had parts, components or systems replaced during a repair or modification.

Safety concern

Vehicles entering New Zealand must have been manufactured to comply with required safety standards. Compliance with these standards ensures that a safety critical component will perform as intended. Vehicles and their systems, parts and components must remain within safe tolerance of their state when manufactured. This helps to ensure the safety of vehicles used on New Zealand roads.

Use of correct replacement parts is vital to achieving safe tolerance. A vehicle must continue to comply with safety standards and equipment requirements when it is repaired, or components are added or replaced.

Inspection

Vehicle inspectors must check whether or not the component being replaced has to meet an approved standard. Standards will vary according to the vehicle's year of manufacture (and any modifications). The replacement part must meet the same standard as the original part, or a later version. Examples include lights, tyres, seatbelts and glazing.

If there is no specific standard for the individual component, but there is a standard for the system the component is a part of, the vehicle inspector must ensure that any replacement parts used enable the system to continue to meet the standard, and return the vehicle to safe tolerance of its state when manufactured. Examples include brake systems, frontal impact protection systems and seatbelt anchorage attachment points.

Braking systems: Brake pads and shoes are critical components in relation to returning the braking system to within safe tolerance of its state when manufactured.

Frontal impact protection systems: It is important that structural panel replacement is carried out using complying parts and in accordance with the manufacturer's instructions (or, where these are not available, alternative repair industry standards such as I-Car). Replacement panels and welding must duplicate the original structure.

Seatbelt anchorages: Any repairs of the body or components affecting the supporting structure for seatbelt anchorages must restore these items to their original strength.

If there is no specific standard for the component or the system of which the component is a part, components must be fit for purpose. This generally applies to older vehicles, although there are components that are important to the safety of a vehicle but are not covered by a prescribed standard in new vehicles. Examples include steering and suspension components.

Recommendation

The NZ Transport Agency recommends that parts suppliers and repairers must be able to provide proof that replacement parts meet legal requirements. This could consist of de-registration papers of the donor vehicle for used body parts, standards markings, or proof that the vehicle used for parts was legally registered in New Zealand.

Applicable legislation

- Land Transport Rule: Vehicle Standards Compliance 2002, section 11.1

Application

- This document applies to any vehicle undergoing entry-level certification that may have suffered water damage.

Note 1 Water-damaged vehicles imported from Japan may not have been de-registered in Japan. This means that vehicles imported from Japan presented with registration documents only are more 'at risk' vehicles.

Note 2 Do not rule out the possibility that privately imported vehicles have suffered water damage.

Vehicles flagged for water damage by MAF

If water damage is detected on a vehicle by the Ministry of Agriculture and Forestry (MAF) during a border inspection, MAF will flag the vehicle as damaged and forward the details to the Transport Registry Centre (TRC).

TRC will then record a water damage message in the vehicle notes on LANDATA. This message reads as follows: 'Water-damaged vehicle. Must be certified by a repair certifier. Not to be certified by a TSD agent without approval from NZTA NO'

Any vehicle that has a water damage message attached **must** be referred to a repair certifier before processing for registration, as the vehicle may not be able to be economically repaired.

Water damage detected by TSD agents

If a TSD agent carrying out entry-level certification detects water damage on a vehicle that has not been flagged for damage by MAF, the vehicle **must** be referred to a repair certifier. The TSD agent must notify the NZTA's Data Integrity team (Attention: Lead Specialist, Border Checks - phone 0800 804 580, fax 06 953 6267), so that the vehicle can be added to the list of flood-damaged vehicles recorded on the website. They must also record the water damage message (as above) in the vehicle notes on LANDATA.

Documentation to be provided with water-damaged vehicles

The following documents must be presented with a water-damaged vehicle before it can be processed for registration:

- An original Light vehicle repair record of determination (LT308), and
- An original letter (LT351) from the NZTA.

Every repair certification of a water-damaged vehicle is audited by the NZTA. The LT351 letter confirms that an audit has been conducted on the vehicle specified, and that the correct repair certification process has been followed. If a vehicle is presented without an LT351, the TSD agent must contact the Vehicles Unit, National Office.

Vehicle inspection requirements manual references

This bulletin gives guidance to vehicle inspectors in determining vehicle class as defined in the *VIRM: Entry certification*:

- Introduction 6(5): Identifying vehicle class.

Application

This bulletin applies to vehicles undergoing entry certification in New Zealand that have been modified in such a way that the class of vehicle may have changed from when it was manufactured.

Inspection

Step one

The vehicle inspector must determine the original class of the vehicle, as it was manufactured.

Step two

The vehicle inspector must determine whether or not the vehicle complied with legal requirements for entering service in New Zealand, in its original condition (as manufactured).

If the vehicle did not comply with New Zealand legal requirements when it was manufactured, it cannot be certified for entry into New Zealand as another vehicle class.

- For example, an MA class vehicle that did not comply with a frontal impact standard could not be certified as an NA class vehicle.

Step three

If the vehicle complied with New Zealand legal requirements in its original condition, the vehicle inspector must determine whether or not the modified vehicle complies with legal requirements for vehicles operating in-service in New Zealand.

If a vehicle has modifications that exceed the low volume vehicle (LVV) threshold, it must undergo LVV certification, or be re-configured back to manufacturer's specifications.

Step four

The vehicle should be recorded in LANDATA as its original class. A note must be added to the vehicle record, stating that vehicle modifications have resulted in a change of class (and identify the new class).

Application

This bulletin gives guidance to vehicle inspectors in identifying a Honda Gyro to determine applicable inspection requirements.

A Honda Gyro is a three-wheeled vehicle which requires design compliance and must be declared as a motorcycle by the NZTA in order to be registered for in-service operation in New Zealand.

Identification

The New Zealand representative of Blue Wing Honda has advised the NZTA that Honda agents identify the Honda Gyro by its frame number.

It can also be recognised by the distinctive articulating joint that allows the whole front passenger portion of the vehicle to pivot and tilt when cornering.

A Honda Gyro:

- has one wheel at the front and two wheels at the rear, and
- has a mass not exceeding one tonne, and
- has an engine output exceeding 2 kW (or 50 ml), and
- has a maximum speed capability exceeding 50 km/h.

Therefore, a Honda Gyro can be classed as an LE1 vehicle under Table A of Land Transport Rule: Vehicle Standards Compliance 2002.

For registration purposes, the Honda Gyro is a vehicle type 11 (motorcycle).

Inspection

If a vehicle presented for entry certification is identified as a Honda Gyro, it must be declared a motorcycle by the NZTA. Applications must be made to:

NZ Transport Agency

Vehicles Unit

Private Bag 6995

Wellington 6141

Attention: Senior Engineer, Technical Support

An LT4085 Vehicle compliance certificate must be completed for the vehicle. It must meet entry-level certification requirements for class LE1 vehicles and undergo periodic in-service inspections (warrant of fitness or certificate of fitness).

To operate and inspect the vehicle, the vehicle inspector must hold a motorcycle licence.

Application

This bulletin gives guidance to vehicle inspectors carrying out entry-level inspections on vehicles imported for temporary use on New Zealand roads.

Requirements for temporarily importing a vehicle

A temporary vehicle import is a vehicle brought into New Zealand by a resident of another country, usually for a maximum of 12 months, while *remaining registered in its country of origin*.

The vehicle must be exported from New Zealand within the allowed temporary entry period.

Before a vehicle is released to its owner, it must be inspected by the Quarantine Service of the Ministry of Agriculture and Forestry (MAF).

The vehicle must be licensed in New Zealand as an overseas visitor's vehicle. In addition, the vehicle's registration in its country of origin *must remain current for the duration of its stay in New Zealand, and must remain in the name of the person* who imported the vehicle into New Zealand. The overseas registration plates must remain on the vehicle; it does not need New Zealand plates.

When presenting a temporary import, the vehicle importer must:

- fill out an Application for registration of an overseas visitor's vehicle (form MR2C)
- provide proof that the vehicle is currently registered in his/her name in its country of origin (eg by providing original vehicle registration documents)
- show a carnet de passage or temporary import entry
- provide identification that shows his/her name, date of birth and signature
- pay an Accident Compensation Corporation (ACC) levy (but none of the other registration and licensing fees).

A temporarily imported vehicle does not need to meet New Zealand's requirements for entry certification. However, a TSD agent must carry out a basic safety inspection before issuing a warrant of fitness (WoF) or certificate of fitness (CoF) label for the vehicle.

Background

In 1958, New Zealand became a contracting state of the Geneva Convention. The *Convention on road traffic* was signed in September 1949. This convention developed several provisions to promote the safety of international traffic, outlined below.

Generally speaking, the vehicle does not need to comply with New Zealand approved standards, or requirements for specialist certification (eg low volume vehicle certification for modifications). It must at least comply with the provisions of the Geneva Convention. It should meet the basic safety requirements for condition and performance listed in the *VIRM: In-service certification*.

Applicable legislation

- *Geneva Convention* Chapter IV – Provisions applicable to motor vehicles and trailers in international traffic.
Article 22: Every motor vehicle and trailer must be in good working order and safe mechanical condition so as not to endanger the driver or vehicle occupants or other road users, or cause damage to public or private property.

Inspection

Brake requirements for temporarily imported group M and N vehicles

Mandatory equipment

1. A vehicle must be fitted with a service brake capable of slowing the vehicle and bringing it to a controlled stop under any conditions of loading, on any gradient that the vehicle may be operated on, in an efficient, safe and rapid way.
2. A vehicle must be fitted with a parking brake capable of bringing the vehicle to a controlled stop if the service brake fails.

Condition and performance

3. The brakes fitted to a vehicle must be capable of acting on at least half of the wheels, and brake performance must be balanced on each side of the longitudinal axis of the vehicle.
4. At least half of the braking devices must act on braking surfaces directly attached to the wheels (or through parts not liable to fail).
5. Braking surfaces must be in good condition, and must always be connected with the wheels of the vehicle in such a way that it is not possible to disconnect them, other than momentarily by means of clutch, gearbox or free wheel.
6. The parking brake must be readily applicable and capable of remaining applied for an indefinite period even in the absence of the driver.

Braking requirements for temporarily imported group L vehicles

Mandatory equipment

1. A group L vehicle must be fitted with two braking devices operated by hand or foot, capable of slowing the vehicle and bringing it to a controlled stop in an efficient, safe and rapid way.

Brake requirements for temporarily imported trailers

Mandatory equipment

1. A combination of a motor vehicle and one or more trailers must be fitted with a braking device capable of slowing the vehicle and bringing it to a controlled stop under any conditions of loading, on any gradient that the vehicle may be operated on, in an efficient, safe and rapid way. A trailer must have a braking device that acts on at least half of the wheels, balanced on each side of the longitudinal axis of the vehicle, as follows:
 - a) The braking device for a class TA or TB trailer may operate as an overrun braking device (ie the trailer is stopped by moving upon the stopped towing vehicle).
 - b) The braking device for a class TC or TD trailer must be capable of being operated when the service brake of the towing vehicle is applied.
2. The braking device must be capable of preventing the rotation of the wheels when the trailer is uncoupled.
3. A trailer fitted with a braking device must be equipped with a breakaway brake (**Note 1**).

Note 1 Two-wheeled camping trailers or light luggage trailers do not require a breakaway brake if they are fitted with a secondary attachment, such as a safety chain.

Lighting requirements for temporarily imported group M and N vehicles

Mandatory equipment

1. A vehicle must be fitted with main-beam headlamps bright enough to illuminate the road ahead for 100 m in normal darkness (**Note 2**).
2. A vehicle must be fitted with two white or yellow dipped-beam headlamps bright enough to illuminate the road ahead for 30 m in normal darkness without causing significant dazzle to other road users (**Note 2**).
3. A vehicle must be fitted with two white forward-facing position lamps visible from 150 m in normal darkness without causing significant dazzle to other road users. These lamps must be mounted as far towards each side of the vehicle as practicable, no further than 400 mm from the extreme outer edges of the vehicle.
4. A vehicle must be fitted with at least one red rearward-facing position lamp, visible from 150 m from the rear of the vehicle in normal darkness.
5. A vehicle must be fitted with a rear registration plate illumination lamp that illuminates the figures and letters of the plate so that they are visible from 20 m from the rear of the vehicle in normal darkness.
6. A vehicle must be fitted with two red rear reflectors symmetrically mounted as far towards each side of the vehicle as practicable, no further than 400 mm from the extreme outer edges of the vehicle. Rear reflectors must be visible from 100 m in normal darkness when illuminated by means of two main-beam headlamps.
7. A vehicle must be fitted with a least one red or amber stop light mounted at the rear of the vehicle. A stop light must operate when the service brake is applied. If the stop light is red, the light intensity must be greater than that of the rearward-facing position lamps.

Permitted equipment

8. A vehicle may be fitted with direction indicators as follows:
 - a) a moveable arm protruding beyond each side of the vehicle and illuminated by a steady amber light when the arm is in the horizontal position, or
 - b) a constantly blinking or flashing amber light mounted on each side of the vehicle, or
 - c) a constantly blinking or flashing light at each side of the front and rear of the vehicle. These lights must be white or orange towards the front of the vehicle, and red or orange towards the rear of the vehicle.

Note 2 On vehicles from left-hand drive countries the headlamps dip to the right. To avoid blinding oncoming traffic, the headlamps must be adjusted so they do not dip to the right. Generally, asymmetric beam headlamps will also need to be modified to remove the right-hand flick-up, for example by applying some form of masking, such as plastic overlay, or fitting different bulbs.

Lighting requirements for temporarily imported motorcycles

Mandatory equipment

1. A motorcycle of class LC, LD, LE1 or LE2 must be fitted with at least one main-beam headlamp bright enough to illuminate the road ahead for 100 m in normal darkness.
2. A motorcycle of class LC, LD, LE1 or LE2 must be fitted with a least one dipped-beam headlamp bright enough to illuminate the road ahead for 30 m in normal darkness without causing significant dazzle to other road users.
3. A motorcycle of class LD must be fitted with two white forward-facing position lamps visible from 150 m in normal darkness without causing significant dazzle to other road users. These lamps must be mounted as far towards each side of the vehicle as practicable, no further than 400 mm from the extreme outer edges of the vehicle.
4. A motorcycle must be fitted with at least one red rearward-facing position lamp, visible from 150 m from the rear of the vehicle in normal darkness.
5. A motorcycle must be fitted with a rear registration plate illumination lamp that illuminates the figures and letters of the plate so that they are visible from 20 m to the rear of the vehicle in normal darkness.
6. Rear reflectors must be fitted to the following vehicles:
 - a) Class LD vehicles must be fitted with two red rear reflectors symmetrically mounted as far towards each side of the vehicle as practicable, no further than 400 mm from the extreme outer edges of the vehicle.
 - b) Class LC, LE1 and LE2 vehicles must be fitted with one red rear reflector symmetrically mounted as far towards each side of the vehicle as practicable, no further than 400 mm from the extreme outer edges of the vehicle.

Rear reflectors must be visible from 100 m in normal darkness when illuminated by means of two main-beam headlamps.

Permitted equipment

7. A motorcycle may be fitted with direction indicators as follows:
 - a) a moveable arm protruding beyond each side of the vehicle and illuminated by a steady amber light when the arm is in the horizontal position, or
 - b) a constantly blinking or flashing amber light mounted on each side of the vehicle, or
 - c) a constantly blinking or flashing light at each side of the front and rear of the vehicle. These lights must be white or orange towards the front of the vehicle, and red or orange towards the rear of the vehicle.

Lighting requirements for trailers

Mandatory equipment

1. A trailer at the end of a combination of vehicles must be fitted with at least one red rearward-facing position lamp, visible from 150 m from the rear of the vehicle in normal darkness.
2. A trailer must be fitted with a rear registration plate illumination lamp that illuminates the figures and letters of the plate so that they are visible from 20 m to the rear of the vehicle in normal darkness.
3. A trailer must be fitted with two red rear reflectors visible from 100 m in normal darkness when illuminated by means of two main-beam headlamps.
4. A trailer at the end of a combination of vehicles must be fitted with at least one red or amber stop light mounted at the rear of the vehicle, unless the stop light of the towing vehicle is visible from the rear. A stop light must operate when the service brake is applied. If the stop light is red, the intensity of the light output must be greater than that of the rearward-facing position lamps.

Permitted equipment

5. A trailer may be fitted with direction indicators as follows:
 - a) a moveable arm protruding beyond each side of the vehicle and illuminated by a steady amber light when the arm is in the horizontal position, or
 - b) a constantly blinking or flashing amber light mounted on each side of the vehicle, or
 - c) a constantly blinking or flashing light at each side of the front and rear of the vehicle. These lights must be white or amber towards the front of the vehicle, and red or amber towards the rear of the vehicle.

Other technical requirements for temporarily imported group M and N vehicles

Mandatory equipment

1. A vehicle must be equipped with a strong steering system that allows the vehicle to be turned easily, quickly and with certainty.
2. A vehicle must be equipped with at least one driving mirror of adequate size and location to provide the driver with a clear view to the rear of the vehicle.
3. A vehicle must be fitted with at least one audible warning device (horn) that is not:
 - a) a bell, or
 - b) a gong, or
 - c) a siren, or
 - d) any other loud-toned device.
4. Windscreens, where fitted, must be made of a stable, transparent material that is not likely to produce sharp splinters if broken. Objects must not appear distorted when viewed through this material.
5. Where a vehicle is fitted with a windscreen, it must have at least one efficient windscreen wiper that operates without constant control of the driver.
6. A vehicle must be fitted with an exhaust silencer system that operates constantly and cannot be interrupted by the driver while on the road.
7. A vehicle must be fitted with pneumatic tyres.

General safety provisions

1. The construction of a vehicle must not obstruct the driver's vision to the front, right or left of the vehicle.
2. As far as possible, the machinery or equipment of a vehicle must not:
 - a) be at risk of fire or explosion, or
 - b) cause the emission of noxious gases or offensive fumes, or
 - c) produce excessive or disturbing noise, or
 - d) increase the risk of a collision and/or damage caused in a collision.

Note 3 Temporarily imported vehicles do not have to meet requirements for modification, therefore, low volume vehicle (LVV) or heavy vehicle specialist certification is not required. However, if a vehicle inspector feels that a vehicle is unsafe to operate, he/she may seek advice from a low volume vehicle or heavy vehicle specialist certifier.

Technical bulletin 6 Auxiliary bars

Vehicle inspection requirements manual references

This bulletin gives guidance to vehicle inspectors in applying the following requirements in the *VIRM: Entry certification vol. 2*:

- Vehicle exterior – 2-1 External projections: Reasons for rejection 1 and 2.

Application

This bulletin applies to class MA, MB or MC vehicles fitted with auxiliary bars (eg bullbars) undergoing entry certification in New Zealand. Auxiliary bars fitted to any class of vehicle may affect compliance with requirements for external projections and/or frontal impact systems.

Safety concern

Fitting auxiliary bars to vehicles with frontal impact protection systems may have a negative effect on the performance of frontal impact protection features, such as airbags or crush-zones.

Inspection

Vehicles fitted with frontal impact protection systems must not have auxiliary bars fitted to them unless it can be confirmed by the vehicle manufacturer that the vehicle has been crash tested and met the requirements of an approved frontal impact standard *with the specific auxiliary bar fitted*.

This means that the fitting of after-market auxiliary bars is illegal on most class MA vehicles manufactured on or after 1 March 1999, and class MB or MC vehicles manufactured on or after 1 October 2003.

If auxiliary bars are fitted to any vehicle, the risk of injury to others must be minimised. This means that the vehicle must comply with the requirements for condition, performance and modification set out in the *VIRM: In-service certification* section 2-1.

A vehicle inspector may refuse to certify a vehicle that is fitted with an auxiliary bar if he/she believes that it is likely to cause injury or affect the driver's control of the vehicle.

Auxiliary bars fitted to Mitsubishi RVRs

NZ Transport Agency has been advised by Mitsubishi Motors New Zealand that the following Mitsubishi RVR models were factory-fitted with auxiliary bullbars:

- N11W • N21W • N28W
- N13W • N23W • N28WG

If a vehicle inspector is presented with a vehicle from one of these model ranges fitted with an original equipment (OE) bullbar, the vehicle may be passed.

The following Mitsubishi RVR models were *not* factory-fitted with bullbars:

- N61W • N71WG • N74WG
- N64WG • N73WG

If a vehicle inspector is presented with a vehicle from one of these model ranges fitted with a bullbar, confirmation that the bullbar will not affect the vehicle's frontal impact compliance is required. If it cannot be supplied, the vehicle cannot pass the inspection until the bullbar has been removed.

Technical bulletin 7 Frontal impact standard exemptions

Vehicle inspection requirements manual references

This bulletin gives guidance to vehicle inspectors in applying the following requirements in the *VIRM: Entry certification vol. 2*:

- Vehicle structure – 3-1 Structure, Reason for rejection 1.
- Vehicle structure – 3-2 Determining frontal impact compliance.

Application

This bulletin applies to specific model ranges of class MA, MB or MC vehicles manufactured by Toyota Japan, Nissan Japan and Mazda/Ford Japan that are exempt from the requirement to meet a specified frontal impact vehicle standard under the *New Zealand Gazette* notice au3660.

Inspection

Vehicles manufactured by:

- Toyota Japan, in the Estima, Lucida or Emina families, and
- Nissan Japan, in the Serena or Largo families, and
- Mazda/Ford Japan, in the Bongo, Friendee or Freda families

are exempt from the requirement to meet an approved frontal impact standard (as specified in **Table 3-2-1** of the *VIRM: Entry certification*) if the vehicle's chassis number is included in the ranges identified below.

Vehicle make/model	Industry model code	Chassis number	
		Range from	Range to
Toyota Japan	CXR10G	CXR10-0001177	CXR10-0146676
• Estima	CXR11G	CXR11-0001035	CXR11-0024109
• Lucida	CXR20G	CXR20-0001213	CXR20-0133547
• Emina	CXR21G	CXR21-0001043	CXR21-0030697
	TCR10G	TCR10-1034094	TCR10-1353266
	TCR10W	TCR10-1034093	TCR10-1353266
	TCR11G	TCR11-0034215	TCR11-0141867
	TCR11W	TCR11-0034215	TCR11-0141867
	TCR20G	TCR20-1008042	TCR20-1119611
	TCR20W	TCR20-1008042	TCR20-1119611
	TCR21G	TCR21-0020187	TCR21-0074252
	TCR21W	TCR21-0020187	TCR21-0074252
Nissan Japan	KBC23	KBC23-007242	KBC23-517067
• Serena	KVC23	KVC23-008295	KVC23-501790
	KAJC23	KAJC23-000820	KAJC23-400647
	KVJC23	KVCJ23-000434	KVCJ23-001056
	KBNC23	KBNC23-003346	KBNC23-504779
	KVNC23	KVNC23-008389	KVNC23-501448
	KBCC23	KBCC23-700516	KBCC23-870355

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Technical bulletin 7

Frontal impact standard exemptions (cont.)

Vehicle make/model	Industry model code	Chassis number	
		Range from	Range to
Nissan Japan <ul style="list-style-type: none"> ▪ Largo 	W30 CW30 NW30 NCW30 VW30 VNW30	W30-000106 CW30-600108 NW30-000107 NCW30-600111 VW30-000109 VNW30-000110	W30-774375 CW30-810352 NW30-761812 NCW30-810358 VW30-754820 VNW30-754143
Mazda/Ford Japan <ul style="list-style-type: none"> ▪ Bongo ▪ Friendee ▪ Freda 	SG5W SGEW SGL3 SGLW SGL5 SGLR SG5WF SGEWF SGL3F SGLWF SGL5F SGLRF	SG5W-100012 SGEW-100006 SGL3-100005 SGLW-100007 SGL5-100010 SGLR-100011 SG5WF-100002 SGEWF-100001 SGL3F-100002 SGLWF-100002 SGL5F-100002 SGLRF-100002	SG5W-302529 SGEW-301833 SGL3-300306 SGLW-301241 SGL5-300717 SGLR-301776 SG5WF-400230 SGEWF-400274 SGL3F-400005 SGLWF-400043 SGL5F-400016 SGLRF-400067

IMPORTANT: Individual exemptions from frontal impact standards requirements do not need to be made for vehicles that fall within these ranges.

Vehicle inspection requirements manual references

This bulletin gives guidance to vehicle inspectors in applying the following requirements in the *VIRM: Entry certification vol. 2*:

- Vehicle structure – 3-1 Structure, Reason for rejection 1.
- Vehicle structure – 3-2 Determining frontal impact compliance.

Application

This bulletin applies to the frontal impact compliance requirements of Mitsubishi model vehicles undergoing entry certification in New Zealand.

Inspection

It has been determined that the following Mitsubishi models are class MC vehicles, therefore, if a vehicle inspector is presented with a vehicle in the following model ranges, the vehicle is only required to comply with an approved frontal impact standard if it was manufactured on or after 1 October 2003.

Mitsubishi RVR Sportsgear vehicles (Note 1)		
E-N23WG SRXF	E-N23WG SRHM	Y-N28WG SNXF
E-N23WG SNXF	E-N23WG SNHM	Y-N28WG SRXT
E-N23WG SRXM	E-N23WG SRHF	Y-N28WG SNXT
E-N23WG SNXM	Y-N23WG SNHF	KD-N28WG SRXF
E-N23WG SNUM	Y-N28WG SRXF	KD-N28WG SNXF

Mitsubishi Delica Spacegear (four-wheel drive) vehicles		
E-PD4W HSEHE2	KD-PE8W HSEXF2	KD-PE8W NSNGF1
E-PD4W HSEHE	KD-PE8W HSEHF2	KD-PE8W NSEGF
E-PD4W NSEGE1	KD-PE8W HSNHF2	KD-PE8W NSEUF
E-PD4W HSEGE	KD-PE8W HSEHF	KD-PE8W NSNUF
E-PD4W NSEGE	KD-PE8W HSNHF	KD-PD8W NSNJF
E-PD4W NSEUE	KD-PE8W HSEGF	KD-PF8W HSEPF2
E-PD6W HSEXE2	KD-PE8W HSNGF	KD-PF8W HSEXF2
E-PD6W HSEHE2	KD-PE8W HSEUF	KD-PF8W HSEHF
E-PD6W NSEHE1	KD-PE8W HSNUF	KD-PF8W HSNHF
E-PF6W HSEXE2	KD-PE8W NSEHF1	KD-PF8W HSEGF
E-PF6W HSEHE	KD-PD8W NSEGF1	

Note 1 Not all four-wheel drive Mitsubishi RVR models are class MC vehicles. If a Mitsubishi RVR model is presented that has a full model code not listed above, it is a class MA vehicle; therefore it must comply with an approved frontal impact standard.

Vehicle inspection requirements manual references

This bulletin gives guidance to vehicle inspectors in applying the following requirements in the *VIRM: Entry certification vol. 2*:

- Vehicle structure – 3-1 Structure: Reason for rejection 1.
- Vehicle structure – 3-2 Determining frontal impact compliance.

Application

This bulletin applies to the frontal impact compliance requirements for Toyota Cavalier vehicles undergoing entry certification in New Zealand.

Inspection

Any vehicle that is a Toyota Cavalier of model code TJG00 with a model year of 1996, 1997 or 1998 is exempt from the requirement to prove compliance with one of the approved frontal impact standards specified in section 2.3(4) of Land Transport Rule: Frontal Impact 2001.

The model year of Toyota Cavaliers can be determined by decoding the tenth character of the vehicle identification number (VIN).

The frontal impact compliance status of Toyota Cavalier vehicles, as understood by the NZTA, is described below.

Model year	10th character of VIN	Frontal impact status
1995 or earlier	NA	There is no evidence that these vehicles comply with an approved frontal impact standard. Toyota Cavaliers with a model year of 1995 or earlier will not be eligible for an exemption from frontal impact standard requirements.
1996	T	Toyota Cavaliers with a model year of 1996 can be assumed to comply with an approved frontal impact standard
1997	V	Toyota Cavaliers with a model year of 1997 or 1998 are exempt from the requirement to comply with an approved frontal impact standard
1998	W	
1999 or later	X, Y, 1, 2...	Toyota Cavaliers with a model year of 1999 or later comply with an approved frontal impact standard.

Replaces Infosheet 1.35 revision 5.1

Vehicle inspection requirements manual references

This bulletin gives guidance to vehicle inspectors in applying the following requirements in the *VIRM: Entry certification vol. 2*:

- Vehicle structure – 3-1 Structure: Reasons for rejection 2.
- Vehicle interior – 7-1 Seats and seat anchorages: Reason for rejection 3.
- Vehicle interior – 7-5 Seatbelts and seatbelt anchorages: Reason for rejection 5.

Application

This document applies to models of Nissan Terrano and Nissan Mistral vehicles in which the rear floorpan assembly consists of a two-layer (double-skin) panel. The lower layer is a reinforcing panel that is spot-welded to the upper layer floor section.

These vehicles have a rear seat with three seating positions. Situated in the rear floor, beneath the seat, are:

- four seatbelt anchorages, and
- two seat anchorages.

Safety concern

If moisture gets trapped between the two layers of the floorpan, corrosion can occur around the seat or seatbelt anchorages. Corrosion can also occur where the underfloor reinforcing panel overlaps the top floor skin. Damage may be more extensive than is first apparent.

Inspection

The inspector needs to lift the rear seat to examine this area effectively. Any carpeting and/or sound insulating material covering the panel that the seats are mounted on must be pulled back far enough to expose the rear seam of the panel. This is because the rear seam is the area most commonly affected by corrosion. Unless the carpet is pulled right back, a complete and thorough inspection cannot be carried out.

Indicators of more extensive corrosion may be:

- bubbling of the paint or surface irregularities in the top floor skin or paint
- a patch repair that has rust around it (see 'Action' below)
- separation of the reinforcement panel and the top skin
- discoloration or rust stains at the edges of the reinforcement panel
- rust holes.

Corrosion: If corrosion is detected, the integrity of the seat and seatbelt anchorages is considered to be at risk and the seatbelt anchorages should be rejected.

Action

If there are any signs of corrosion in the floorpan, the floorpan will need to be replaced. The vehicle must undergo repair certification.

There is an alternative for Model D21 Nissan Terrano or Nissan Mistral R20 five-door vehicles. This involves the installation of an LVVTA Rear floor load-bar seatbelt anchorage reinforcement system. The vehicle must undergo repair certification *and* LVV certification. It must be fitted with an LVV plate containing the following words in the Body/chassis field:

‘LVVTA Rear floor load-bar seatbelt anchorage reinforcement system’.

For information about this seatbelt anchorage modification, and a list of the LVVTA certifiers who can certify this modification, see www.lvvtta.org.nz.

For a Nissan Mistral of a model other than R20 five-door or a Nissan Terrano of a model other than D21, there is at present no LVVTA modification available as an alternative to replacement of the floorpan.

Vehicle inspection requirements manual references

This bulletin gives guidance to vehicle inspectors in applying the following requirements in the *VIRM: Entry certification vol. 2*:

- 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.

Structural inspection

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

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:

- cutting of the roof or bulkhead
- installation of seatbelt anchorages
- lengthened chassis rails
- modification or strengthening of chassis components.

Note Any new or used imported motorhome that has a European whole of vehicle approval plate (fitted by the motorhome manufacturer) that has an approval number of 2001/116 or later, can be accepted as complying with the relevant standards for that class of vehicle, except for exhaust emissions. Exhaust emission standard compliance can be verified by one of the methods specified in the *VIRM: Entry Certification* (Technical Bulletin 28).

Any new or used imported motorhome that has an Australian Design Rules (ADR) approval plate (fitted by the motorhome manufacturer) can be accepted as complying with the relevant standards for that class of vehicle, except for exhaust emissions. Exhaust emission standard compliance can be verified by one of the methods specified in the *VIRM: Entry Certification* (Technical Bulletin 28).

Any used imported motor home (previously registered in the USA) that has an FMVSS approval plate (fitted by the motor home manufacturer) can be accepted as complying with the relevant standards for that class of vehicle, except for exhaust emissions. Exhaust emissions standards compliance can be verified by one of the methods specified in the *VIRM: Entry Certification* (Technical Bulletin 28).

Any new motor home that has an FMVSS approval plate (fitted by the motor home manufacturer) can be accepted as complying with the relevant standards for that class of vehicle, except for exhaust emissions, 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.

Any other imported new or used motorhomes that are fitted with whole of vehicle approval plates will be considered by the NZTA for acceptance on a 'case-by-case' basis.

Vehicle inspection requirements manual references

This bulletin gives guidance to vehicle inspectors in applying the following requirements in the *VIRM: Entry certification vol. 2*:

- Lighting – 4-4 Daytime running lamps: Reasons for rejection 1, 2 and 3.

Application

This bulletin applies to the lighting equipment (daytime running lamps in particular) fitted to vehicles undergoing entry certification in New Zealand.

Identifying daytime running lamps

When trying to identify daytime running lamps, it may help to check out the beam pattern, the light intensity, the wiring and any markings on the lens.

Beam pattern

For comparison, a fog lamp has a spread beam with a sharp horizontal cutoff and must be fitted in a dipped position.

Light intensity

Under UN/ECE and Australian Design Rules (ADR), a daytime running lamp is generally of low intensity (up to 800 cd max, compared with a headlamp high beam around 80,000-100,000 cd max). There is no hotspot but a blur of light that passes as a beam. The lamps are not required to be dipped, but must turn off when the headlamps are switched on.

Under FMVSS, existing forward-facing lamps (except side lamps and fog lamps) may operate as daytime running lamps. This means that daytime running lamps automatically turn on when the vehicle is started, but turn off when the headlamps are activated. Daytime running lamps fitted as separate lamps must have a light intensity between 500 and 3000 cd.

Wiring

Fog lamps are usually wired so they can operate independently of the headlamps, while daytime running lamps are usually wired so they turn off when the headlamps are switched on.

Markings

Some daytime running lamps may be marked in accordance with a standard (eg an 'RL' mark on UN/ECE- and some ADR-compliant lamps, and 'DRL' on FMVSS-compliant lamps).

Vehicle inspection requirements manual (VIRM) references

This bulletin gives guidance to vehicle inspectors in applying the following requirements in the *VIRM: Entry certification vol. 2*:

- Vision – 5-1 Glazing: Reasons for rejection 4 and 5.

Application

This document applies to house-trucks for the purpose of determining compliance with Land Transport Rule: Glazing, Windscreen Wipe and Wash, and Mirrors 1999 (the Glazing Rule).

Requirements

For this purpose, house-trucks should be considered goods vehicles of class NB or NC, depending on their gross vehicle mass (GVM).

Policy

Compliance with approved standards

House-trucks are usually modified vehicles. For example, they may consist of a cab and chassis that was manufactured in 1967, with a housing structure added to the rear in 1980. It is often difficult to determine when the modification took place. This makes it difficult to decide which date should be used to determine the applicable requirements – the year of manufacture of the original vehicle, or the year the modification was carried out.

The Glazing Rule defines year of manufacture as ‘the calendar year in which the construction of the vehicle was completed’.

The NZTA has determined that if any glazing is added or changed as part of the modification, this glazing must comply with requirements for vehicles manufactured at the time of the modification.

The vehicle owner must demonstrate when the modification was carried out.

Condition and performance

Leadlight windows fitted to a house truck are unlikely to comply with general safety requirements, which require glazing to be mechanically sound and strong.

In order to comply with general safety requirements, leadlight windows may be sandwiched between two panes of standard compliant glazing.

Vehicle inspection requirements manual references

This bulletin gives guidance to vehicle inspectors in applying the following requirements in the *VIRM: Entry certification vol. 2*:

- Vehicle interior – 7-1 Seats and seat anchorages: Reason for rejection 1.
- Vehicle interior – 7-5 Seatbelts and seatbelt anchorages: Reason for rejection 1.

Applicable legislation

- Traffic Regulations 1976

Application

This document applies to vehicles fitted with seats that can be rotated or placed to face other directions. Usually, this is to allow front occupants to face rear occupants while the vehicle is stationary.

Safety concern

Although it may be possible to have rotating seats (other than the driver's seat) face rearward or sideways while traveling on a road, it is only permitted for such seats to be occupied if appropriate seatbelts are fitted.

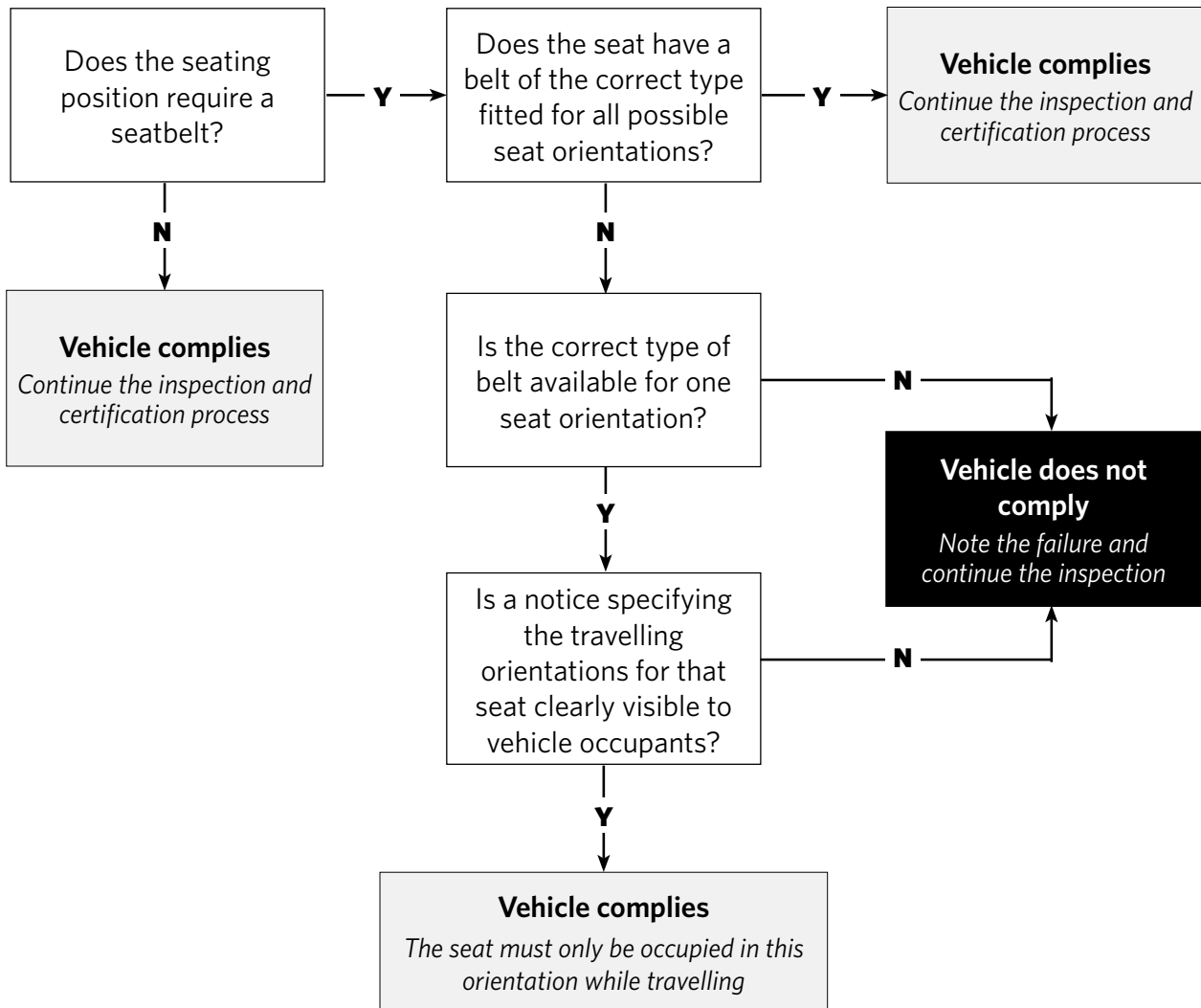
Seatbelt requirements

Seatbelt requirements depend on the vehicle type, age, number of seats and the location of the seat in the vehicle.

Seats capable of being rotated or placed in other orientations are required to have seatbelts fitted appropriate to the orientation for normal use when the vehicle is travelling on the road (usually forward facing). If the seatbelt cannot be used due to the seat orientation, the seat must not be occupied while the vehicle is moving.

Advisory decals, easily visible to vehicle occupants, must be fitted inside the vehicle to indicate which seating orientations may (or may not) be used while the vehicle is moving.

Technical bulletin 14 **Seatbelt requirements for rotating seats (cont.)**



Flowchart 1. Determining seatbelt compliance for rotating seats

Vehicle inspection requirements manual references

This bulletin gives guidance to vehicle inspectors in applying the following requirements in the *VIRM: Entry certification vol. 2*:

- Vehicle interior – 7-1 Seats and seat anchorages: Reasons for rejection 1 and 2.
- Vehicle interior – 7-5 Seatbelts and seatbelt anchorages: Reasons for rejection 1, 2 and 3.

Application

This bulletin applies to Toyota Hiace minivan models assembled in New Zealand with type-approved seating for eight passengers installed in the rear seating compartment, to bring the total seating capacity to 11 (10 if the vehicle is approved for passenger service vehicle use).

Toyota Hiace models with factory-installed seating

Table 1 shows a list provided by Toyota New Zealand of Hiace minibus model codes with factory-installed seating. The 'local code' denotes factory-installed seat and seatbelt assemblies.

The seats and seatbelts fitted in vehicles listed in **Table 1** have all been tested and approved to comply with international standards. The seat and seatbelt assemblies for both CKD and CBU models were installed before the vehicles were delivered to dealers.

Table 1. Toyota Hiace models with factory-installed seating

HIACE TMC model code	Local code	Assembly	New Zealand grade	Production date	Engine code	Transmission
RZH113R-RRMRS	RHMLB	CKD	2.4 ZL	08/89-07/98	2RZ	5M/T
RZH113R-RRPRS	RHMLB	CKD	2.4 ZL	08/89-07/93	2RZ	4H A/T
RZH102R-SRMRS	RHMSW	CKD	SR5 WAGON	08/89-07/91	1RZ	5M/T
RZH103R-SRMRS	RHMKW	CKD	SR5 WAGON	08/91-04/95	2RZ	5M/T
RZH113R-RRMRS	RHMLB	CKD	2.4 MINIBUS	08/89-07/98	2RZ	5M/T
RZH113R-RRMRS	RHPLB	CKD	2.4 MINIBUS	08/89-07/98	2RZ	4A/T
RZH113R-RRPRS	REPLB	CKD	2.4 MINIBUS	08/89-07/93	2RZ	4A/T
LH113R-RRMRS	LHMLB	CKD	2.8 DSL BUS	08/94-0/798	3L	5M/T
LH113R-RRMRS	LHLMV	CBU	2.8 ZL Diesel	05/00-07/00	3L	5M/T
RZH113R-RRMRE	RHLMV	CBU	2.4 ZL Petrol	05/00-	2RZ-E	5M/T
LH113R-RRMRS	LHLMV	CBU	2.8 ZL Diesel	05/00-07/00	3L	5M/T
LH172R-RRMRS	LHMSV	CBU	3.0 ZL Diesel	08/00-	5L	5M/T

Standards

The Toyota Hiace minivan models listed in **Table 1** are fitted with seats and seatbelts complying with the following standards:

- Seats comply with the requirements of Australian Design Rule (ADR) 3/02.
- Seatbelts, depending on the date of manufacture, comply with either:
 - i. New Zealand Standard (NZS) 5401; or
 - ii. Australian Standard/New Zealand Standard (AS/NZS) 2596.
- Seatbelt anchorages comply with ADR 5/02.

Certification requirements

The seat and seatbelt installations were not considered to be low volume vehicle (LVV) modifications due to the number of units involved and the fact that the system had been 'type tested'.

These vehicles were all produced before the NZTA requirement for vans fitted with additional seating to be certified under the LVV code was introduced. Therefore, the vehicles are not fitted with LVV certification plates.

However, Toyota Hiace models fitted with seats and seatbelts on or after January 2002 have been LVV certified, and will have been fitted with LVV certification plates.

Vehicle inspection requirements manual references

This bulletin gives guidance to vehicle inspectors in applying the following requirements in the *VIRM: Entry certification vol. 2*:

- Vehicle interior - 7-5 Seatbelts and seatbelt anchorages: Reasons for rejection 2 and 5

Application

This document applies to all vehicles that are required to have replacement seatbelts fitted as part of entry-level certification in New Zealand.

Inspection

General safety requirements state that seatbelts fitted to a vehicle must comply with requirements relating to condition, performance or modification as set out in the *Vehicle Inspection Requirements Manual: In-service certification*, section 7-5. If a seatbelt does not meet these conditions, it must be replaced. The replacement part must contain at least all of the features present in the original seatbelt, unless confirmation that fitment of a seatbelt without a certain feature would not affect the safety performance of the vehicle is available from the vehicle manufacturer.

If a vehicle is presented for entry certification, it can have an original equipment (OE) (or equivalent) seatbelt fitted as a replacement. This means that the only time a webbing clamp seatbelt would need to be fitted is if the failed OE seatbelt was a webbing clamp seatbelt.

Replacement seatbelts do not necessarily have to come from the vehicle manufacturer. If a seatbelt manufacturer can confirm that a particular seatbelt is suitable as replacement for a particular vehicle model (and the seatbelt complies with an approved standard), this seatbelt would also be acceptable.

Vehicle inspection requirements manual references

This bulletin gives guidance to vehicle inspectors in applying the following requirements in the *VIRM: Entry certification vol. 2*:

- Vehicle interior – 7-5 Seatbelts and seatbelt anchorages: Reasons for rejection 2 and 3.

Application

This bulletin applies to heavy motor vehicles undergoing entry certification in New Zealand.

Inspection

Land Transport Rule: Seatbelts and Seatbelt Anchorages requires class NB and NC vehicles manufactured on or after 1 October 2003 to be fitted with seatbelts and seatbelt anchorages as follows:

Seating position	Type of seatbelt required	Type of anchorage required
Driver	A-ELR (Note 2)	3 or 4 point anchorage
Front outer	A-ELR (Note 2)	3 or 4 point anchorage
Front middle	Lap seatbelt	2 point anchorage
Rear outer	Not applicable	Not applicable
Rear middle	Not applicable	Not applicable

Seatbelts must meet one of the standards contained in **Table 7-5-1** of the *VIRM: Entry certification*. Seatbelt anchorages must comply with one of the standards contained in **Table 7-5-3** of the *VIRM: Entry certification*.

Note 1 For the purposes of 2.1(5)(d) of the Rule, manufactured means original manufacture by the source plant. It has nothing to do with any subsequent remanufacture/rebuild/modification/retrofit/vehicle class change. A vehicle originally manufactured before 1 October 2003 will never be required to comply with the requirements in Table 2.4 of the Rule.

Note 2 If a vehicle is fitted with an OE single-sensitive emergency locking retractor lap and diagonal seatbelt, it may remain fitted if it has a plate affixed to the vehicle (see **Figure 1**).



Figure 1. Example of a plate fitted to a vehicle that may retain a single-sensitive seatbelt

Standards compliance

The Motor Industry Association (MIA) has obtained the relevant information from its members so that TSD agents will not need to request a statement of compliance for individual vehicles. Information regarding compliance with approved seatbelt and seatbelt anchorage standards for heavy motor vehicles distributed by the MIA and sold through its franchise dealer network has been supplied for the makes and models listed on the following page.

Technical bulletin 17

Seatbelt and seatbelt anchorage standards for heavy motor vehicles (cont.)

Make	Model	Seatbelt	Seatbelt anchorage
DAF		ECE R16	ECE R14
Ford		EEC77/541	ECE R 14
Freightliner	Argosy, Columbia, Century Class	FMVSS 209 ADR 4 (ISRI 6860 seat)	FMVSS 210 ADR 5 (ISRI 6860 seat)
Hino		ECE R 16	ADR 5
Hyundai		ECE R 16	ECE R14
International		FMVSS 209	FMVSS 210
Isuzu	N series	ADR 4	ADR 5
	F series	ECE R16	ECE R14
	FX series	ECE R 16	ECE R14
	GIGA	Japan Technical Standards	Japan Technical Standards
Iveco	Stralis, Powerstar and ACCO	ADR4	ADR5
	Daily and Eurocargo	ECE R16	ECE R14
Kenworth		ADR 4	ADR 5
MAN		ECE R16	ECE R14
Mercedes-Benz		ECE R 16	ECE R 14
Mitsubishi Fuso	Canter/Fighter	ADR 4	ADR 5
	Rosa/Shogun	Japan Technical Standards	Japan Technical Standards
Nissan Diesel		ADR 4	ADR 5
Scania		EEC 77/541	EEC 76/115
Sterling	LT9500, LT7500	FMVSS 209	FMVSS 210
Volkswagen		ECE R16	ECE R14
Western Star		FMVSS 209	ADR 5

If a TSDA is presented with a vehicle not covered above, and proof of compliance cannot be established by approved methods, they should contact the vehicle manufacturer directly.

Technical bulletin 18 Seatbelt markings

Vehicle inspection requirements manual references

This bulletin gives guidance to vehicle inspectors in applying the following requirements in the *VIRM: Entry certification vol. 2*:

- Vehicle interior – 7-5 Seatbelts and seatbelt anchorages: Reason for rejection 2.

Application

This bulletin applies to standards markings on seatbelts fitted to vehicles undergoing entry certification in New Zealand.

Clarification

Seatbelts must be labelled with an appropriate standards marking. This helps to determine compliance with an approved standard. Seatbelts may be marked with a code that indicates the type of retractor operation, such as ELR.

Table 1 lists possible seatbelt markings and describes the type of retractor operation indicated by each marking.

Table 1. Seatbelt retractor operations markings

Seatbelt marking	Seatbelt retractor operation
ELR	Emergency locking retractor
ALR	Automatic locking retractor
ELR/ALR	A combination of emergency and automatic locking retractors, usually used in cars with child restraint seats, but can be used for other purposes.
ELR-V	Single-sensitive (for vehicle sensitivity only) emergency locking retractor
ELR-VW	Dual-sensitive (for both vehicle and web sensitivity) emergency locking retractor
ELR-VW-4N or ELR-VN	Dual-sensitive emergency locking retractor, but with less sensitivity in the webbing sensitivity function. This makes it ideal for use where an air seat or hydraulic cushion seat is fitted, as the retractor will not constantly lock-up as the operator moves up and down.

Compliant seatbelts that are not required to have standard markings

- Seatbelts that comply with the Japanese Technical Standard for Seatbelt Assemblies are not required to have standards markings, provided the seatbelts are OE and the vehicle has Japanese type approval.
- Seatbelts in a fully Australian Design Rule (ADR)-compliant vehicle are not required to have standards markings.

Mislabelling

If the retractor operation of a seatbelt fitted to a vehicle does not match the operation indicated by the seatbelt marking (eg the seatbelt is marked ELR-V but appears to be web sensitive), the vehicle inspector must ignore the possibility of mislabelling, and inspect the performance of the seatbelts in accordance with the manufacturer's marking.

Vehicle inspection requirements manual references

This bulletin gives guidance to vehicle inspectors in applying the following requirements:

- *VIRM: Entry certification vol. 2*, Vehicle interior – 7-5 Seatbelts and seatbelt anchorages: Reason for rejection 1 and 2
- *VIRM: In-service certification*, **Tables 7-5-1 to 7-5-3 (Note 5)**.

Application

This document applies to all vehicles undergoing entry-level certification in New Zealand that are required to have seatbelts fitted.

Seatbelt exemptions

Under Land Transport Rule: Seatbelts and Seatbelt Anchorages 2002 and the *New Zealand Gazette* notice au986 (dated 29 March 2001, page 781), vehicles fitted with certain occupant safety protection systems may be exempt from the requirement to have approved seatbelts of a specified type fitted, as defined in Land Transport Rule: Seatbelts and Seatbelt Anchorages 2002.

This exemption may apply to a vehicle that:

- complies with an approved frontal impact standard, or
- is fitted with airbags that are the manufacturer's OE specifications, or
- has seatbelt features such as pretensioners or load limiters specifically designed to operate in conjunction with other parts of an integrated occupant protection system.

The exemption only applies to seatbelts fitted as part of the vehicle manufacturer's OE specifications.

A list of specific seatbelt exemptions is available in the *VIRM: In-service certification* in **Table 7-5-5**. The *VIRM: In-service certification* also lists vehicles that may be exempt from specified seatbelt requirements, provided the vehicle was first registered in New Zealand before 1 January 1991.

Documentation

The inspecting organisation must retain a paper record of the exemption. This may be a note on the vehicle checksheet, or a paper exemption declaration.

A note must be recorded against the vehicle record in LANDATA stating that a single-sensitive seatbelt exemption has been issued.

Evidence of exemption

A TSD agent is required to provide the vehicle owner with evidence that the identified vehicle has been inspected and meets the criteria for a single-sensitive seatbelt exemption. This evidence may be a paper exemption (declaration) or a single-sensitive seatbelt exemption plate.

Paper exemptions

The declaration must be printed on the reverse of a copy of the *New Zealand Gazette* exemption notice au986. It must also contain the following information:

- a) vehicle make, model, year of manufacture and VIN or chassis number, and
- b) part numbers or identification numbers of the seatbelts in each sitting position, and
- c) a statement declaring that the vehicle qualifies for and meets the conditions of the exemption, and
- d) the date of issue, and
- e) the vehicle inspector's name, signature and contact details.

Sample seatbelt exemption declarations are shown in Reference materials 39 and 40.

Single-sensitive seatbelt exemption plate

A vehicle identification number (VIN) plate embossed with the text 'SSBELTSOK' followed by the last five digits of the VIN (see **Figure 1**) may be affixed to the front face of the right-hand B-pillar.



Figure 1. Example of a single-sensitive seatbelt exemption plate

Both a plate and a paper exemption may be supplied if requested by the vehicle owner.

Note 1 1997 and 1998 Toyota Cavalier vehicles exempt from frontal impact system requirements are also eligible for a seatbelt exemption, provided an SSBELTSOK plate is fitted on the right-hand B-pillar.

Vehicle inspection requirements manual references

This bulletin gives guidance to vehicle inspectors in applying the following requirements in the *VIRM: Entry certification vol. 2*:

- Vehicle interior - 7-5 Seatbelts and seatbelt anchorages: Reason for rejection 4.

Application

This bulletin applies to the standards compliance of rear upper original equipment (OE) seatbelt anchorages not fitted with seatbelts at the time of manufacture.

Safety concern

It is important that the strength of OE seatbelt anchorages meets the required anchorage strength of retrofitted seatbelts. To ensure that the OE seatbelt anchorages can securely anchor the type of seatbelts fitted, the vehicle inspector must determine that the OE seatbelt anchorage complies with an approved standard.

Inspection

When inspecting a vehicle fitted with an OE-installed rear upper seatbelt anchorage not fitted with a seatbelt at the time of manufacture, one of the following methods must be used to determine compliance with an approved standard:

- a) a statement of compliance supplied by the vehicle manufacturer, which lists an approved seatbelt anchorage standard, or
- b) if the vehicle is class MA, if it is listed in Table 4 of MoT St. 31391 (see Reference material 41), or
- c) type-testing.

If evidence of compliance with an approved standard cannot be provided, the vehicle inspector must fail the vehicle.

In such cases, the vehicle owner may choose to:

- undergo low volume vehicle (LVV) certification of the seatbelt anchorages, or
- remove the seatbelts and seating.

Vehicle inspection requirements manual references

This bulletin gives guidance to vehicle inspectors in applying the following requirements in the *VIRM: Entry certification vol. 2*:

- Vehicle interior – 7-5 Seatbelts and seatbelt anchorages.

Application

This document applies to people-mover vehicles, such as Toyota Previas, that are used as passenger service vehicles (PSVs) and have factory-fitted seats and seatbelts that comply with approved seat and seatbelt standards.

Safety concern

Practical tests have been carried out by the Low Volume Vehicle Technical Association (LVVTA) to investigate the concern that rear seatbelts fitted to Toyota Previa vehicles may obstruct passengers in the rear row of seats from exiting the vehicle in an emergency. Results show that seatbelts fitted in these types of vehicle may cause a minor nuisance but not an obstruction; passengers in the rear row of seats can still exit in a reasonable manner in emergency situations.

Inspection

Factory-fitted seatbelts in people-mover vehicles operated as PSVs should not be considered as obstructions to the aisle provided:

- a) seats and seatbelts are original equipment fitted by the manufacturer, and
- b) the seatbelt that crosses the aisle is of a retractable type, and
- c) the seats, seatbelts and their installation are unmodified (other than minor trimming of the seatback width to achieve the required aisle width), and standards compliant if applicable.

This concession does not apply to:

- fold-down seats encroaching on aisle space
- vehicles that are retrofitted with additional and/or modified seat and seatbelt arrangements. Disconnecting or disabling seat rotation mechanisms is not considered to be a modification.

These vehicles must comply with all PSV requirements, such as aisle width.

Application

This document applies to the vehicles fitted with bin type demountable body assemblies (other than stock crates) that are restrained using J-hook lashing systems.

Requirements

Vehicles fitted with bin type demountable body assemblies, such as produce or fertiliser bins, must be fitted with load-securing equipment.

Load-securing equipment means any device permanently fitted to a vehicle to secure, either by itself or in conjunction with other equipment or devices such as lashings, a load to a vehicle.

Load-securing equipment that is fitted to a vehicle must be constructed to ensure that the load can be securely contained on the vehicle under all conditions of loading and operation for which the vehicle was constructed.

J-hook assemblies are commonly used to secure bin type demountable assemblies. A J-hook assembly is a retention device fabricated from metal for the retention of stock crates to the vehicle load platform, mounted and fixed either inside or outside the coaming rail vertically and tensioned through a bush on the crate structure by way of a threaded fastener.

Demountable body assemblies (other than stock crates meeting NZS5413) secured to the deck with J-hooks must be certified to NZS5444. An LT400 must be provided as evidence of this.

Safety concern

Poorly fitted J-hooks can cause a body assembly to spread or open out. This may result in the vehicle becoming over-dimension.

Inspection

If a J-hook lashing system will be secured using a coaming rail, the coaming rail does not need to be rated. However, any other load anchorage point that a J-hook will utilise must be certified to NZS5444, Load anchorage points for heavy vehicles.

Situation

Under Land Transport Rule: Frontal Impact Amendment 2008 and Land Transport Rule: Exhaust Emissions Amendment 2007, a vehicle that is of class MA or MC is not required to comply with an approved frontal impact standard or exhaust emissions standard if it is recognised as a dedicated motorsport vehicle.

The NZTA and MotorSport New Zealand (MSNZ) have agreed on a process to allow a limited number of genuine dedicated motorsport vehicles to be imported and certified for use on New Zealand roads. These vehicles may participate in MSNZ-sanctioned events that have road stages requiring the vehicle to have a current WoF and registration. Such vehicles may be driven on the road to get to and from MSNZ events, and for servicing and certification. They are not for 'daily driver' use.

Application

This document applies to any used or parallel-imported vehicle dedicated to motorsport use that is undergoing entry certification in New Zealand, which:

- is a class MA or MC vehicle that does not meet an approved frontal impact and/or exhaust emissions standard, or
- is a left-hand drive vehicle that does not meet the requirements for importing a Category A left-hand drive vehicle, or
- was used for motorsport purposes in the country of origin, but was never registered there for use on the road, or
- is a new, purpose-built vehicle that has not been registered in the country of origin.

The NZTA acknowledges that the types of vehicle specified above will not meet some of the current vehicle standards and entry requirements.

People importing vehicles that fall into the above categories must be referred in the first instance to:

Technical Manager – MotorSport NZ

Phone 04 801 9559

Fax 04 801 8558

PO Box 3793

Wellington 6140

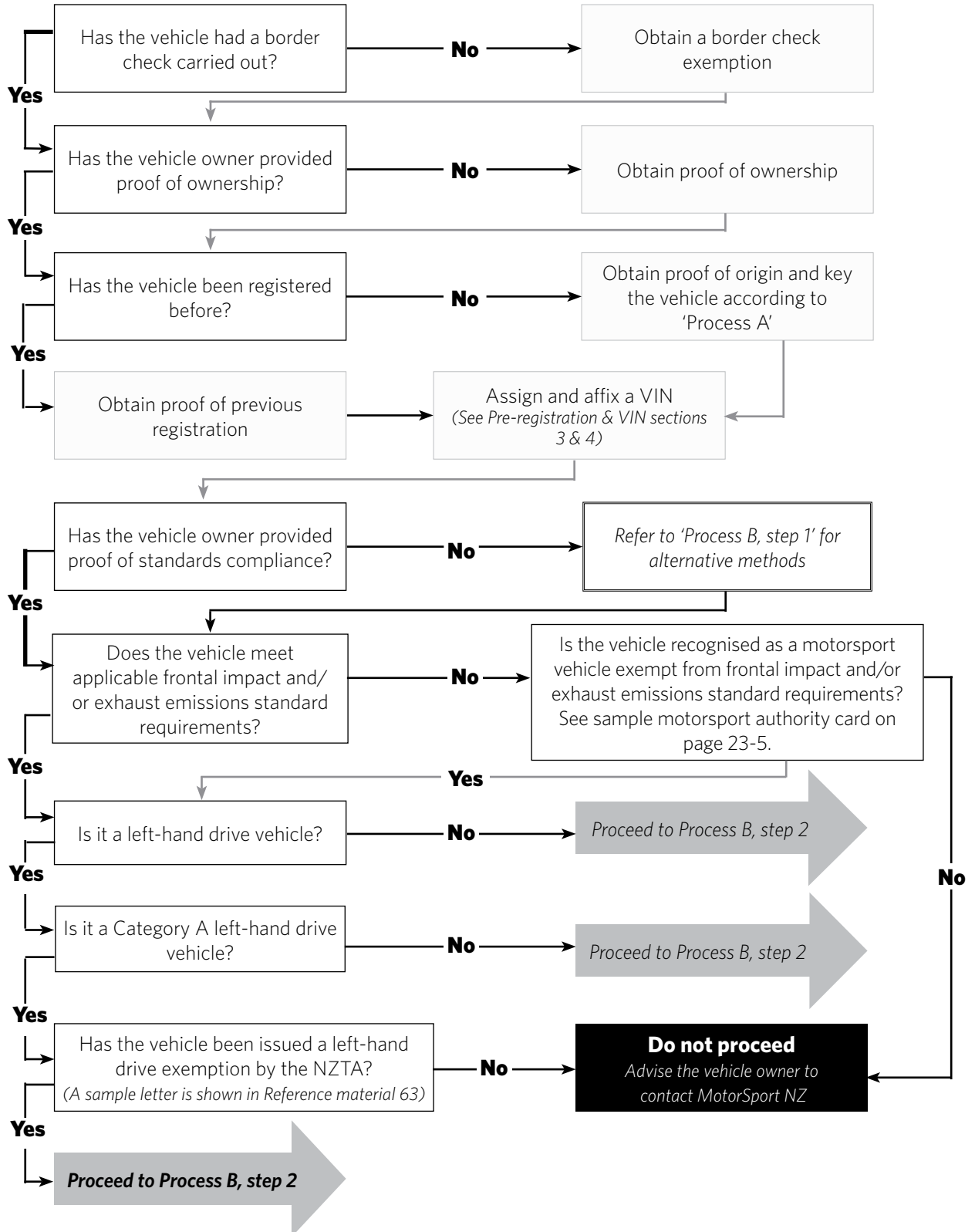
Email technical@motorsport.org.nz

Technical bulletin 23

Used imported motorsport vehicles (cont.)

Inspection

The following flowchart explains the procedure for processing an imported motorsport vehicle for entry certification.



Process A

Some imported motorsport vehicles may have been used but not previously registered. These vehicles will not meet the definition of a used import, but must be entered in LANDATA as used (>U<). The vehicle attributes for such vehicles should be recorded in LANDATA as follows:

In the field ...	Type ...
Vehicle type	07
1st Reg date	The year the vehicle will be first registered in New Zealand
Prev cntry	XXX
Orig cntry	The code for the country where the vehicle was built

```

VCPCVT000009310CT06      >0510<      >INQ<
VIN Authority Allocation/Confirmation      LTPRO
Escape > < 5.60v18
VIN >7A8Z12Y1234567890<      VIN Issued >24/02/2006<
Chassis >12345678 <      Reference > <
Vehicle Type >7 <      N/U/R or S >U<      Border check date >09/08/2005<
1st NZ Reg > <      Engine No > <
Prev Cntry >XXX<      1st Reg Date > / /2006<      Seats >2 <
Basic Colour >YELLOW<      Second Colour > <
Make >VOLKSWAGEN <      Model >BORA <
Sub Model > <      Indust Model Code > <
Variant >999<      Vehicle year >2001<      Body Type >SL<      Imported LHD >Y<
CC Rating >1900 <      Engine Type > <      Altern Fuel >0 <
GVM >0 <      Tare >0 <      Orig Cntry >GER<
Assembly Type >1 <      Odo Unit >K< (M/K/N)
Odometer >26929 <      Special permits >LG < > < > < > < >
Class >MA <      No of Axles >0<      FIS >N< (Y/N)      Test Regime > <
FC Urban >0 <      FC Ext. Urban >0 <      Certifier ID > <

Print MR2A >N< (Y/N)      Approved For Reg >N< (Y/N)      Ban Rsn

31/10/2006      MENUMAIN      INSPECTORG      013966
Next > < > . <

```

Figure 1. Sample VIN screen

Notes must be entered against the vehicle record in LANDATA explaining the motorsport vehicle exemption category. For example, 'MotorSport vehicle manufactured in 1999 used but never registered'.

Process B

Step 1 - Documentation

Dedicated motorsport vehicles must still meet all the relevant standards applicable to the vehicle (according to age, etc).

The *VIRM: Entry certification* manual details the standards a vehicle and its components are required to meet. See Inspection and certification **Table 1-2** for methods to demonstrate compliance with required standards.

Where compliance with an approved standard can not be proven by these methods, the following methods are acceptable alternatives:

- a) visual confirmation and recording of standards for items such as lighting, glazing, tyres and so on

- b) low volume vehicle (LVV) certification for modified components, such as brakes, steering and suspension, not covered on the MotorSport NZ authority card
- c) a MotorSport NZ authority card that includes at least frontal impact assessment

Left-hand drive vehicles

Left-hand drive motorsport vehicles must meet all the requirements described in Pre-registration and VIN 6, Left-hand drive vehicles. If an exemption has been issued, the code 'C5 (Left hand drive motorsport)' must be entered in the 'Special permit' field on the VIN screen.

MotorSport authority card

If a MotorSport NZ authority card is issued for a vehicle, the code LVAC (low volume authority card) must be entered in the IVCERT screen. The Certifier ID to be recorded for a motorsport authority card is >LVJL<.

Record the modifications listed on the authority card in the comments field.

Step 2 - Compliance inspection

Motorsport vehicles must be inspected according to the requirements outlined in the *VIRM: Entry certification*.

If a vehicle has been modified, it must have LVV certification and/or a motorsport authority card.

If there is evidence of previous structural repairs or structural damage to a motorsport vehicle, it must be referred to a repair certifier for inspection and certification.

Step 3 - MR2A completion and vehicle registration

1. Any original exemption letters must be sighted, copied and returned to the vehicle owner.
2. Notes must be recorded against the vehicle record in LANDATA.
 - a) If the vehicle is recognised as a dedicated motorsport vehicle that does not meet a frontal impact and/or exhaust emissions standard, the following note must be recorded in the LANDATA notes screen:

'Vehicle must remain registered in the name of >vehicle owner< or motorsport vehicle recognition is void'.

The importer's name must match the name shown on the exemption letter.
If the vehicle does not meet a frontal impact standard, the FIS (frontal impact standard) field must be set to >N<.
 - b) Update LANDATA with Special Permit Code MS.
 - c) If the vehicle has been issued a left-hand drive exemption letter, the following note must be recorded in the LANDATA notes screen:

'Vehicle must remain registered in the name of the >vehicle owner< or left-hand drive exemption is void'.
3. The MR2A must be completed and printed in the name of the vehicle importer. This must be the same as the name shown on any exemption letter.
4. The vehicle must be registered in the name of the vehicle importer before a warrant of fitness can be issued.

Note 1 If a vehicle is recognised as a motorsport vehicle exempt from frontal impact or exhaust emissions standard requirements, the MR2A must not leave the control of the TSD agent until after the vehicle is registered to ensure it is registered in the importer's name.

Note 2 All exemptions will be issued to individuals. If a company or organisation has applied for a motorsport exemption, it will be issued to a nominated individual.

If a TSD agent wishes to deviate from these instructions, written approval from the NZTA must be obtained.



Assistance

Contact your technical manager if you have any questions.

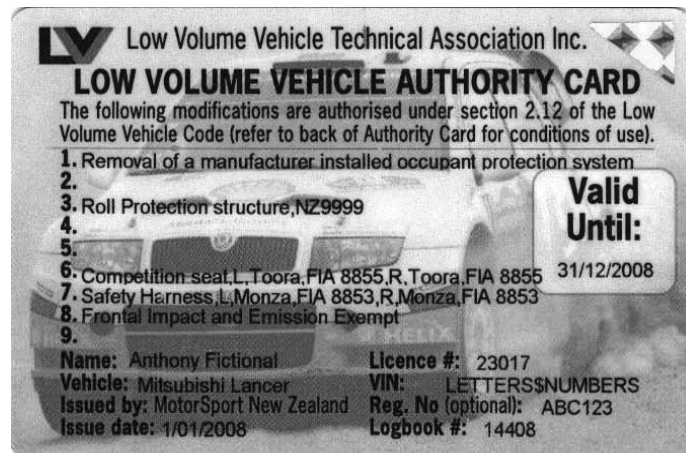


Figure 2. Sample motorsport authority Card

Vehicle inspection requirements manual references

This bulletin gives guidance to vehicle inspectors in applying the following requirements in the *VIRM: Entry certification vol. 2*:

- Pre-registration and VIN: Vehicle attributes 2-2(8).

Application

This bulletin applies to self-propelled motorhome vehicles undergoing entry certification in New Zealand.

Requirements

When recording the number of seats in a self-propelled motorhome, the vehicle inspector must take the following factors into account:

- the number of seats recorded on the importation documents (eg the de-registration or export certificate), and
- the number of seats fitted by the vehicle manufacturer, and
- the date of manufacture or conversion to a motorhome.

Vehicles manufactured or converted to a motorhome *before 1 October 2003*

The inspector should only count the fixed seats originally fitted by the vehicle manufacturer, not additional seats constructed by folding up or repositioning squabs, tables or beds.

The number of seats recorded in LANDATA should not exceed the number of seats recorded on the importation documents.

The vehicle must be fitted with seatbelts appropriate for the class of vehicle it was recorded as when first registered as a motorhome.

Examples

1. A motorhome manufactured in 2001 is imported. Two seats are indicated on the de-registration certificate. There are six seating positions in the vehicle but four of these seating positions fold down into beds. The vehicle should be recorded in LANDATA as a two-seater.
2. A vehicle is imported with eight seats indicated on the de-registration certificate. There are three factory seats in the front, with two seats in the rear that fold down into beds. The vehicle should be recorded in LANDATA as a three-seater.

Vehicles manufactured or converted to a motorhome *after 1 October 2003*

The number of seating positions recorded in LANDATA should match the number of sleeping berths.

The vehicle must be fitted with:

- a) seatbelts in front seating positions as specified for class MB vehicles in the *VIRM: In-service certification Table 7-5-3* (column three).
- b) lap belts (or better) in rear seating positions to match the total number of sleeping berths minus the number of front seating positions.
- c) a notice displayed in a prominent location, which recommends on safety grounds that passengers use the seats that are fitted with seatbelts when the vehicle is travelling, and stating that it is compulsory to wear fitted seatbelts.

Example

1. A motorhome manufactured in 2004 is imported. The vehicle has five sleeping berths. There are two front seating positions. There must be at least three rear seating positions fitted with lap belts (or better). The vehicle should be recorded in LANDATA as a five-seater.

Situation

Under Land Transport Rule: Frontal Impact Amendment 2008 and Land Transport Rule: Exhaust Emissions Amendment 2007, a vehicle is not required to comply with an approved frontal impact standard or exhaust emissions standard if it is recognised as an immigrant's vehicle.

The following standards marking will be sufficient to determine that an immigrants' vehicle may not comply with the necessary standards and can therefore be processed under immigrant's vehicle criteria.

Emissions

- A whole vehicle approval plate with the framework approval number 98/14 or earlier for both petrol and diesel powered vehicles
- An ADR plate with the approval date of 12/2005 or earlier for petrol, LPG or CNG powered vehicles
- An ADR plate with the approval date of 12/2006 or earlier for diesel powered vehicles
- An EPA label with the model year of 2000 or earlier for petrol, LPG or CNG powered vehicles
- An EPA label with the model year of 2003 or earlier for diesel powered vehicles.

Frontal impact

- A whole vehicle approval plate with the approval number 98/14 or earlier
- An ADR plate with the approval date of 12/1995 or earlier.

Application

This document applies to any used vehicle that is undergoing entry certification in New Zealand, which:

- has been identified in writing by an NZTA entry certification agent as an immigrant's vehicle appropriate for certification to enter service in New Zealand, and
- is imported to New Zealand by an immigrant entitled to take up permanent residence in New Zealand, or
- is imported by a New Zealand citizen or resident returning to New Zealand after at least 21 months overseas.

Obtaining recognition of an immigrant's vehicle

To be eligible to register an immigrant's vehicle, an applicant must:

1. apply to an organisation appointed by the NZTA (such as an NZTA entry certification agent), before the vehicle is certified for entry into service in New Zealand, and
2. pay the appropriate fees (if any) specified in accordance with regulations made under the Act.

Recognition of an immigrant's vehicle may be granted if:

- the applicant is a New Zealand citizen, or a New Zealand resident, or entitled to take up permanent residence in New Zealand under the Immigration Act 1987 (**Note 1**), and
- the applicant has lived outside New Zealand for at least 21 months before arriving in or returning to New Zealand (**Note 3**), and
- the application is made:
 - a) within 18 months of the applicant's arrival in or return to New Zealand, or

- b) for a vehicle border checked between 1 April 2002 and 8 May 2008, and
- the applicant has signed a declaration in accordance with the immigrant's vehicle criteria.

Note 1 Document authorising residence in New Zealand means any of the following:

- a current New Zealand passport
- a current Australian passport
- a current New Zealand residence visa or permit, or a current New Zealand returning resident's visa or permit
- a current permanent residence visa (including a resident return visa) issued by the Government of the Commonwealth of Australia
- a current New Zealand work visa or work permit that was issued for a minimum of 12 months
- a current New Zealand work visa or work permit issued under the Work to Residency (Skilled Migrant category) policy or the Long Term Business Visa/Permit category
- a current New Zealand visitor's visa or permit that was issued for a minimum of three years
- a NZ Customs service 'Deed of Undertaking' (see Reference material 66).

Immigrant's vehicle declaration criteria

An applicant for recognition of an immigrant's vehicle must sign a declaration, declaring that:

- a) the applicant has resided outside New Zealand for a period of not less than 21 months before the applicant's arrival in or return to New Zealand and
- b) the applicant has personally owned the vehicle, and has registered for personal use in a country outside New Zealand for a period of at least one year before their arrival in or return to New Zealand, and
- c) the applicant has not had any other vehicle recognised as an immigrant's vehicle, and
- d) the applicant has not imported the vehicle on behalf of, or for, a third party, and
- e) the applicant will not sell or lease the vehicle to a third party for at least one year after the date that the vehicle is first registered in New Zealand, and
- f) the vehicle will not be operated in a transport service for at least one year after the date that the vehicle is first registered in New Zealand.

Conditions of use

A vehicle that is recognised as an immigrant's vehicle must:

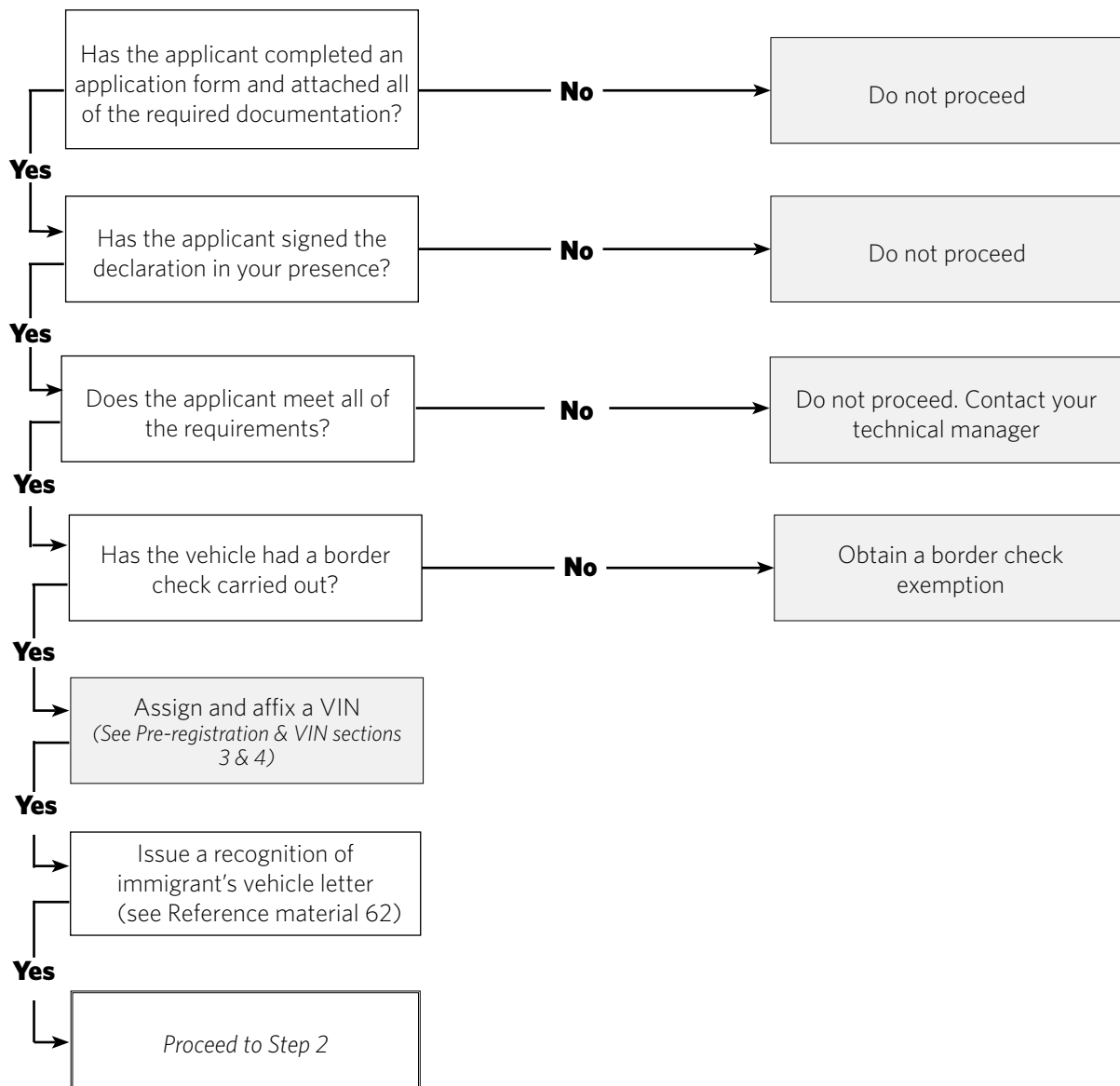
- a) be registered in New Zealand in the applicant's name for at least one year after the date on which the vehicle is first registered in New Zealand, although additional names may also appear on the registration documents, and
- b) not operate as part of a transport service.

Note 2 Those persons 'entitled to take up permanent residence in New Zealand under the Immigration Act 1987' includes those in New Zealand under the 'Talent Visa' scheme.

Note 3 Customs document (Deed of Undertaking) can be accepted as proof of a person residing outside of New Zealand for a period of not less than 21 months, before their arrival in or return to New Zealand, and as proof that they hold a document authorising residence in New Zealand (see Reference material 66).

Inspection

The following flowchart explains the procedure for processing an immigrant's vehicle for entry certification.



Step 1 - Documentation

Immigrants' vehicles must still meet those standards applicable to the vehicle (according to age, etc).

The *VIRM: Entry certification* details the standards a vehicle and its components are required to meet. See Inspection & certification **Table 1-2** (Inspection & certification pages 1-1-3 to 1-1-4) for methods to demonstrate compliance with required standards.

Where compliance with an approved standard can not be proven by these methods, the following methods are acceptable alternatives:

- visual confirmation and recording of standards for items such as lighting, glazing, tyres and so on
- low volume vehicle (LVV) certification for modified components, such as brakes, steering and suspension
- a letter of exemption from the NZTA for specific items not covered above. Application forms for exemptions can be obtained from the the NZTA website.

Step 2 - Compliance inspection

Immigrants' vehicles must be inspected according to the requirements outlined in the *VIRM: Entry certification*.

If a vehicle has been modified, it must have LVV certification.

If there is evidence of previous structural repairs or structural damage to a vehicle, it must be referred to a repair certifier for inspection and certification.

Ensure the vehicle meets all other required standards.

Step 3 - MR2A completion and vehicle registration

1. Any original letters must be sighted, copied and returned to the vehicle owner.
2. The following note must be recorded in the LANDATA notes screen:

'Vehicle must remain registered in the name of >vehicle owner< for at least one year from the date of registration in New Zealand'.

The applicant's name must match the name shown on the letter of recognition as an immigrant's vehicle.

If the vehicle does not meet an approved frontal impact standard, the FIS (frontal impact standard) field must be set to >N<.

3. Update LANDATA with special permit code IM.
4. The MR2A must be completed and printed in the name of the person registering the vehicle. This must be the same as the name shown on any exemption letter.
5. The vehicle must be registered in the name of the person registering the vehicle before a warrant of fitness can be issued.

If a TSD agent wishes to deviate from these instructions, written approval from the NZTA must be obtained.

Situation

Under Land Transport Rule: Frontal Impact Amendment 2008 and Land Transport Rule: Exhaust Emissions Amendment 2007, a class MA vehicle is not required to comply with an approved frontal impact standard or exhaust emissions standard if it is granted a special interest vehicle permit.

Application

This document applies to any used or parallel-imported vehicle that is undergoing entry certification in New Zealand, which has been granted a special interest vehicle permit and is appropriate for certification to enter service in New Zealand.

Obtaining special interest vehicle permits

To obtain a special interest vehicle permit, an applicant must:

1. apply to the NZTA before the vehicle is certified for entry into service in New Zealand; and
2. pay the appropriate fees (if any) specified in accordance with regulations made under the Act.

Note 1 All applications must have the applicant's declarations witnessed by an entry certifier. The complete application with all the supporting evidence is then sent to the NZTA by the entry certifier.

A special interest vehicle permit may be issued if:

- the NZTA considers that the vehicle will be owned as a collector's item, and it
 - a) is of historic value; or
 - b) meets three of the four qualifying criteria set out below
- the applicant:
 - a) is a New Zealand citizen or resident, and
 - b) has another vehicle for primary use that is a class MA, MB, MC or NA vehicle registered in the applicant's name, leased by the applicant or is a company car, and
 - c) has not been issued with a special interest vehicle permit in the last two years, and does not have any other special interest vehicle registered in his/her name, and
 - d) has submitted a complete and correct application, including a signed declaration, and
 - e) has paid the appropriate fees (if any) specified in accordance with regulations made under the Act.

Qualifying criteria for special interest vehicle permits

To meet qualifying criteria for a special interest vehicle permit, the applicant must provide evidence that the vehicle meets at least three of the following requirements:

- The vehicle (or its make, model and sub-model) is identified as being a collector's item in one of the following magazines, or its respective website (**Note 2**):
 - a) *Australian Classic Car*
 - b) *Car and Driver* (US)
 - c) *Automobile* (US)

- d) *MOTOR* (Australia)
- e) *Motor Trend* (US)
- f) *New Zealand Autocar*
- g) *New Zealand Classic Car*
- h) *Road and Track* (US)
- i) *Top Gear* (UK)
- j) *Top Gear NZ*
- k) *Unique Cars* (Australia)
- l) *Wheels* (Australia)

- The vehicle's make and model has been (or was) manufactured in annual volumes of 20,000 units or less
- The vehicle is, and was manufactured as:
 - a) a two-door coupe, or
 - b) a convertible
- The vehicle is, and was manufactured as a high-performance vehicle.

Note 2 This is not intended to be an exhaustive list of magazines in which special interest vehicles feature, but a list of magazines in which any special vehicle is expected to feature.

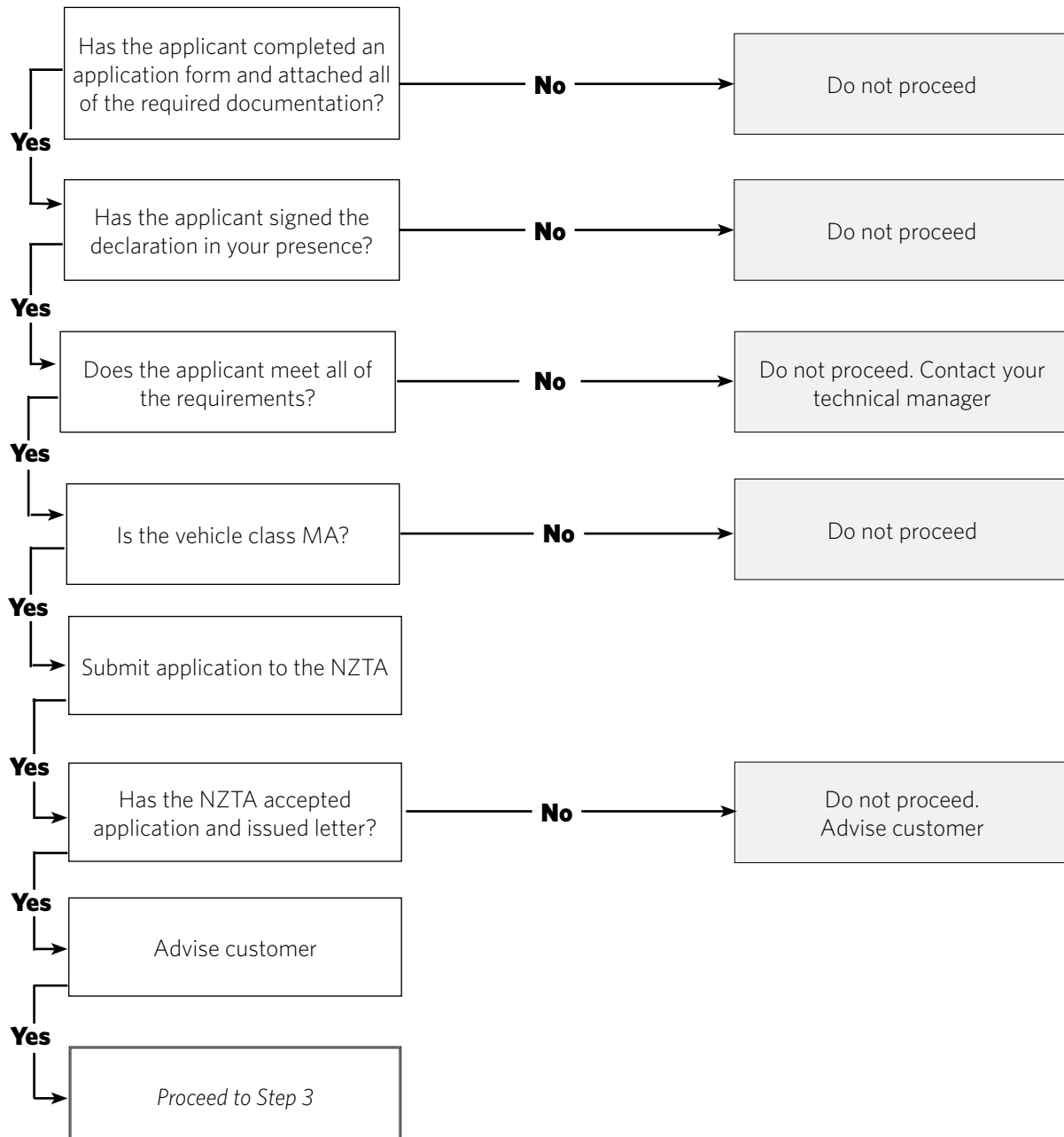
Conditions for special interest vehicle permits

1. The NZTA may not issue more than 200 special interest vehicle permits in any calendar year.
2. A special interest vehicle permit ceases to be valid if the vehicle is not inspected at the border or certified for entry within six months of the date of issue.

Note 3 A special interest vehicle permit that ceases to be valid in the calendar year it was issued will not be counted as part of the quota of 200 per annum.

Inspection

The following flowchart explains the procedure for processing a special interest vehicle for entry certification.



Step 1 - Documentation

Special interest vehicles must still meet those standards applicable to the vehicle (according to age, etc).

The *VIRM: Entry certification* details the standards a vehicle and its components are required to meet. See Inspection & certification **Table 1-2** (Inspection & certification pages 1-1-3 to 1-1-4) for methods to demonstrate compliance with required standards.

Where compliance with an approved standard can not be proven by these methods, the following methods are acceptable alternatives:

- visual confirmation and recording of standards for items such as lighting, glazing, tyres and so on.
- low volume vehicle (LVV) certification for modified components, such as brakes, steering and suspension.
- a letter of exemption from the NZTA for specific items not covered above. Application forms for exemptions can be obtained from the NZTA website.

Step 2 - Submit to the NZTA for processing

The application and documentation for a special interest vehicle permit must be submitted to:

Vehicle Compliance Specialist
Vehicles Unit
NZ Transport Agency
Private Bag 6995
Wellington 6141

A letter advising of the result (approve or decline) will be sent to the entry certifier for forwarding to the applicant.

Step 3 - Compliance inspection

Special interest vehicles must be inspected according to the requirements outlined in the *VIRM: Entry certification*.

If a vehicle has been modified, it must have LVV certification.

If there is evidence of previous structural repairs or structural damage to a vehicle, it must be referred to a repair certifier for inspection and certification.

Step 4 - MR2A completion and vehicle registration

1. Any original letters must be sighted, copied and returned to the vehicle owner.
2. If the vehicle has been issued a special interest vehicle permit and does not meet an approved frontal impact standard and/or exhaust emissions standard, the following note must be recorded in the LANDATA notes screen:

‘Vehicle must remain registered in the name of >vehicle owner<for at least four years from the date of first registration in New Zealand’.

The owner’s name must match the name shown on the permit.

If the vehicle does not meet an approved frontal impact standard, the FIS (frontal impact standard) field must be set to >N<.

3. Update LANDATA with special permit code SP.
4. The MR2A must be completed and printed in the name of the person registering the vehicle. This must be the same as the name shown on any exemption letter.
5. The vehicle must be registered in the name of the person registering the vehicle before a warrant of fitness can be issued.

If a TSD agent wishes to deviate from these instructions, written approval from the NZTA must be obtained.

Vehicles previously registered in Singapore

Introduction

This procedure may be used as an alternative to obtaining a statement of compliance for some used vehicles from Singapore.

It is divided into two processes, one for used Japanese domestic vehicles with a type designation number (TDN) and the other for non-Japanese domestic vehicles. Both types of vehicle must have been previously registered in Singapore.

Approved certifier procedures

1. Send the Singapore Land Transport Authority (LTA) technical information of motor vehicle letter to your Technical Manager - and advise the vehicle owner that he/she will be notified of the outcome in due course.
2. Your Technical Manager will issue a letter advising either:
 - a) that a statement of compliance will be required; or
 - b) approval of the Singapore LTA letter as acceptable evidence of compliance at the time of manufacture (conditions may apply).
3. If the application is successful, attach the approval letter to the vehicle file.

Vehicles from Japan without a TDN

Introduction

This procedure provides an alternative to obtaining a statement of compliance for a vehicle from Japan that does not have a TDN on its export certificate. This is only applicable to vehicles manufactured outside Japan as vehicles manufactured in Japan for the Japanese market are not required by the NZTA to have a TDN on the export certificate.

These vehicles must have been previously registered in Japan.

Approved certifier procedures

1. Send the export certificate to your Technical Manager - and advise the vehicle owner that he/she will be notified of the outcome in due course.
2. Your Technical Manager will issue a letter advising either:
 - a) that a statement of compliance will be required; or
 - b) the vehicle may be accepted as compliant at the time of manufacture.
3. If the application is successful, attach the approval letter to the vehicle file.

Vehicle inspection requirements manual references

This bulletin gives guidance to vehicle inspectors in applying the following requirements in the *VIRM: Entry certification vol. 2*:

- Exhaust - 11-2 Exhaust emissions: Reason for rejection 2.

Application

Under Land Transport Rule: Vehicle Exhaust Emissions 2007, when a vehicle undergoes entry-level certification in New Zealand, proof that the vehicle was manufactured to meet an approved emissions standard is required.

This technical bulletin applies to all vehicles being certified for entry into New Zealand that are required to meet approved exhaust emissions standards.

Acceptable proof of exhaust emissions rule compliance for used vehicles from any country

For a used vehicle imported from any country, a statement of compliance including an approved emissions standard is acceptable evidence of compliance. The emissions standard provided in the statement of compliance must be recorded on the vehicle checksheet.

Statements of compliance from Motor Industry Association manufacturers' representatives

Statements of compliance from the Motor Industry Association of New Zealand (MIA) manufacturers' representatives can use an abbreviated format to refer to emissions standards. In particular, this involves using the terms 'Euro 3' and 'Euro 4' and so on, instead of quoting the relevant UN/ECE regulation or EC directive in full, subject to the following conditions:

- a) This terminology is to be used only on statements of compliance issued by the MIA representatives of the vehicle manufacturers.
- b) By using the abbreviated term, the person signing the statement of compliance is certifying that the vehicle has been formally homologated to the UN/ECE regulation or EC Directive for exhaust emissions that is appropriate to the vehicle type.
- c) The issuer of the statement of compliance must be able to provide, on request, the relevant certification documentation as set out in declaration 2 of the standard statement of compliance.

Acceptable proof of exhaust emissions rule compliance for used vehicles from Japan

- a) For vehicles border checked for entry into New Zealand before 1 February 2008, an original Japanese de-registration, export or completion inspection certificate with an emissions code as a prefix (ie before a hyphen) at the beginning of the industry model code (see circled area on **Figures 1, 2 and 3**).
- b) For vehicles border checked for entry into New Zealand on or after 1 February 2008, an original de-registration, export or completion inspection certificate with an acceptable emissions code listed in **Table 1**, as a prefix (ie before a hyphen) at the beginning of the industry model code (see circled area on **Figures 1, 2 and 3**).

Note 1 For used vehicles imported from Japan that require fuel consumption information, exhaust emissions data will be printed in the test regime field of the fuel consumption statement.

Recording the information

This emissions code information must be recorded on the vehicle checksheet and entered into LANDATA.

Enter the **full industry model code** from the de-registration, export or completion inspection certificate, including the emissions code characters, into the 'industry model code' field.

- If the industry model code is prefixed by an emissions code, the 'test regime code' to be recorded in LANDATA is determined by adding a 'J' to the beginning of the emissions code prefix (eg the emissions code prefix GH is recorded as test regime code JGH). If a fuel consumption statement shows a different test regime code, record the code from the fuel consumption statement.
- If the industry model code recorded on the de-registration, export or completion inspection certificate does not include an emissions prefix, other evidence of compliance with an approved exhaust emissions standard, such as a statement of compliance or appropriate compliance plates, must be provided. For these vehicles, refer to **Table 3** below to find the applicable 'test regime code' to be entered in LANDATA.

Acceptable proof of exhaust emissions rule compliance for used vehicles imported from Singapore

- If the vehicle is a used Japanese domestic vehicle, the following alternative evidence of compliance may be provided:
 - a) a Singapore de-registration certificate; and
 - b) a Singapore Land Transport Authority (LTA) technical letter listing an approved Japanese emissions code as shown in **Table 1 or 2** below, and
 - c) an outcome notification letter from a TSD agent head office advising that the Singapore LTA technical letter is acceptable documentation.
- If the vehicle is light, petrol powered and certified for entry into New Zealand before 1 January 2009, evidence that the vehicle was registered in Singapore on or after 1 January 2001.

Acceptable proof of exhaust emissions rule compliance for new or used light vehicles imported from Australia

Which version of ADR 79 that a vehicle complies with can be determined using the date on the ADR compliance plate as follows:

Date on ADR plate	Petrol	Diesel
Up to 12/2002	Non Compliant with ADR 79	Non Compliant with ADR 79
01/2003 - 12/2003	ADR 79/00 (Euro 2)	Non Compliant with ADR 79
01/2004 - 12/2005	ADR 79/00 (Euro 2)	ADR 79/00 (Euro 2)
01/2006 - 12/2006	ADR 79/01 (Euro 3)	ADR 79/00 (Euro 2)
01/2007 - 06/2010	ADR 79/01 (Euro 3)	ADR 79/01 (Euro 4)
07/2010 onwards	ADR 79/02 (Euro 4)	ADR 79/01 (Euro 4)

Note 1 If there is no emissions standard on the plate, the compliance plate approval number must be recorded on the vehicle checksheet.

Note 2 Some vehicles may comply up to a year in advance of these dates (and up to two years in the case of petrol vehicles complying with ADR 79/02). To confirm compliance in these cases, contact the vehicle manufacturer.

Note 3 Diesel vehicles must also comply with ADR 30. If a diesel vehicle has an ADR compliance plate and can be established as complying with the appropriate ADR 79, it also complies with ADR 30.

Acceptable proof of exhaust emissions rule compliance for new or used heavy vehicles imported from Australia

Which version of ADR 80 that a vehicle complies with can be determined using the date on the ADR compliance plate as follows:

Date on ADR plate	Petrol	Diesel
Up to 12/2002	Non-compliant with ADR 80	Non-compliant with ADR 80
01/2003 - 12/2003	Non-compliant with ADR 80	ADR 80/00
01/2004 - 12/2005	ADR 80/00	ADR 80/00
01/2006 - 12/2007	ADR 80/01	ADR 80/00
01/2008 - 12/2010	ADR 80/02	ADR 80/02
01/2011 onwards	ADR 80/03	ADR 80/03

Note 1 If there is no emissions standard on the plate, the compliance plate approval number must be recorded on the vehicle checksheet.

Note 2 Some new model vehicles may comply up to a year in advance. Check with the vehicle manufacturer to confirm compliance when certifying new model vehicles.

Note 3 Diesel vehicles must also comply with ADR 30. If a diesel vehicle has an ADR compliance plate and can be established as complying with the appropriate ADR 80, it also complies with ADR 30.

Acceptable proof of exhaust emissions rule compliance for vehicles from Europe

1. If the vehicle is border checked for entry into New Zealand before 1 February 2008:
 - a) an EEC whole vehicle approval plate. The EEC whole vehicle approval number must be recorded on the vehicle checksheet, or
 - b) a UN/ECE compliance plate listing an approved emissions standard. The emissions standard identified on the plate must be recorded on the vehicle checksheet.
2. If the vehicle is border checked for entry into New Zealand on or after 1 February 2008:
 - a) a statement of compliance listing an approved emissions standard, or an appropriate EC directive as shown in **Table A** or UN/ECE regulation as shown in **Table B**, or
 - b) a UN/ECE compliance plate listing an approved emissions standard or one of the UN/ECE regulations shown in **Table B**, or
 - c) an EC Certificate of Conformity (CoC) issued by the vehicle manufacturer for individual passenger cars that have undergone European Commission Whole Vehicle Type Approval (EC WVTA). The CoC is linked to the EC Whole Vehicle Approval Plate - if a vehicle has a CoC, it will also have a Whole Vehicle Approval Plate. A sample CoC is shown in Reference material 49. The emissions standard information is recorded in item 46.1 of the CoC.

Table A. Translation information for EC Directives

EC Directive	Corresponds to Euro standard ...
Light vehicles	
70/220/EEC	Euro 0 (unless accompanied by another appropriate directive for Euro 1, Euro 2, Euro 3 or Euro 4)
91/441/EEC	Euro 1
93/59/EEC	
94/12/EC	Euro 2
96/44/EC	
96/69/EC	
98/69A/EC	Euro 3
98/77A/EC	
1999/102A/EC	
2001/1A/EC	
2001/100A/EC	
2002/80A/EC	
2003/76A/EC	
98/69/EC	
98/77/EC	
1999/102/EC	
2001/1/EC	
2001/100/EC	
2002/80/EC	
2003/76/EC	
98/69B/EC	Euro 4
98/77B/EC	
1999/102B/EC	
2001/1B	
2001/100B/EC	
2002/80B/EC	
2003/76B/EC	
2006/96/EC	
2006/96A/EC	
2006/96B/EC	
715/2007/EC	Euro 5
692/2008/EC	
692/2008A/EC	
Heavy vehicles	
88/77/EEC	Euro 0 (unless accompanied by another appropriate directive)
91/542/EEC	Euro 1
96/1/EC	Euro 2



EC Directive	Corresponds to Euro standard ...
1999/96A/EC	Euro 3
2001/27A/EC	
1999/96/EC	Indeterminate – the default emissions level is Euro 3 unless otherwise indicated on compliance documentation
2001/27/EC	
1999/96B/EC	Euro 4
2001/27B/EC	
2005/55	

Note 1 If a directive is not shown in Table A and the first number of the directive is a '7' or '8', the emissions level is Euro 0.

Note 2 A EC Directive may be listed independently, or as part of an EC emissions system approval number.

Note 3 A vehicle that meets 2001/116/EC or later will comply with Euro 3.

Decoding EC emissions system approval numbers

An EC emissions system approval number will be in the following format:

e4*70/220*2003/76B*1234*01

The different parts of an approval number can be decoded as follows:

- e4** The lower case 'e' indicates compliance with an EC directive, and the number ('4' in this case, but it will vary) denotes the country in which the approval was issued
- 70/220** The number 70/220 signifies the base EC Emissions Directive and indicates that the approval is for exhaust emissions. This number will be present in all EC emissions approval numbers
- 2003/76B** This number indicates the version of the EC emissions directive to which the vehicle complies. Reference this number against the above table to determine the emissions level. The '/EC' or '/EEC' suffixes used in the table will not appear in the EC approval number
- 1234** This is the model-specific approval number. It is not important for determining emissions level and will vary
- 01** This is the number of the extension to the emissions approval. It is not important for determining emissions level and will vary

Table B. Translation information for UN/ECE regulations

UN/ECE regulation	Corresponds to Euro standard
Light vehicles	
UN/ECE regulation 83.02	Euro 1
UN/ECE regulation 83.03	Euro 1 (light commercial vehicles only); Euro 2 (passenger cars only)
UN/ECE regulation 83.04	Euro 2
UN/ECE regulation 83.05	Indeterminate – the default emissions level is Euro 3 unless otherwise indicated on the compliance documentation
Heavy vehicles	
UN/ECE regulation 49.02	Euro 2

UN/ECE regulation	Corresponds to Euro standard
UN/ECE regulation 49.03	Indeterminate - the default emissions level is Euro 3 unless otherwise indicated on the compliance documentation
UN/ECE regulation 49.04	
UN/ECE regulation 49.05	Euro 4

Note 1 The regulation may be listed independently or within a UN/ECE system approval number.

Decoding UN/ECE emissions system approval numbers

A UN/ECE emissions system approval number will be in one of the following formats:

Format 1: E13*83R00*83R05*1234*01

This format is more likely to be used on statements of compliance.

The different parts of an approval number can be decoded as follows:

- E4** The Upper case 'E' indicates compliance with an EC directive, and the number ('4' in this case, but it will vary) denotes the country in which the approval was issued
- 83R00** The number 83R00 signifies the original UN/ECE Emissions Regulation and indicates that the approval is for exhaust emissions. This number will be present in all UN/ECE emissions approval numbers
- 83R05** This number indicates the version of the EC emissions directive to which the vehicle complies.

Reference this number against the above table to determine the emissions level. In this case, '83R05' indicates that the vehicle complies with UN/ECE Regulation 83.05, with '83R04' denoting Regulation 83.04 and so on
- 1234** This is the model-specific approval number. It is not important for determining emissions level and will vary
- 01** This is the number of the extension to the emissions approval. It is not important for determining emissions level and will vary

Format 2: E11 83RI - 052439

This format is more likely to be used on UN/ECE compliance plates.

The different parts of the approval number can be decoded as follows:

- E11** The Upper case 'E' indicates compliance with an EC directive, and the number ('11' in this case, but it will vary) denotes the country in which the approval was issued
- 83RI** The number 83 preceding the 'R' shows that the vehicle complies with UN/ECE regulation 83 for emissions. The roman numerals (I or II) after the 'R' may not be present but can, in combination with the first two digits of the following number, describe the emissions level (see below)
- 05** The first two digits of the next section indicate the amendment of UN/ECE R83 that the vehicle complies with (ie If it is '04' the vehicle complies with UN/ECE Regulation 83.04)

Special case for light vehicles: If this number is '05' and the numeral immediately following the 'R' is 'I', the vehicle complies with Euro 3 limits. If the numeral immediately following the 'R' is 'II', the vehicle complies with Euro 4 limits.

Special case for heavy vehicles: If this number is '03' or '04' and the numeral immediately following the 'R' is 'I', the vehicle complies with Euro 3 limits. If the numeral immediately following the 'R' is 'II' or 'III', the vehicle complies with Euro 4 limits.

2439 The last 4 digits make up the model-specific approval number

Acceptable proof of exhaust emissions compliance for used vehicles imported from the United States

1. If the vehicle is border checked for entry into New Zealand before 1 February 2008, a FMVSS plate with either:
 - a) an EPA plate (see Reference material 35); or
 - b) proof that the vehicle was first registered in the United States or was built for the United States market (indicating the vehicle would have been built to United States vehicle emissions requirements).

This is because a FMVSS plate does not actually refer to a vehicle emissions standard.

If the vehicle has an EPA plate, then the emissions standard identified on the EPA plate must be recorded on the vehicle checksheet; otherwise 'FMVSS' and the date of the FMVSS plate must be recorded on the vehicle checksheet.

2. If the vehicle is border checked for entry into New Zealand on or after 1 February 2008, an FMVSS plate and an EPA decal (see Reference material 35) showing model year the same as or later than the year for which the vehicle must meet an emissions standard.

The EPA decal will contain a statement 'This vehicle conforms to US EPA regulations applicable to YYYY model year.' The 'YYYY' must be the same as or later than a standard shown in *VIRM: Entry certification* section 11-2 as acceptable for certification in New Zealand.

For example, a decal showing model year 2003 would be acceptable for a light petrol vehicle. This would be entered in LANDATA as meeting US2001.

Note 1 Statements of compliance for US vehicles often refer to emissions standards using the terminology 'EPA Federal Tier 1' or 'EPA Federal Tier 2' or similar. The terminology used in Land Transport Rule: Vehicle Exhaust Emissions 2007 for US standards ('US2001', 'US2004' etc) is not used by the vehicle industry. **Table C** can be used to translate.

Table C. Translation information for US standards

Terminology	Refers to US standards...
US Federal/EPA Tier 1	US 96 US 98D/98P
US Federal/EPA Tier 2	US 2001 US 2004

Proof of exhaust emissions rule compliance for new vehicles

- For **new light vehicles**, the documentation must include proof that the vehicle was manufactured in compliance with an applicable emissions standard.
- For **scratch built low-volume vehicles and light vehicles that have had their engine changed**, that is either:
 - scratch built in New Zealand on or after 1/05/2008, or
 - scratch built outside New Zealand on or after 1/01/1990 and first registered in New Zealand on or after 1/05/2008, or
 - a light vehicle that has undergone an engine conversion on or after 1/05/2008, and
 - is presented to you for entry certification, will need to be certified to this new standard.¹

Determining if a vehicle is certified to this new standard

The low volume certifier will issue a F001 (LVV Statement of Compliance Certificate). This form will list the standards that the vehicle has been certified to and will include *exhaust gas emissions* 90-10. At this point in time there will be no information on the LVV plate (**Note 3**).

- For **other low-volume vehicles** - including scratch-built light vehicles - any requirements provided in the Low Volume Vehicle Code must be met. The vehicle must have a low-volume vehicle plate that lists the engine and/or exhaust system in the modifications listed.
- For **new heavy vehicles**, evidence of compliance (eg a statement of compliance or compliance plate) must include proof that the vehicle was manufactured in compliance with an approved emissions standard.

Some manufacturers are directly notifying the NZTA of the emission standards for the models of heavy vehicles that they are importing into New Zealand. Therefore, if a new heavy vehicle is presented for certification and the emissions code (test regime) fields in LANDATA are already populated, additional documentation proving compliance with an approved emissions standard is not needed.

- To help confirm emissions standards compliance for new heavy vehicles imported by the manufacturer's New Zealand representative, refer to Reference Material 43.
- For **scratch-built heavy vehicles**, evidence must include proof that the vehicle was built in compliance with an approved emissions standard.

Note 1 Does not apply to vehicles of class AB, LA, LB, LC, LD, LE or a low-volume vehicle powered by a two-stroke engine.

Note 2 For details of the emissions standards requirements, see **Table 11-2-4** Approved exhaust emission standards for new petrol, CNG and LPG powered vehicles and **Table 11-2-5** Approved exhaust emission standards for new diesel-powered vehicles in Inspection and certification pages 11-2-4 and 11-2-5.

Note 3 The LANDATA test regime code for a vehicle certified to the LVV emissions standard is 'LZZZZZ'.

Action

If the vehicle does not have evidence of compliance with an approved emissions standard, the entry inspector must fail the vehicle and refer the vehicle owner to the NZTA's Vehicles Unit (phone 0800 699 000; Private Bag 6995, Wellington 6145) for further advice.

Re-powering heavy vehicles

If a heavy vehicle complies with all standards except exhaust emissions, it may be re-powered with a compliant engine in accordance with *Heavy vehicle specialist certifier memo 59*. Please contact a heavy vehicle engineer (chassis) for more information.

Table 1. Acceptable exhaust emissions codes for petrol, LPG or CNG powered vehicles from Japan

Emission standard	Description	Complying to...	Acceptable emissions codes
Japan 98	Japan Safety Regulations for Road Vehicles, Article 31 – Emission Control Device, as revised by Japanese Ministry of Transport Ordinance 22 issued on 31 March 1997.	98 idling standard	BA GC GF HG HJ BB GD GG HH HK GE HL
Japan 00/02	Japan Safety Regulations for Road Vehicles, Article 31 – Emission Control Device, as revised by Japanese Ministry of Transport Ordinance 65 issued on 30 September 1998.	2000 Regulations	GH LP TN UB XA GJ LQ TP UN XB HN LS TQ UP YA HP LR TR UQ YB LA TA TS US ZA LB TB UA UR ZB LN
		2001 Regulations	GK LC TD XC YD GL LD UC XD ZC HQ TC UD YC ZD HR
		2002 Regulations	GM LE UE YE HS TE XE ZE
Japan 02/04	Japan Safety Regulations for Road Vehicles, Article 31 – Emission Control Device, as revised by Japanese Ministry of Transport Ordinance 31 issued on 5 September 2000.	Not applicable	None
Japan 05	Japan Safety Regulations for Road Vehicles, Article 31 – Emission Control Device, as revised by the Ministry of Land Infrastructure and Transport Notification No. 1317 of 26 September 2003.	2005 Regulations	Any three digit emissions code for example 'AAA', 'ABA', 'DAA'

Table 2. Acceptable exhaust emissions codes for diesel-powered vehicles from Japan

Emission standard	Description	Complying to...	Acceptable emissions codes
Japan 02/04	Japan Safety Regulations for Road Vehicles, Article 31 – Emission Control Device, as revised by Japanese Ministry of Transport Ordinance 31 issued on 5 September 2000.	2002 Regulations	HT KP TG XF YH HU LF TH XG ZF HW LG UF XH ZG KM LH UG YF ZH KN TF UH YG
		2003 Regulations	HX PC SD VB XK HY PD TJ VC XL KQ PE TK VD YJ KR PF TL VE YK LJ PG UJ VF YL LK PH UK VG ZJ LL SA UL VH ZK PA SB VA XJ ZL PB SC
		2004 Regulations	HZ PL PR VL VR KS PM TM VM XM LM PN UM VN YM PJ PP VJ VP ZM PK PQ VK VQ
Japan 05	Japan Safety Regulations for Road Vehicles, Article 31 – Emission Control Device, as revised by the Ministry of Land Infrastructure and Transport Notification No. 1317 of 26 September 2003.	2005 Regulations	Any three digit emissions code for example 'AAA', 'ABA', 'DAA'

Note for Tables 1 and 2:

- The 'Test regime code' to be entered in LANDATA is the emissions code shown in the Table, with a J prefix (eg 'GF' is recorded as 'JGF').



Table 3. Acceptable exhaust emissions codes

Emission standard type	Description	Test regime code
Japan 98	Means Japan Safety Regulations for Road Vehicles, Article 31 – Emission Control Device, as revised by Japanese Ministry of Transport Ordinance 22 issued on 31 March 1997	J98
Japan 00/02	Means Japan Safety Regulations for Road Vehicles, Article 31 – Emission Control Device, as revised by Japanese Ministry of Transport Ordinance 65 issued on 30 September 1998	J00/02
Japan 02/04	Means Japan Safety Regulations for Road Vehicles, Article 31 – Emission Control Device, as revised by Japanese Ministry of Transport Ordinance 31 issued on 5 September 2000	J02/04
Japan 05	Means Japan Safety Regulations for Road Vehicles, Article 31 – Emission Control Device, as revised by the Ministry of Land Infrastructure and Transport Notification No. 1317 of 26 September 2003	J05/07
Euro II	European II	EUR2
Euro III	European III	EUR3
Euro IV	European IV	EUR4
72/306/EEC	Measures to be taken against the emission of pollutants from diesel engines for use in vehicles	E72306
2005/21/EEC	Adaptation of Directive 72/306/EEC	E05021
97/20/EC	Adaptation of Directive 72/306/EEC	E97020
88/77/EEC	Measures to be taken against the emission of gaseous pollutants from diesel engines for use in vehicles	E88077
91/542/EEC	Amendment of Directive 88/77/EEC	E91542
96/1/EC	Amendment of Directive 88/77/EEC	E96001
1999/96/EC	Amendment of Directive 88/77/EEC	E99016
2001/27/EC	Amendment of Directive 88/77/EEC	E01027
89/491/EEC	Adaptation of Directives 70/157/EEC, 70/220/EEC, 72/245/EEC, 72/306/EEC, 80/1268/EEC and 80/1269/EEC	E89491
70/220/EEC	EU Base Directive	EXXXXX
2006/96/EEC	Adaptation of certain Directives in the field of free movement of goods, by reason of the accession of Bulgaria and Romania	E06096
2003/76/EC	EU Directives Amendment	E03076
2002/80/EC	EU Directives Amendment	E02080
2001/100/EC	EU Directives Amendment	E01100
2001/1/EC	EU Directives Amendment	E01001
1999/102/EC	EU Directives Amendment	E99102
98/77/EC	Amendment of Directive 70/220/EEC Amendment of Directive 70/220/EEC	E98077
98/69/EC	Amendment of Directive 70/220/EEC	E98069
96/69/EC	Amendment of Directive 70/220/EEC	E96069
96/44/EC	Amendment of Directive 70/220/EEC	E96044

Continued over page...

Technical bulletin 28

Exhaust emissions standard compliance (cont.)

Emission standard type	Description	Test regime code
94/12/EC	Amendment of Directive 70/220/EEC	E94012
93/59/EC	Amendment of Directive 70/220/EEC	E93059
91/441/EEC	Amendment of Directive 70/220/EEC	E91441
89/458/EEC	Amendment of Directive 70/220/EEC	E89458
88/436/EEC	Amendment of Directive 70/220/EEC	E88436
88/76/EEC	Amendment of Directive 70/220/EEC	E88076
UN/ECE 83	UN/ECE Regulations	ECE83
UN/ECE 49	UN/ECE Regulations	ECE49
UN/ECE 24	UN/ECE Regulations	ECE 24
Australian ADR 79/00	Australian Standard 2877 Emission Control for Light Vehicles	A79/00
Australian ADR 79/01	Emission Control for Light Vehicles	A79/01
Australian ADR 79/02	Emission Control for Light Vehicles	A79/02
Australian ADR 80/00	Emission Control for Heavy Vehicles	A80/00
Australian ADR 80/02	Emission Control for Heavy Vehicles	A80/02
Australian ADR 80/03	Emission Control for Heavy Vehicles	A80/03
Australian ADR 30/01	Smoke Emission Control for Diesel Vehicles	A30/01
Australian	May be specified as having been tested to a European test. <i>See entries for EURO I -IV</i>	
US98D	Federal Regulation 40 CFR Part 86, Subpart 86.098-11 Emission standards for 1998 and later model year diesel heavy-duty engines and vehicles as established by the relevant Federal Regulation 40 CFR Part 86 certification and test procedures; OR Title 13, California Code of Regulations in force December 1998	US98D
US98P	Federal Regulation 40, CFR Part 86, Subpart 86.098-10, Emission standards for 1998 and later model year otto-cycle heavy-duty engines OR Title 13, California Code of Regulations in force December 1998	US98P
US2001	Federal Regulation 40, CFR Part 86, Subpart 86.1811-01, Emission standards for light-duty vehicles; OR CFR Part 86, Subpart 86.1812-01 Emission standards for light-duty trucks 1; OR CFR Part 86, Subpart 86.1813-01 Emission standards for light duty trucks 2; OR CFR Part 86, Subpart 86.1814-01 Emission standards for light duty trucks 3; OR CFR Part 86, Subpart 86.1814-01 Emission standards for light-duty trucks 4; OR Title 13, California Code of Regulations in force December 2001	US2001

US2004	Federal Regulation 40 CFR Part 86, Subpart 86.1811-04, Emission standards for light-duty vehicles, light-duty trucks and medium-duty passenger vehicles; OR CFR Part 86, Subpart 86.004-11, Emission standards for 2004 and later model year diesel heavy duty engines; OR Title 13, California Code of Regulations in force December 2004	US2004
US2007	Federal Regulation 40, CFR Part 86, Subpart A 40 86.008-11	US2007
US2008	Federal Regulation 40, CFR Part 86, Subpart A 40 CFR 86.008-10, Emission standards for 2008 and later model year otto-cycle heavy-duty engines and vehicles	US2008

Note 1 All 'O's in test regime codes are numbers not letters.

Note 2 Where a specific exemption has been granted, the word 'EXEMPT' will be entered in the test regime field.

Note 3 The LANDATA low volume vehicle code for any low volume vehicle imported into New Zealand is 'LZZZZZ'.

Note 4 For keying fuel consumption as unknown, enter one of the following test regime codes:

AZZZZZ - Australian unknown

EZZZZZ - European unknown

JZZZZZ - Japanese unknown

J999 - Vehicle year 2000 (manufactured in 1999 but first registered in 2000)

UZZZZZ - United States unknown

Exhaust emissions code

自動車検査証返納証明書 平成12年8月10日

登録番号: 群馬 307 3071

車台番号: DCS1T-329581

初年度車年: 6年

車名: スズキ

型式: V-DCS1T

エンジン型式: F6A

自動車種別: 軽自動車

用途: 乗用・乗用車

乗車定員: 2人

最大積載量: 350kg

車両重量: 670kg

総排気量: 1130cc

長さ: 329cm

幅: 139cm

高さ: 171cm

燃料の種類: ガソリン

総排気量又は定額出力: 0.65kw

前軸重: 400kg

後軸重: 270kg

自動車型式指定番号: 6925

車両区分番号: 053

使用の本拠の位置: 使用者住所に同じ

平成12年8月10日

大宮178392

4サイクル 2サイクル 特機

軽自動車検査証返納証明書

検査証の返納を承認した所 検査証が返納されたことを確認しました。

20全国軽自動車協会連合会

年月日: 平成12年8月10日

譲受人(新所有者)の氏名又は名称及び住所: 254

1208

Figure 1. Deregistration certificate (Japan) – cars less than 660 cc

Vehicle inspection requirements manual references

This bulletin gives guidance to vehicle inspectors in applying the following requirements in the *VIRM: Entry certification vol. 2*:

- Vehicle interior - 7-6 Airbags.
- Brakes - 8-1 Service brake and park brake: **Note 1**.

Application

This document applies to vehicles that require diagnostic checks on electronic control systems during entry certification.

Safety concerns

The growing trend towards electronic control of safety-related systems in vehicles means that the repair and re-instatement of electronic control systems is increasingly important. However, specialist equipment and knowledge is required to interrogate the electronic control systems of the various makes and models of vehicles in New Zealand's fleet. It is important that a vehicle inspector has confidence in any given electronic control system diagnosis.

Inspection requirements

Diagnostic checks on electronic control systems, such as supplementary restraint systems (SRS), or anti-lock braking systems (ABS), must be carried out by one of the following:

- a) The manufacturer of the vehicle or the component, or an approved representative proven to be competent in the use of suitable interrogation equipment.
- b) A person or company recognised as reputable and competent by the vehicle inspector, and trained in the interrogation of automotive electronic control systems. This person/company must be proven to have access to and be competent in the use of suitable interrogation equipment.

A declaration form for supplementary restraint systems and/or anti-lock braking systems (see overleaf) must be completed by the person/company carrying out a diagnostic check on an automotive electronic control system.

A copy of the declaration must be retained with the vehicle file.

Vehicle inspection requirements manual references

This bulletin gives guidance to vehicle inspectors in applying the following requirements in the *VIRM: Entry certification vol. 2*:

- Pre-registration and VIN: 6 – Left-hand drive vehicles
- Inspection and certification: Brakes – 8-1 Service brake and park brake: Reason for rejection 3.

Application

This bulletin applies to vehicles that were manufactured with dual brake systems for use in Japanese driving schools, which:

- are fitted with two sets of pedals, and
- are **not** going to be operated in service as driving school vehicles in New Zealand.

Requirements

1. The left-side pedals and hydraulic system must be removed from the vehicle.
2. The vehicle must be low volume vehicle (LVV) certified.

Note 1 LVV certification is not required when vehicles with a second brake pedal that operates through a mechanical linkage on an unmodified original-equipment pedal can have this linkage removed to return the vehicle to standard specifications.

Assistance for vehicle owners

For some popular vehicle types, approved conversion procedures have been established.

The Low Volume Vehicle Technical Association (LVVTA) or Independent Motor Vehicle Dealers Association (IMVDA) may provide further information for vehicle owners.

Vehicle inspection requirements manual references

This bulletin gives guidance to vehicle inspectors in applying the following requirements in the *VIRM: Entry certification vol. 2*:

- Brakes – 8-1 Service brake and park brake.

Application

Under Land Transport Rule: Heavy Vehicle Brakes 2006, when a heavy powered vehicle undergoes entry-level certification in New Zealand, proof that the vehicle was manufactured to meet an approved brakes standard may be required.

This technical bulletin applies to all class **MD3**, **MD4**, **ME**, **NB** and **NC** vehicles being certified for entry into New Zealand that are required to meet approved brakes standards.

Any one of the following methods may be used to prove a vehicle was manufactured to meet approved brake standards.

Acceptable proof of brakes rule compliance for new or used vehicles manufactured for the Japanese market

1. A vehicle manufactured in Japan for the Japanese market on or after 1 July 2000, but not previously registered in Japan, an original completion inspection certificate
Example: See Reference material 23, or
2. A vehicle manufactured in Japan for the Japanese market and previously registered in Japan on or after 1 July 2000, an original Japanese de-registration, export or detailed registration history certificate
Example: See Reference material 20, 21, 22 and 24.

Note These vehicles will meet Japanese Technical Standards.

Acceptable proof of brakes rule compliance for new or used vehicles manufactured for the Australian market

An ADR compliance plate on a vehicle manufactured on or after 1 July 1979

Example: See Reference material 32.

Acceptable proof of brakes rule compliance for new or used vehicles manufactured for the European market

1. An EC whole vehicle approval plate
Example: See Reference material 29, or
2. A UN/ECE compliance plate listing an approved brakes standard
Example: See Reference material 28.

Acceptable proof of brakes compliance for new or used vehicles manufactured for the US market

1. Original documents confirming the vehicle was manufactured for the US market and would be permitted for use on public roads in the US, and a Federal Motor Vehicle Safety Standard (FMVSS) plate or label affixed to the vehicle
Example: See Reference material 30 and 31, or
2. An FMVSS plate or label affixed to a vehicle with air brakes manufactured on or after 1 January 1975, or a vehicle with hydraulic brakes manufactured on or after 1 September 1983, or a vehicle with electric brakes manufactured

Technical bulletin 31

Brakes standard compliance (cont.)

on or after 1 November 1997, and original documents confirming the vehicle was first registered in the US

Example: See Reference material 30.

Acceptable proof of brakes rule compliance for new or used vehicles manufactured anywhere

1. The vehicle is a make and model listed at:
www.nzta.govt.nz/resources/virm-entry-cert/docs/4-technical-bulletin-31-table1.pdf as distributed by the Motor Industry Association of New Zealand (MIA) and sold through its franchise dealer network, or
2. A statement of compliance including an approved brakes standard.
Example: See Reference material 19

Action

The appropriate brakes standard code must be entered into the standards code field in the ILOAD screen on LANDATA (refer to ILOAD screen pages in section 3 of the *LATIS agents' manual*).

If the vehicle does not have evidence of compliance with an approved brakes standard, the entry inspector must fail the vehicle and refer the vehicle owner to the Vehicles Unit (phone 0800 699 000; mail PO Box 5084, Wellington 6145) for further advice.

Vehicle inspection requirements manual references

This bulletin gives guidance to vehicle inspectors in applying the following requirements in the *VIRM: Entry certification vol. 2*:

- Vehicle structure: 3-5 Stability

Application

Under Land Transport Rule: Passenger Service Vehicles 1999, when a heavy vehicle enters service as a PSV in New Zealand on or after 1 July 2000 it must demonstrate static tilt stability.

Any of the following vehicles listed in **Table 1** below can be accepted as meeting this requirement.

Table 1: Vehicles meeting static tilt stability requirements.

Make	Model	Model Code
Mitsubishi Fuso	Rosa	BE64DJRMBFAC
Mitsubishi Fuso	Rosa	BE64DJRMBFAD
Mitsubishi Fuso	Rosa	BE64DJRMUFBD

Situation

Under Land Transport Rule: Steering Systems Amendment (2010), a class MA left-hand drive vehicle under 20 years old may be certified for entry into New Zealand if it is granted a Category A left-hand drive vehicle permit by the NZTA. The person issued with the Category A left-hand drive vehicle permit does not have to be the importer of the vehicle.

Application

This document applies to any class MA left-hand drive vehicle less than 20 years old that is undergoing entry certification in New Zealand, which has been granted a Category A left-hand drive vehicle permit and is appropriate for certification to enter service in New Zealand.

Obtaining Category A left-hand drive vehicle permits

To obtain a Category A left-hand drive vehicle permit, an applicant must:

1. apply to the NZTA before the vehicle is certified for entry into service in New Zealand; and
2. pay the appropriate fees specified in accordance with regulations made under the Act.

Note 1 All applications must have the applicant's declarations witnessed by an entry certifier. The complete application with all the supporting evidence is then sent to the NZTA by the entry certifier.

A Category A left-hand drive vehicle permit may be issued if:

- the NZTA considers that the class MA vehicle will be owned as a collector's item, and it
 - a) is of historic value; or
 - b) is a model that was not manufactured in right-hand drive form, and
 - the applicant:
 - a) is a New Zealand citizen or resident, and
 - b) has not been issued with a Category A left-hand drive vehicle permit in the last two years, and
 - c) has submitted a complete and correct application, including a signed declaration, and
 - d) has paid to the NZTA the appropriate fees specified in accordance with regulations made under the Act.

Qualifying criteria for Category A left-hand drive vehicle permits

To meet qualifying criteria for a Category A left-hand drive vehicle permit, the applicant must provide evidence that the vehicle model was not manufactured in right-hand drive form and meets at least three of the following requirements:

- The class MA vehicle (or its make, model and sub-model) is identified as being a collector's item in a commercially produced motoring publication
- The class MA vehicle's make, model and sub-model has been (or was) manufactured in annual volumes of 20,000 units or less
- The class MA vehicle is, and was manufactured as:
 - a) a two-door coupe, or
 - b) a convertible
- The class MA vehicle is, and was manufactured as a high-performance vehicle.

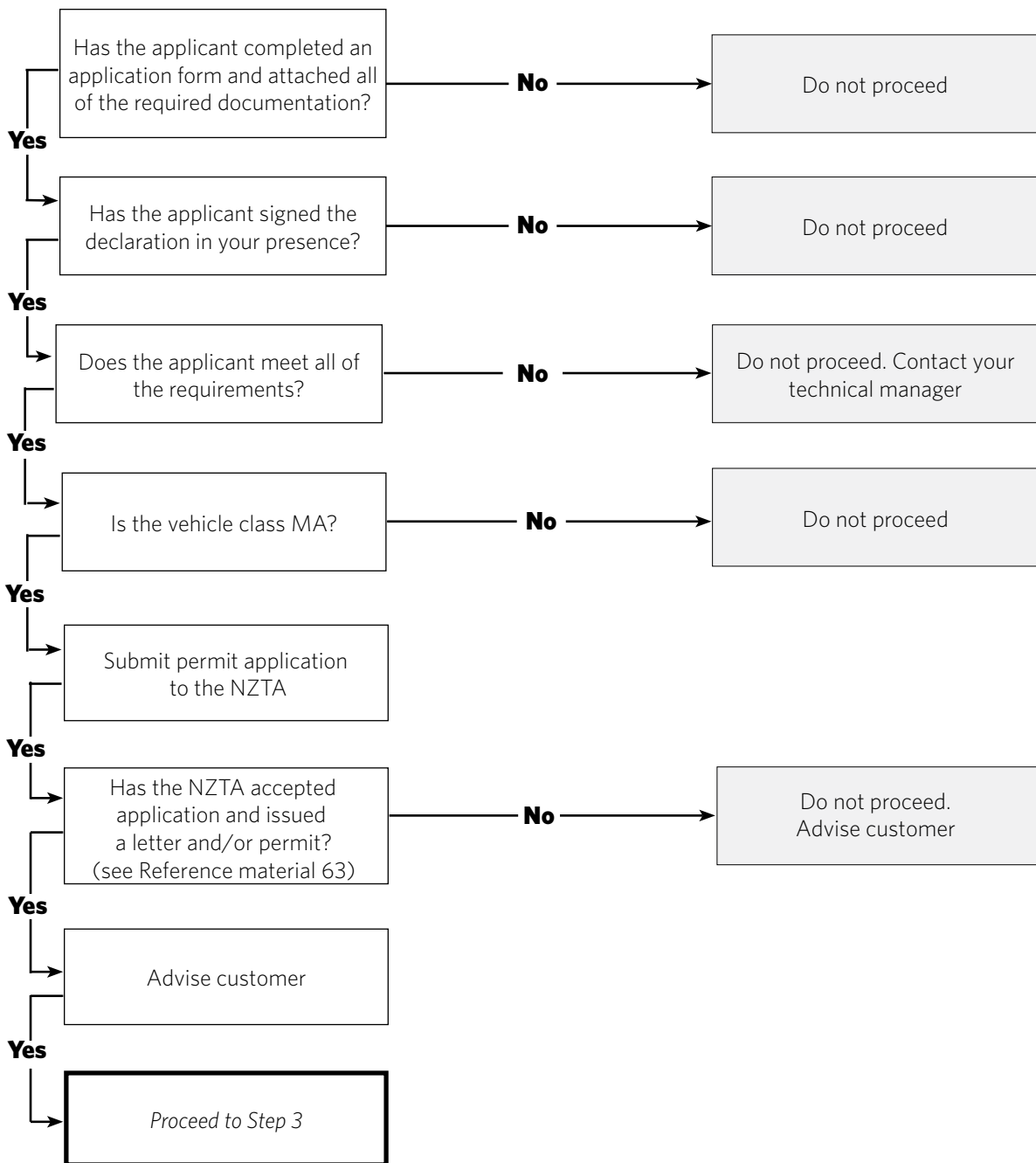
Conditions for Category A left-hand drive vehicle permits

1. The NZTA may not issue more than 500 Category A left-hand drive vehicle permits in any calendar year.
2. A Category A left-hand drive vehicle permit ceases to be valid if the vehicle is not inspected at the border or certified for entry within six months of the date of issue.

Note 2 A Category A left-hand drive permit that ceases to be valid in the calendar year it was issued will not be counted as part of the quota of 500 per annum.

Inspection

The following flowchart explains the procedure for processing a Category A left-hand drive vehicle for entry certification.



Step 1 - Documentation

Category A left-hand drive vehicles must still meet those standards applicable to the vehicle (according to age, etc).

The *VIRM: Entry certification* details the standards a vehicle and its components are required to meet. See Inspection & certification **Table 1-2** (Inspection & certification pages 1-1-3 to 1-1-4) for methods to demonstrate compliance with required standards.

Where compliance with an approved standard cannot be proven by these methods, the following methods are acceptable alternatives:

- visual confirmation and recording of standards for items such as lighting, glazing, tyres and so on.
- low volume vehicle (LVV) certification for modified components, such as brakes, steering and suspension.
- a letter of exemption from the NZTA for specific items not covered above. Application forms for exemptions can be obtained from the NZTA website.

Step 2 - Submit to the NZTA for processing

The completed application form (see Reference material 51) and all required documentation for a Category A left-hand drive vehicle permit must be submitted to:

Vehicle Compliance Specialist
Vehicles Unit
NZ Transport Agency
Private Bag 6995
Wellington 6141

A letter advising of the result (approved or declined) and the permit (if approved) will be sent to the entry certifier for forwarding to the applicant.

Step 3 - Compliance inspection

Category A left-hand drive vehicles must be inspected according to the requirements outlined in the *VIRM: Entry certification*.

If a vehicle has been modified, it must have LVV certification.

If there is evidence of previous structural repairs, structural damage or corrosion to a vehicle, it must be referred to a repair certifier for inspection and certification.

Step 4 - MR2A completion and vehicle registration

1. TSD agents must retain copies of all documentation in their original form for a minimum of two years. If the vehicle owner requests that original documents be returned to them, verified copies must be retained in the vehicle file. The recipient's name and the reason for return must be recorded in the LANDATA notes.
2. Where code A is entered, a note stating the following must be added to the vehicle notes:
'Vehicle ceases to qualify for left-hand drive exemption if the registered owner changes before [DDMMYYYYY]'.
The date specified must be either four years after first registration in New Zealand or when the vehicle reaches 20 years of age, whichever is earlier.
The owner's name must match the name shown on the permit.
3. Update LANDATA with special permit code A.
4. The MR2A must be completed and printed in the name of the person registering the vehicle. This must be the same as the name shown on the permit.
5. The vehicle must be registered in the name of the person registering the vehicle before a warrant of fitness can be issued.

If a TSD agent wishes to deviate from these instructions, they must obtain written approval from the NZTA.

Technical bulletin 34

Bridgestone tyres manufactured in Thailand, Taiwan or Indonesia

The following listed tyres imported into New Zealand by Bridgestone NZ Ltd. comply with ETRTO, JATMA and TRA standards, even if the tyres are not specifically marked with DOT or E-No. to indicate this compliance.

Tyre group	Size	Pattern	Production plants	Comply with ECE
PSR	086H 185/65R14	FIREHAWKTZ100	FS	Yes
PSR	091H 195/65R15	FIREHAWKTZ100	FS	Yes
PSR	095V 215/60R16	FIREHAWKTZ100	FS	Yes
PSR	087V 205/55R15	FIREHAWKTZ100A-MOTION	FS	Yes
PSR	084V 195/55R15	FIREHAWKTZ100A-MOTION	FS	Yes
PSR	094V 225/55R15	FIREHAWKTZ100A-MOTION	FS	Yes
PSR	091H 195/70R14	B250	FS	Yes
PSR	089H 195/60R16	B250	FS	Yes
PSR	086H 185/65R14	TURANZAAR10	FS	Yes
PSR	095V 215/60R16	TURANZAAR10	FS	Yes
PSR	087V 195/55R16	TURANZAER30	FS	Yes
PSR	093V 215/55R17	TURANZAER33	FS	Yes
PSR	088H 195/60R15	TURANZAER60	NS	Yes
PSR	082H 185/60R14	TURANZAER60	NS	Yes
PSR	077H 165/65R13	TURANZAER60	NS	Yes
PSR	086H 195/60R14	TURANZAER60	NS	Yes
PSR	082H 175/65R14	TURANZAER60	NS	Yes
PSR	088V 195/60R15	TURANZAGR-80	FS	Yes
PSR	094V 205/65R15	TURANZAGR-80	FS	Yes
PSR	091V 195/65R15	TURANZAGR-80	FS	Yes
PSR	085W 195/55R15	POTENZARE001ADRENALIN	FS	Yes
PSR	091W 205/55R16	POTENZARE001ADRENALIN	FS	Yes
PSR	091W 225/45R17	POTENZARE001ADRENALIN	FS	Yes
PSR	095W 225/55R16	POTENZARE001ADRENALIN	FS	Yes
PSR	094W 215/55R17	POTENZARE001ADRENALIN	FS	Yes
PSR	093W 215/55R16	POTENZARE001ADRENALIN	FS	Yes
PSR	091W 215/45R17 XL	POTENZARE001ADRENALIN	FS	Yes
PSR	111S 245/70R16 XL	DUELER/T694	FS	Yes
PSR	102T 225/65R17	DUELERH/T470	FS	Yes
PSR	096T 205/70R15	DUELERH/T684	MS	Yes
PSR	100S 225/70R15	DUELERH/T687	FS	Yes
PSR	100H 235/60/R16	DUELERH/T687	FS	Yes
PSR	099S 215/70R16	DUELERH/T687	FA	Yes

Plant code	Name of factory	Country
MS	Nong Khae Factory	Thailand
NS	Bekasi Factory	Indonesia
FS	Hsin-Chu Factory	Taiwan

Note 1 PSR means passenger car radial tyre.

Situation

Under the Land Transport Rule: Vehicle Standards Compliance amendment 2011, a vehicle of class LA or LB is required to undergo entry certification when entering service. A moped first registered in New Zealand prior to 1 July 2011 is exempt from certification and VIN under the Rule. However, they must be confirmed for classification, previous registration and ownership as required by the Land Transport (Motor Vehicle Registration and Licensing) Regulations 2011.

Application

This bulletin contains instructions for vehicle inspectors on how to handle entry certification of new, used and re-registered mopeds (class LA, LB).

Definition of a moped

A moped is defined as follows:

LA (moped with two wheels)	A motor vehicle (other than a power-assisted pedal cycle) that: a) has two wheels, and b) either: (i) has an engine cylinder capacity not exceeding 50 ml and a maximum speed not exceeding 50 km/h, or (ii) has a power source other than a piston engine and a maximum speed not exceeding 50 km/h.
LB (moped with three wheels)	A motor vehicle (other than a power-assisted pedal cycle) that: a) has three wheels, and b) either: i) has an engine cylinder capacity not exceeding 50 ml and a maximum speed not exceeding 50 km/h, or ii) has a power source other than a piston engine and a maximum speed not exceeding 50 km/h.

Note 1 In order to determine the maximum speed of a moped, the following documentation may be accepted:

- Statement of Compliance (SoC) from the vehicle manufacture stating the maximum speed, (see 2.1 of *Inspection and certification* for SoC requirements)
- Letter from the vehicle manufacture stating the VIN and maximum speed
- Technical specifications from the vehicle manufacture showing the maximum speed for that particular make and model
- EC Certificate of Conformity (CoC) issued by the vehicle manufacture for individual vehicles that have undergone European Commission Whole Vehicle Type Approval (EC WVTA). The CoC is linked to the EC Whole Vehicle Approval Plate – if a vehicle has a CoC, it will also have a Whole Vehicle Approval Plate.
- A sample CoC is shown in **Reference material 49**. The maximum speed information is recorded in item 44 of the CoC.

Note 2 The following flowcharts guide the inspector through the moped certification process:

- new mopeds – Flowchart A, page 35-2
- used mopeds, never registered in New Zealand – Flowchart B, page 35-3
- used mopeds, registered in New Zealand before 1 July 2011 – Flowchart C, page 35-4
- used Mopeds, registered in New Zealand on or after 1 July 2011 – Flowchart D, page 35-5.

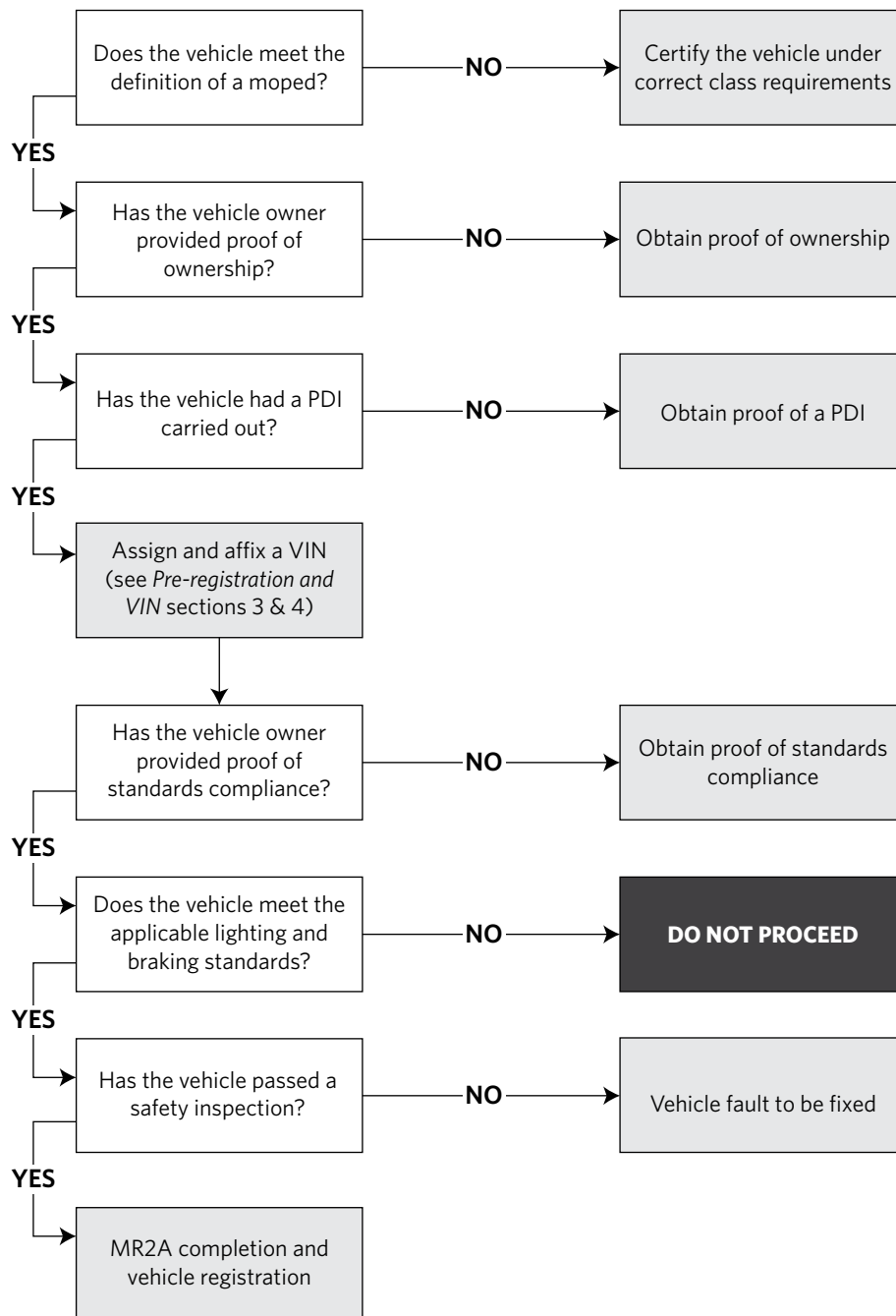
Inspection requirements

The physical inspection of a moped is not required to take place at an NZTA approved site. The off-site location must meet the requirements of the inspection premises and equipment in Section 8 of the Introduction, *VIRM: Entry certification* with the exception of VIN embossing machines. It is the responsibility of the inspecting organisation and the vehicle inspector to ensure that these requirements are met. The physical address of the off-site must be noted in on the vehicle file.

Flowchart A

Inspection requirements

The following flowchart explains the procedure for processing a **new parallel** imported moped for entry certification.



Note 1 For all documentation requirements see Volume 2, Section 1, *Required documentation and registration*.

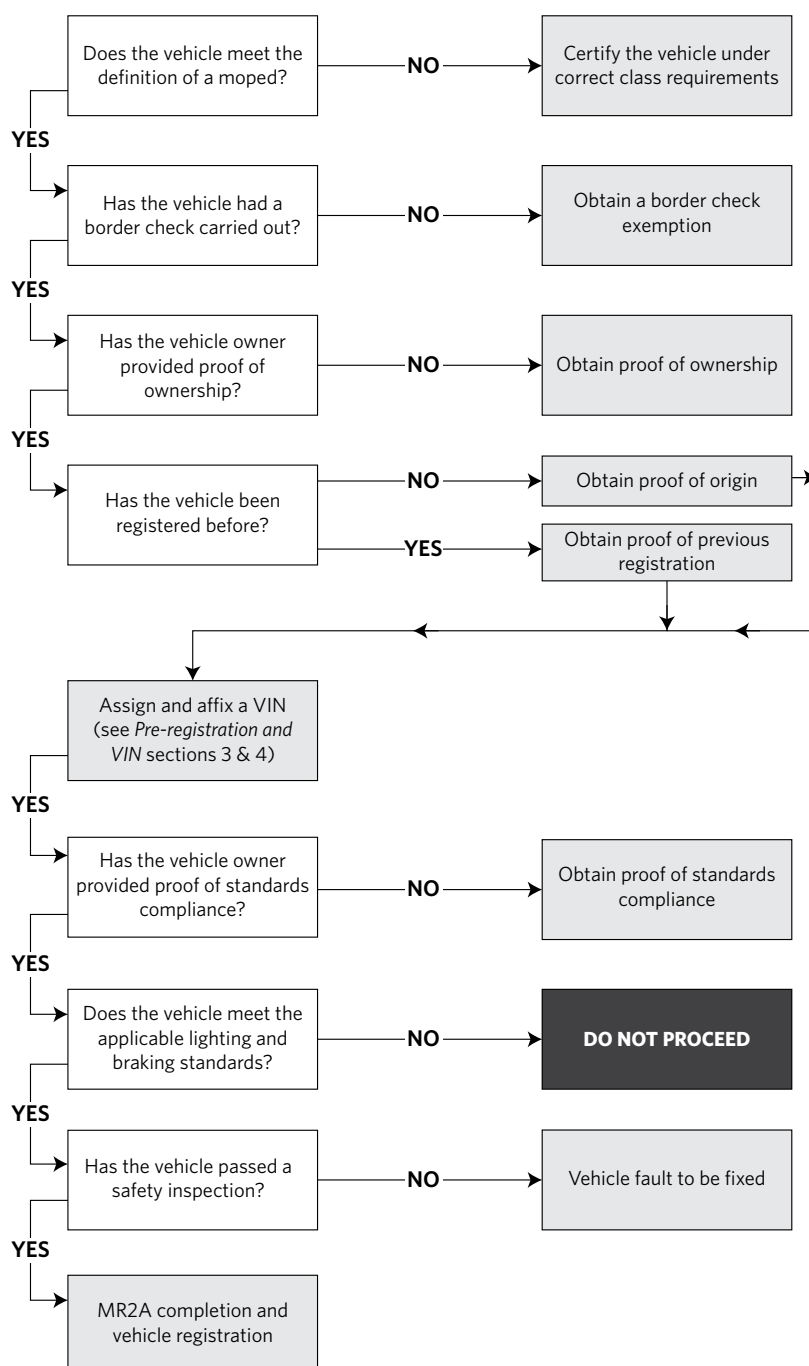
Note 2 Whilst no warrant of fitness (WoF) is required for a moped, it must still be inspected to ensure it is in a roadworthy condition.

Note 3 A tyre on a moped does not have any tread-depth requirements, but must have a clearly visible tread pattern across at least three-quarters of the width of the tread and around the entire circumference of the tyre.

Flowchart B

Inspection requirements

The following flowchart explains the procedure for processing a **used** imported moped for entry certification.



Note 1 A strip-down of the brakes is not required.

Note 2 For all documentation requirements see Volume 2, Section 1, *Required documentation and registration*.

Note 2 Whilst no warrant of fitness (WoF) is required for a moped, it must still be inspected to ensure it is in a roadworthy condition.

Flowchart C

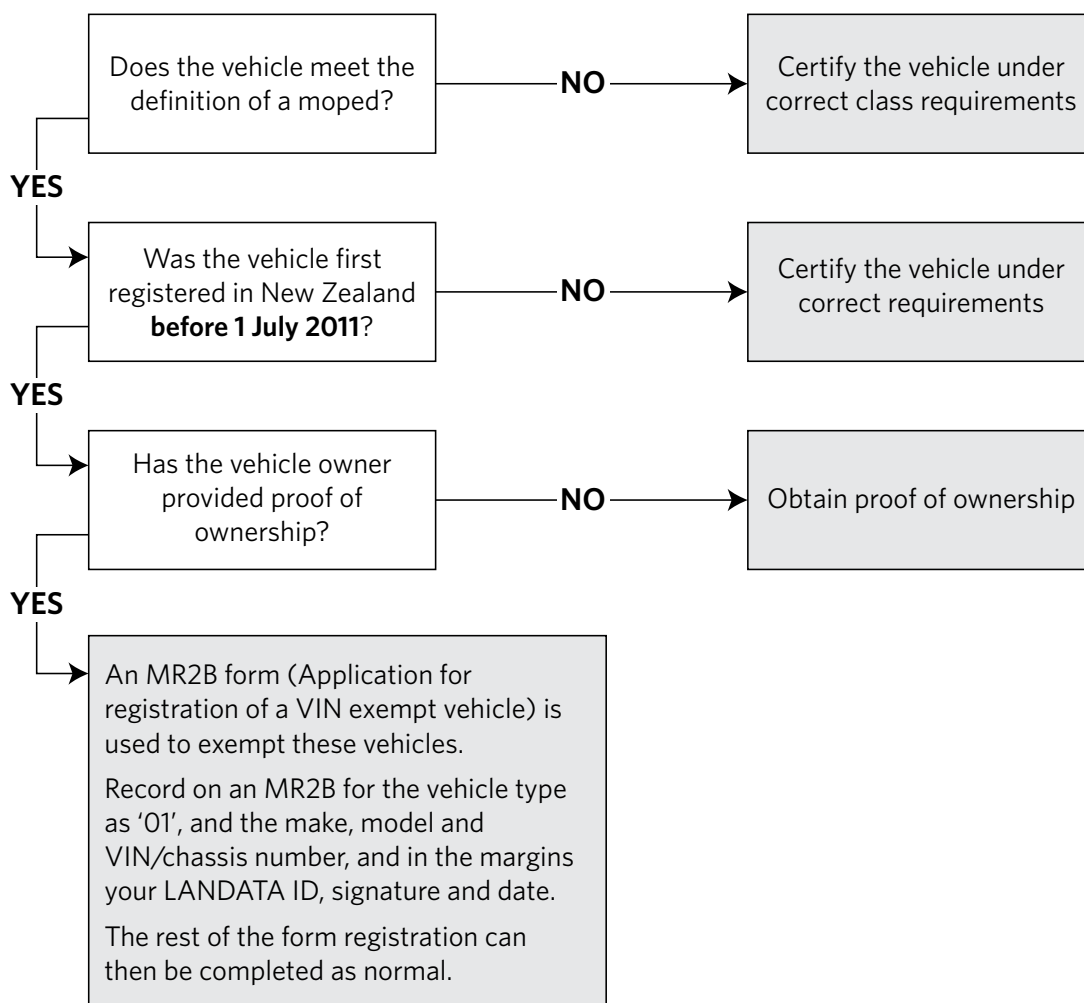
Inspection requirements

The following flowchart explains the procedure for processing a re-registered moped that was first registered in New Zealand **before 1 July 2011**.

These vehicles are exempt from standards certification and VINs under the Rule, but they must be confirmed as:

1. being a moped (as defined in the VIRM),
2. being previously registered in New Zealand before 1 July 2011, and
3. owned by the person presenting it for re-registration in order to meet the requirements of Regulation 4(1)(f) of the Land Transport (Motor Vehicle Registration and Licencing) Regulations 2011.

These requirements can be confirmed by a TSDA staff member who is appropriately trained and supported and is working at a site authorised for compliance certification of light vehicles for registration and re-registration and is not limited to just an entry certifier.

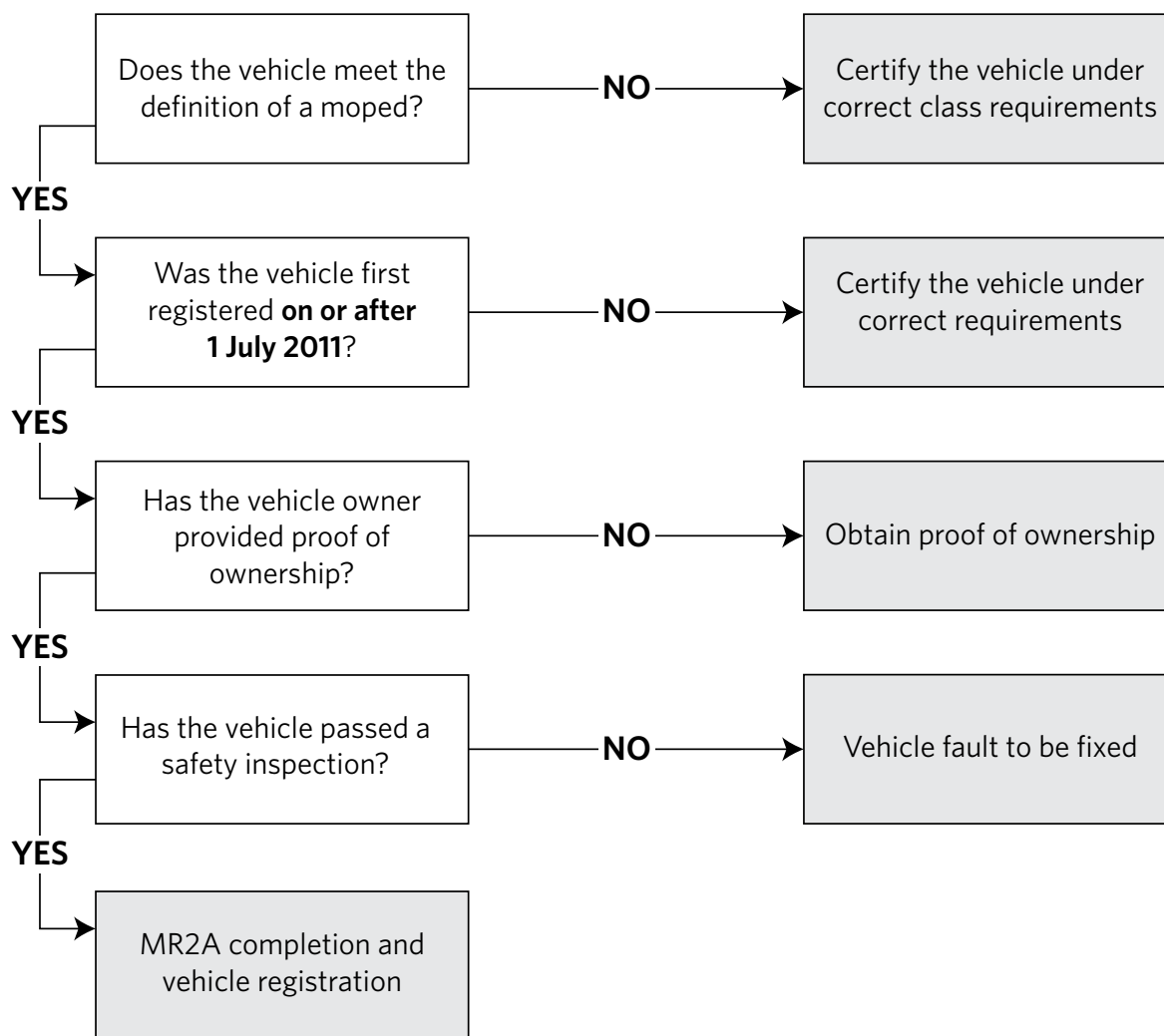


Note 1 For all documentation requirements see Volume 2, Section 1, *Required documentation and registration*.

Flowchart D

Inspection requirements

The following flowchart explains the procedure for processing a re-registered moped that was first registered in New Zealand **on or after 1 July 2011**.



Note 1 A strip-down of the brakes is not required.

Note 2 For all documentation requirements see Volume 2, Section 1, *Required documentation and registration*.

Note 3 Whilst no warrant of fitness (WoF) is required for a moped, it must still be inspected to ensure it is in a roadworthy condition.

Note 4 A tyre on a moped does not have any tread-depth requirements, but must have a clearly visible tread pattern across at least three-quarters of the width of the tread and around the entire circumference of the tyre.

Background

'Request to remove border damage flag' forms are to be processed by the TSDA.

When MAF identifies damage on a vehicle during the border check inspection, the vehicle will be flagged as damaged on LANDATA.

Light vehicles

Refer to *VIRM: Entry certification*, Inspection and certification, 3-4 Vehicle structure – Threshold for requiring repair certification. If the entry certifier determines that the damage does not exceed the threshold for requiring repair certification, an application must be made to remove the damage flag.

A repair certifier can determine whether or not a light vehicle may have a border damage flag removed once the vehicle has been repaired in accordance with the requirements of the *VIRM: Light vehicle repair certification*. This is recorded on the LT308 issued. If required, the entry certifier must complete an application to remove the damage flag.

Heavy vehicles

Once the appropriate heavy vehicle specialist certification has been carried out the entry certifier must complete an application to remove the damage flag.

Form

A 'Request to remove border damage flag' form is available in the *VIRM: Entry certification*, Reference material 17, and on the NZTA website at www.nzta.govt.nz/resources/request-to-remove-damage-flag. The entry certifier completes the form and gives it to the TSDA supervisor authorised to remove damage flags.

Procedures

To remove the damage flag (in LANDATA):

Step	Action
1	Check the form has been fully completed by an authorised inspector.
2	Go to the MAF border damage note in the NOTES screen. Check that these relate to the damage indicated by the vehicle inspector and that the damage does not exceed the threshold for requiring repair certification..
3	View the MAF border check inspection record in the VPORT screen. Refer to <i>VIRM: Entry certification</i> , Pre-registration and VIN, LANDATA inquiries, 5-5 Imported vehicle inquiry.
4	In the Maintenance field at the top of the VPORT screen, type 'CHG'.
5	In the Damage note field, type 'N'.
6	Transmit.
7	The border damage flag removal form must be kept by the TSDA for at least two years

