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# Introduction

## 1 Purpose and scope

The NZ Transport Agency *Waka Kotahi* (NZTA) has prepared this manual to assist vehicle inspectors and inspecting organisations achieve correct and consistent standards of in-service vehicle inspection and certification (WoF and CoF).

The purpose of this manual is to enhance the safety of in-service vehicles in New Zealand by conveying to vehicle inspectors and inspecting organisations the conditions of their appointment and the requirements for the inspection and certification of vehicles for operation in service.

The scope of this manual is to set out the statutory requirements for all in-service vehicle inspections. No attempt has been made to give details on *how* to inspect a vehicle, a matter best addressed by training programmes.

This manual contains the vehicle inspection requirements for the vehicle classes for which the inspecting organisation has been appointed. Additional manuals or sections that relate to other types of vehicles are available from:

*Regional Operations*  
NZ Transport Agency  
Private Bag 11777  
PALMERSTON NORTH 4442  
0800 587 287  
Fax: 06 953 6282

Amendments to this manual will be issued from time to time as inspection requirements change and improvements are made. Suggestions for improvement should be made using the form provided at the beginning of this manual.

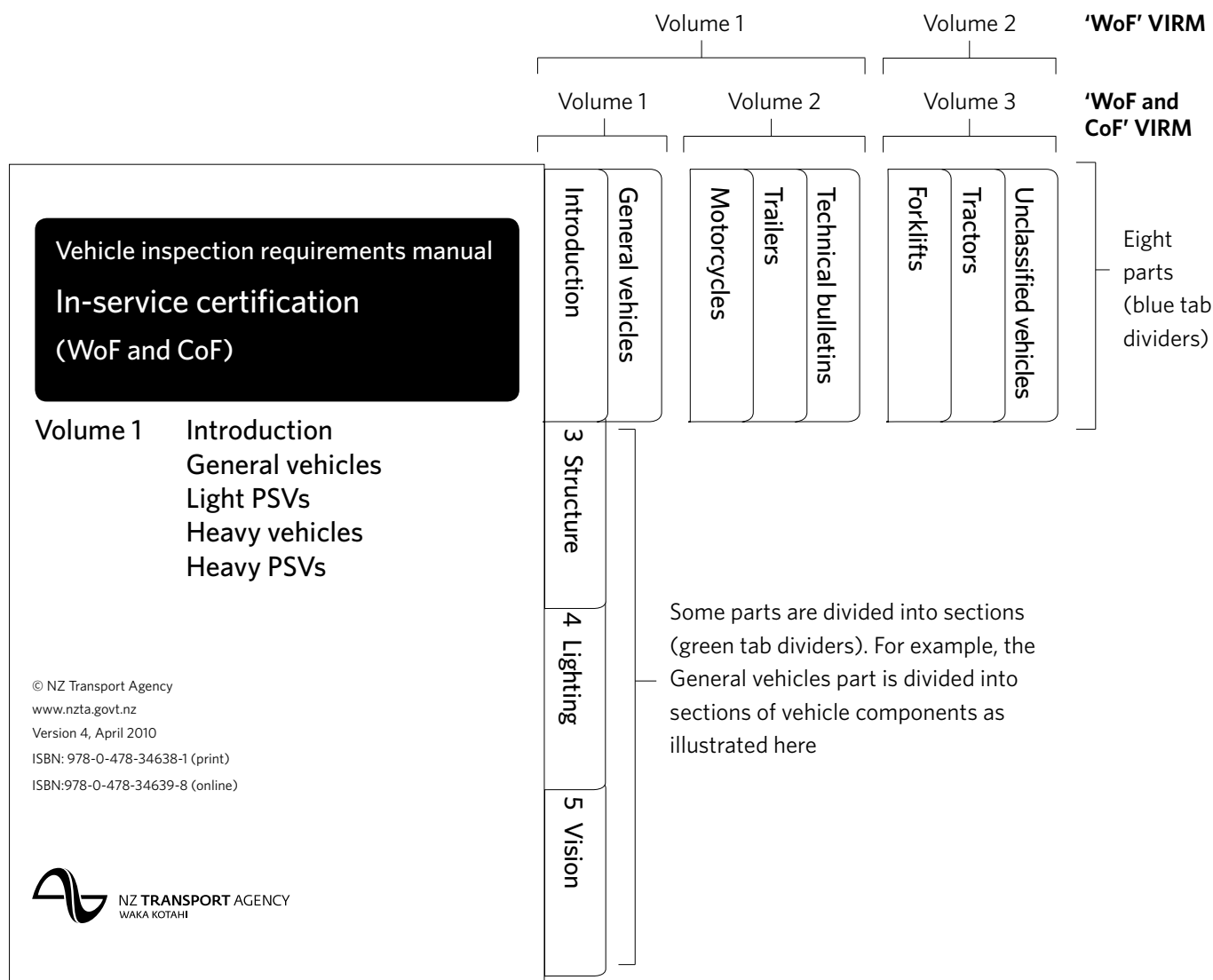


## Introduction

## 2 Overview of the manual

## How is the manual structured?

The manual is divided into eight parts (these are the blue tab dividers) which are contained in two volumes for the 'WoF' VIRM and in three volumes for the 'WoF and CoF' VIRM.



## What information is in each part of the manual?

### 1. Introduction

The introduction is relevant to all vehicles requiring in-service inspection and certification (WoF and CoF). It explains the duties and responsibilities of the inspecting organisation and vehicle inspector, the inspection and certification process, complaints procedures, inspection premises and equipment, and the appointment of vehicle inspectors and inspecting organisations. It also includes definitions and abbreviations, and sample certification documents. An improvement suggestion form and a form for recording amendments are located at the front of Volume 1.

## 2. General vehicles

This part contains the inspection requirements for vehicles of classes LE that do not have motorcycle controls, MA, MB, MC, MD1, MD2, MD3, MD4, ME, NA, NB and NC.

The different sections on vehicle components are separated by green tab dividers. The content of each section separated by the green dividers is listed on the page directly after the divider.

Pages for particular types of vehicles are identified to enable easy access to the requirements for those vehicles.

Identifier	Vehicles covered
General vehicle	light vehicle WoF and general requirements
Light PSV	additional or replacement requirements for light passenger service vehicles (PSVs) - CoF only
Heavy vehicle	additional or replacement requirements for heavy vehicles - CoF only
Heavy PSV	additional or replacement requirements for heavy PSVs - CoF only

## 3. Motorcycles

This part of the manual covers the requirements for vehicles of classes LC, LD, and LE that have motorcycle controls.

Pages for particular types of vehicles are identified to enable easy access to the requirements for those vehicles.

Identifier	Vehicles covered
Motorcycle	motorcycle WoF and general requirements
Motorcycle PSV	additional or replacement requirements for motorcycle PSVs - CoF only

## 4. Trailers

This part of the manual covers the requirements for both light and heavy trailers, that is, vehicles of classes TA, TB, TC, and TD.

Pages for particular types of vehicles are identified to enable easy access to the requirements for those vehicles.

Identifier	Vehicles covered
General trailer	light trailer WoF and general requirements
Heavy trailer	additional or replacement requirements for heavy trailers - CoF only

## 5. Technical bulletins

These contain detailed requirements or helpful information which is not appropriate to put into the vehicle parts of the manual. Examples are processes/requirements for seatbelt replacements and jacking points for correctly checking suspension ball joints. The bulletins are divided into those that apply to general vehicles and those that apply only to CoF inspections.

## 6. Forklifts

This part contains the requirements for forklifts, all of which only require a WoF as far as is practicable for their design and type.

## 7. Tractors

This part contains the WoF requirements for all tractors and for all machines used for agricultural, land management and roading operations.

## 8. Unclassified vehicles

This part contains the WoF requirements for light and heavy specialist vehicles that only have to meet WoF requirements as far as practicable for their design and type.

### 'WoF only' inspecting organisations

An inspecting organisation appointed to carry out WoF inspections only will be issued with general vehicle pages, motorcycle pages, general trailer pages and specialist vehicle pages. The CoF pages for heavy vehicles and PSVs will not be included.

### 'WoF and CoF' inspecting organisations (TSD agents)

An inspecting organisation appointed to carry out WoF and CoF inspections will be issued with the same pages as for 'WoF only', but with extra CoF pages for heavy vehicles and PSVs inserted.

## How to use the manual

### WoF inspections

- For a WoF inspection on a car, for example, refer only to the general vehicle pages.

### CoF inspections

Many CoF requirements are the same as the WoF requirements. Where requirements differ:

- for a light PSV, refer first to the light PSV pages and then to the general vehicle pages
- for a heavy truck, refer first to the heavy vehicle pages and then to the general vehicle pages where required
- for a heavy PSV, refer first to the heavy PSV pages, then to the heavy vehicle pages and then the general vehicle pages where required.

## Layout of manual pages

For each vehicle component, the inspection requirement pages are, in the main, divided into two columns. These columns are then broken up into 'mandatory equipment', 'permitted equipment', 'condition', 'performance' and 'modifications' (and 'repairs' for heavy vehicles on a CoF).

The **Summary of legislation** column summarises the legislation that is relevant to in-service inspection and certification.

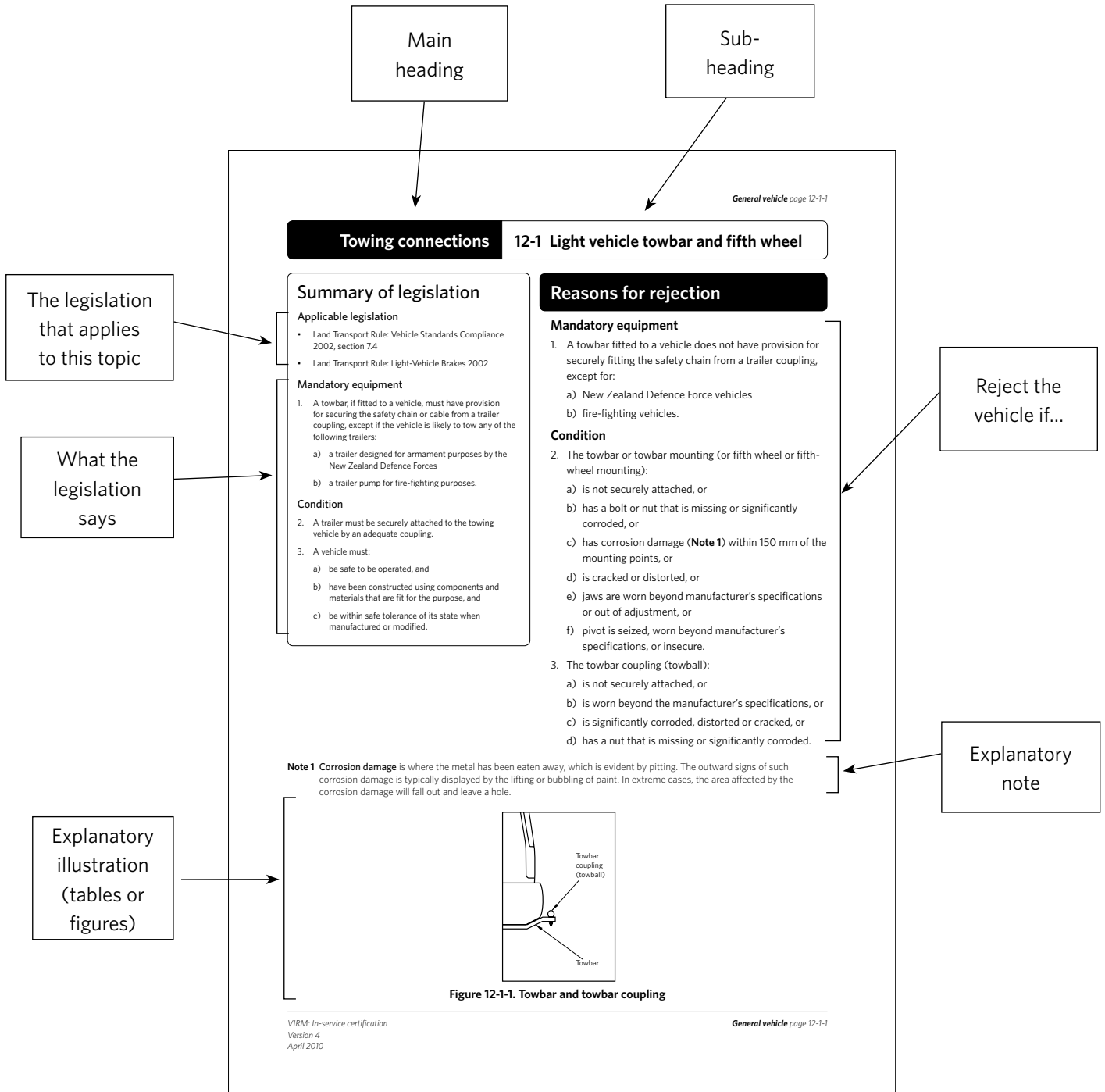
The **Reasons for rejection** column specifies the vehicle defects that **must** result in the vehicle being rejected for a WoF or CoF. The condition and performance reasons for rejection apply to mandatory, permitted, and modified equipment, unless otherwise stated. NZTA has imposed these requirements in accordance with Land Transport Rule: Vehicle Standards Compliance 2002, section 2.3(1).

Outside the two columns are **tables**, **notes**, and **illustrations** for additional guidance, as referred to in the columns.

**Figure 1** overleaf illustrates the typical layout of pages in this manual.

# Introduction

## 2 Overview of the manual (cont.)



The legislation that applies to this topic →

What the legislation says →

Explanatory illustration (tables or figures) →

Reject the vehicle if... ←

Explanatory note ←

**Figure 1. Sample layout of pages in the manual**

## Overview – steps in the inspection and certification process

In order to inspect and certify a vehicle for a WoF or CoF the vehicle inspector and inspecting organisation must take the following steps:

1. Know the vehicle inspector's and inspecting organisation's responsibilities.  
The legal responsibilities are listed in **section 3.1**. The vehicle inspector and inspecting organisation must read these and understand them.
2. Identify the vehicle class.  
A table of vehicle classes is given in **section 3.2**.
3. Identify whether the vehicle requires a WoF or CoF inspection.  
**Section 3.3** shows a list of vehicles that require a WoF, a list of vehicles that require a CoF and a list of vehicles that do not require a WoF or CoF.
4. Establish whether the vehicle may be inspected for the purposes of issuing a WoF or a CoF.  
The vehicle must meet a number of criteria before inspection. These are listed in **section 3.4**.
5. Establish whether the vehicle complies.  
**Section 3.5** explains how to use this manual in order to determine the vehicle's compliance with the requirements.
6. Complete the inspection documentation (checksheet).  
**Section 3.6** explains the requirements for handling and completing checksheets.
7. Record the inspection outcome ('determination').  
**Section 3.7** explains how to record WoF and CoF inspection results into the NZTA computer system (WoF Online and LATIS).
8. Issue the WoF label, CoF label, or temporary permit.  
**Section 3.8** explains the requirements when issuing the WoF label, CoF label, or temporary permit and attaching it to the vehicle.
9. Collect fees.  
**Section 3.9** lists the requirements for the inspecting organisation when charging and collecting fees.

## 3.1 Duties and responsibilities

### 3.1.1 General duties and responsibilities

Applicable legislation: Vehicle Standards Compliance Rule 2002 (the Rule).

#### 1. Vehicle inspectors and inspecting organisations [Definitions in the Rule]

Vehicle inspector means an individual appointed by the NZTA under 2.2(1) of the Rule to carry out inspection and certification activities in accordance with requirements and conditions imposed by the NZTA.

Inspecting organisation means a person or organisation appointed by the NZTA under 2.2(1) who is responsible for inspection and certification outcomes.

**2. Inspection and certification activities [section 2.1(1) of the Rule]**

Only vehicle inspectors and inspecting organisations appointed by NZTA may carry out inspection and certification activities as specified in the Land Transport Rule: Vehicle Standards Compliance 2002.

**3. Primary duty [section 2.1(2) of the Rule]**

Vehicle inspectors and inspecting organisations must carry out inspection and certification activities competently and diligently and in accordance with the Land Transport Rule: Vehicle Standards Compliance 2002 and with this manual.

**4. Inspection and certification activities that can be carried out [section 2.2(2) of the Rule]**

Vehicle inspectors and inspecting organisations may carry out only those inspection and certification activities for which NZTA has appointed them.

**5. Requirements, conditions, and period of appointment [section 2.3(1) of the Rule]**

The NZTA may specify the period of appointment for a vehicle inspector and inspecting organisation and may impose requirements and conditions as to the performance of the inspection and certification activities, including the performance of those activities at individual sites. This manual contains the requirements and conditions imposed by the NZTA.

**6. Driver licence**

Vehicle inspectors must hold a current driver licence for the vehicles that they are inspecting.

**7. Fit and proper person [section 2.3(3) of the Rule]**

It is a condition of an appointment that a vehicle inspector or inspecting organisation continues to be fit and proper.

**8. Document retention, Advise incorrect certification, Advise vehicle defects [section 2.3(4) of the Rule]**

It is a condition of an appointment that a vehicle inspector or inspecting organisation:

- a) keeps all records and associated documents relating to vehicle inspections and certifications (including failed inspections) for a minimum period of 12 months (LT400s and other HVS/engineer certificates indefinitely), and
- b) advises the NZTA as soon as practicable if there is a reason to believe that the inspection and certification of a vehicle has been carried out incorrectly, and
- c) advises the NZTA as soon as practicable of a defect in a manufacturer's production run or quality control process of which the inspector or organisation has become aware that may affect the safety performance of a vehicle that has been inspected and certified.

**9. Delegation [section 2.4(1) of the Rule]**

A vehicle inspector or inspecting organisation may not delegate any function or power to carry out inspection and certification activities for which they were appointed, except under conditions specified by NZTA in writing.

## 3.1.2 Inspection and certification

### 1. Inspection and certification of vehicles for operation in service [section 7.3(3) of the Rule]

The inspection and certification of a vehicle for operation in service must be carried out in accordance with requirements and conditions imposed by NZTA (**IMPORTANT: This manual contains NZTA's requirements and conditions**).

### 2. Determining compliance of a vehicle [section 7.4(1) of the Rule]

A vehicle is certified for in-service based on the condition of the vehicle at the time of the inspection.

A vehicle may be certified for operation in-service only if a vehicle inspector or inspecting organisation has identified the vehicle and has determined, on reasonable grounds, that the vehicle meets all of the following:

- a) it is safe to be operated under normal conditions of use, and
- b) it has been designed and constructed using components and materials that are fit for their purpose, and is within safe tolerance of its state when manufactured or modified, and
- c) it complies with the applicable requirements (all of which are contained within this manual), and
- d) it has undergone specialist inspection and certification as required by paragraphs 4, 5, and 6 below and the specific aspects of the vehicle have been certified.

### 3. Information to take into account when determining compliance of a vehicle [section 7.4(3) of the Rule]

A vehicle inspector or inspecting organisation, in making a determination, must take into account:

- a) information obtained from inspecting the vehicle and associated documents, and
- b) additional relevant information, if any, about the vehicle issued by a manufacturer, modifier, repairer, or other relevant person of which the inspector or organisation is aware.

### 4. Low volume vehicle specialist certification [section 7.5(1)(a) of the Rule]

Low volume vehicle (LVV) specialist inspection and certification is required prior to inspection and certification for in-service, if the vehicle is a light vehicle that, since it was last certified for operation in-service or last certified as a low volume vehicle, has been modified so as to affect its compliance with an applicable requirement.

### 5. Heavy vehicle specialist certification [section 7.5(1)(b) of the Rule]

Heavy vehicle specialist (HVS) inspection and certification is required prior to inspection and certification for in service, if the vehicle is a heavy vehicle that, since it was last certified for operation in service or last certified for modification, has been modified so as to affect its compliance with an applicable requirement, including modifications to its chassis, brakes, log bolster attachments, towing connections or load anchorages.

### 6. Other specialist certification [section 7.5(1)(c) of the Rule]

Other specialist inspection and certification is required in accordance with an applicable requirement or as required by NZTA, all of which are contained within this manual.

**7. Modified vehicles not requiring specialist certification [section 7.5(3) of the Rule]**

Low volume vehicle (LVV) specialist inspection and certification or heavy vehicle specialist (HVS) inspection and certification is not required if a modified vehicle is:

- a) excluded in this manual from the requirement for LVV or HVS certification and meets the inspection requirements in this manual, including those for equipment, condition, and performance, or
- b) modified for the purposes of law enforcement or the provision of emergency services.

Note that this only covers the modifications for the specialised functions of the vehicle. Other modifications that affect compliance are subject to certification.

**Notes:****1. Modifications not requiring LVV certification**

All modifications must meet WoF or CoF requirements. However, not every modification requires LVV certification.

A modified light vehicle may or may not be required to undergo LVV certification, depending on the level of modification. Typical modifications that are made to vehicle components and systems are listed in tables, and identify:

- a) those modifications that do not require LVV certification unless they exceed a certain level. Where modifications exceed those listed in the table, a WoF or CoF provider must not issue a WoF or CoF for the vehicle until LVV certification has been issued
- b) those lower levels of modification that are never required to be LVV certified.

For most modifications, the introduction date for the requirement for LVV certification is 1 March 1999, which was the date that the Compliance Rule came into force. In addition, LVV certification was required for some items under the Transport (Vehicle Standards) Regulations 1990. In particular LVV certification is required for:

- a) a modification after 1 January 1992 that affected compliance with a brake standard on a class MA vehicle, or after 1 January 1993 on a vehicle of class MB, MC or NA.
- b) a modification after 1 January 1992 that affected a seatbelt anchorage standard on a passenger vehicle with up to nine seats, that is class MA, MB or MC.
- c) a modification after 1 January 1992 that affected compliance with a standard for door locks and hinges, steering column impact or interior impact on a class MA vehicle.

If a modification was carried out prior to LVV certification coming into force, a valid modification declaration must be produced. The vehicle inspector may also accept other authentic evidence to verify that the modifications were carried out prior to LVV certification coming into force. Examples are an invoice from the company that carried out the modification, insurance policy cover notes and motoring magazine features provided they record the vehicle's registration number or VIN, the modification details and a date or other information verifying when the modifications were carried out. Documents such as statements from previous owners are not acceptable.

**2. Confirming LVV certification**

Modifications can be confirmed as certified under the LVV Code by the following means:

- a) LVV certification plate riveted and glued to the vehicle in any one of the following positions:
  - i. within the engine compartment in a clearly visible position, or
  - ii. where there is insufficient available space within the engine compartment to enable the LVV certification plate to be fitted and remain clearly visible, in any one of the following locations:
    - (1) within the passenger compartment on the vehicle's A-pillar or B-pillar, or
    - (2) in the case of a sedan, on the rear bulkhead or other prominent position within the boot area, or
    - (3) in the case of a van with an engine cover in the passenger compartment, on a non-removable panel steel part of the engine cover or seat frame, or
    - (4) in the case of a vehicle with a raised floor, on the vertical area of a step behind a door, or
    - (5) in the case of a hatchback or station wagon, in the spare wheel well which is accessible without the use of tools.
- b) LVV authority card, linking listed vehicle modifications to the special requirements of one person, or

All enquiries about the LVV process, LVV certifier locations and the issuing of LVV certification plates should be directed to the NZTA (0800 587 287).

### 3. Information on LVV plate differs from the vehicle

Where the information on the LVV plate differs from the vehicle, for example where a vehicle has been further modified or returned to original, the vehicle must be failed and sent to an appropriate LVV certifier:

- a) where the vehicle has been further modified or partially returned to the original condition, the LVV certifier will inspect and certify the vehicle to ensure the correct details are on the new LVV plate, or
- b) where the vehicle has been fully returned to original, the LVV certifier will confirm that this has been done and remove the LVV plate from the vehicle (only an LVV certifier or delegated NZTA staff can remove an LVV plate).

## 3.1.3 Revocation of a WoF, CoF, temporary permit, CoL, or record of determination

### 1. Revocation of evidence of vehicle inspection and conditional permit [section 11.3(1) of the Rule]

The NZTA may revoke, by giving written notice to a vehicle's operator, a WoF, CoF, conditional permit or a record of determination issued under the Land Transport Rule: Vehicle Standards Compliance 2002 if the NZTA believes, on reasonable grounds, that:

- a) the vehicle does not comply with applicable requirements, or
- b) the WoF, CoF, permit or record of determination was issued on the basis of an incorrect determination.

### 2. Revocation of certificate of loading [section 11.3(2) of the Rule]

The NZTA may revoke, by giving written notice to a vehicle's operator, a certificate of loading issued for that vehicle under the Land Transport Rule: Vehicle Standards Compliance 2002 if the NZTA believes, on reasonable grounds, that the certificate is not valid.

### 3. Re-inspection and re-certification of a vehicle [section 11.4 of the Rule]

If a WoF, CoF, conditional permit, record of determination or certificate of loading has been revoked, the NZTA may require in writing that a vehicle inspector or inspecting organisation:

- a) repeat the inspection and certification of the vehicle, and
- b) issue, if appropriate, a WoF, CoF, permit, record of determination or other evidence, and
- c) meet the costs of the activities undertaken under (a) and (b).

## 3.1.4 Vehicles ordered off the road (green and pink stickers) [Land Transport Act 1998: section 115 and section 96]

A green sticker, which directs that the vehicle is not to be driven on a road, may be issued to the driver or owner of a vehicle by an enforcement officer who believes on reasonable grounds that a vehicle does not comply with the provisions of the regulations or rules, or that a vehicle was operated with unnecessary exhibition of speed or acceleration or sustained loss of traction. At the discretion of the enforcement officer, the green sticker notice will remain in force until:

- a) the vehicle has been inspected and a new WoF or CoF has been issued, or
- b) the enforcement officer has been notified in writing that the vehicle is now compliant (this type of green sticker is often referred to as 'discretionary green sticker' or 'G2 sticker'). A new WoF or CoF is not required, however, instead of notifying the enforcement officer in writing, the vehicle driver/owner may choose to obtain a new WoF or CoF, which will automatically remove the flag from the NZ Police system.

A pink sticker, which directs that the vehicle is not to be driven on a road, may be issued to the driver or owner of a vehicle by an enforcement officer who believes on reasonable grounds that a vehicle is not in a safe condition to be driven on a road. A pink sticker will remain in force until the vehicle has been inspected and a new WoF or CoF has been issued.

Where a light vehicle has been ordered off the road by an enforcement officer for non-compliant exhaust noise, the vehicle must pass an LVVTA objective noise test before the vehicle may be issued with a new WoF or CoF – even if the vehicle is presented with a quieter or original exhaust system or with a previous LVV noise certification. Due to this requirement, for each green- or pink-stickered light vehicle presented for WoF or CoF and before issuing a new WoF or CoF, the vehicle inspector must check (usually by sighting the ordering-off-the-road notice or Landata):

- a) whether the vehicle was ordered off the road for non-compliant exhaust noise, and
- b) if (a) applies, that a valid LVVTA objective exhaust noise emissions test certificate was issued for the vehicle after the date the ordering off the road notice was issued.

A vehicle that has been green or pink stickered can only be inspected by a vehicle inspector who is employed with an inspecting organisation that does not engage in the repair of vehicles in the course of their business (other than replacing bulbs or wiper blades). This generally includes transport service delivery (TSD) agents (VTNZ, VINZ, NZAA) and some independent testing stations. A new WoF or CoF must be issued by the inspecting organisation before the vehicle is permitted to be used on the road. Once the new WoF or CoF has been issued, the vehicle inspector removes the green or pink sticker. The flag is automatically removed from the NZ Police system.

### 3.1.5 Performance review

#### 1. The NZTA may monitor and review performance [section 3.1(1) of the Rule]

The NZTA may monitor and review the performance of a vehicle inspector or inspecting organisation in complying with the requirements and conditions imposed by the NZTA, including the performance of inspection and certification activities at individual sites.

The requirements and conditions are contained in this manual and in the NZTA's *Performance review system* manual.

#### 2. Providing information to the NZTA [section 3.1(2) & (3) of the Rule]

In monitoring and reviewing performance, the NZTA may require a vehicle inspector or inspecting organisation to undergo such monitoring and review and provide such information as the NZTA reasonably considers relevant. A vehicle inspector or inspecting organisation must comply with a requirement from the NZTA.

#### 3. Costs of monitoring and review [section 3.1(4) of the Rule]

A vehicle inspector or inspecting organisation must bear the costs of the monitoring and reviewing of their performance in accordance with any prescribed fee.

### 3.1.6 Investigations

#### 1. Investigations [section 3.2(1) of the Rule]

If the NZTA has reason to believe that a vehicle inspector or inspecting organisation has failed to comply with any of the conditions of their appointment, or has failed to comply with the Land Transport Rule: Vehicle Standards Compliance 2002 (the Rule) or with this manual, the NZTA may require the inspector or organisation to undergo such an investigation and to provide such information as the NZTA reasonably considers appropriate.

## 2. Notification of action (remedial action, suspension or revocation, but not immediate suspension or imposition of conditions) [section 3.2(3) of the Rule]

Following an investigation and before carrying out action, the NZTA must notify the vehicle inspector or inspecting organisation in writing of:

- a) the action that is being considered, and
- b) the reasons for the action that is being considered, and
- c) the date by which submissions may be made to the NZTA in respect of the action that is being considered, which must be at least 21 days after the notice is given, and
- d) where appropriate, the date on which the action that is being considered will take effect, which, unless the NZTA determines otherwise, must be at least 28 days after the notice is given.

## 3. Responding to a notification of action [section 3.2(5) of the Rule]

If a vehicle inspector or inspecting organisation is notified as above, they must ensure that all information that they wish the NZTA to consider in relation to the action that is being considered is received by the NZTA within the period specified in the notice or within any further period that the NZTA may allow.

## 4. The NZTA must consider submissions [section 3.2(6) of the Rule]

The NZTA must consider the submissions made and information supplied, and must:

- a) decide whether or not to take the action that is being considered, and
- b) as soon as is practicable, provide written notification to the vehicle inspector or inspecting organisation of:
  - i. the NZTA's decision, and
  - ii. if appropriate, the date on which the action is to take effect, and
  - iii. if appropriate, the right of appeal under section 106 of the Land Transport Act 1998.

## 5. Remedial action, suspension, revocation [section 3.2(2) of the Rule]

If, following an investigation, the NZTA is satisfied that the vehicle inspector or inspecting organisation has failed to comply with any of the conditions of their appointment, or failed to comply with the Rule or this manual, NZTA may do one or more of the following:

- a) require that remedial action, such as training, be undertaken by the inspector or organisation
- b) suspend the whole or any part of the appointment of the inspector or organisation for a specified period or until specified conditions are met
- c) revoke the whole or any part of the appointment of the inspector or organisation.

## 6. Immediate suspension or imposing of conditions [section 3.3(1) of the Rule]

If the NZTA has reason to believe that a vehicle inspector or inspecting organisation has failed to comply with a condition of their appointment or with the Rule or this manual, and that this presents a significant risk to land transport safety, the NZTA may suspend, with immediate effect, the whole or any part of the appointment, or impose any conditions on the appointment.

**7. Notification of immediate suspension or imposing of conditions [section 3.3(2) of the Rule]**

Where the NZTA suspends the whole or any part of an appointment, or imposes conditions on the appointment, the NZTA must notify the vehicle inspector or inspecting organisation in writing of:

- a) the grounds for the suspension or imposing of conditions
- b) the fact that the inspector or organisation may make submissions to the NZTA
- c) the right of appeal under section 106 of the Land Transport Act 1998.

**8. The NZTA must consider submissions following immediate suspension or imposition of conditions [section 3.3(3) of the Rule]**

The NZTA must, as soon as is practicable, consider any submission made and notify the inspector or inspecting organisation in writing of the result of any such consideration.

**9. Duration of immediate suspension or imposing of conditions [section 3.3(5) of the Rule]**

A suspension or condition imposed remains in force until the NZTA has determined the action to be taken and that action has been taken.

**10. Withdrawal of immediate suspension or imposing of conditions [section 3.3(4) of the Rule]**

The NZTA may at any time withdraw a suspension or condition imposed.

**11. Right of appeal [section 3.3(6) of the Rule]**

A vehicle inspector or inspecting organisation may appeal under section 106 of the Land Transport Act 1998 against a decision by the NZTA to immediately suspend or impose conditions.

**12. Costs of investigations [section 3.2(7) of the Rule]**

The NZTA may require a vehicle inspector or inspecting organisation to bear the costs associated with an investigation or remedial action in accordance with any prescribed fee.

**13. Obligation to comply [section 3.2(8) of the Rule]**

A vehicle inspector or inspecting organisation must comply with a requirement of the NZTA in relation to paragraphs 1, 5, and 12.

**3.2 Identifying the vehicle class**

**Table 1** and the charts in **Figure 2** to **Figure 5** identify the class of the vehicle that is to be inspected.

Confirm that the vehicle inspector and inspecting organisation have been appointed by the NZTA for the purpose of inspecting and certifying vehicles for a WoF or CoF specific to the class of vehicle that has been presented.

**Table 1. Vehicle classes**

Class	Description
AA (Pedal cycle)	A vehicle designed to be propelled through a mechanism solely by human power.
AB (Power-assisted pedal cycle)	A pedal cycle to which is attached one or more auxiliary propulsion motors having a combined maximum power output not exceeding 300 watts.

<b>Class</b>	<b>Description</b>
LA (Moped with two wheels)	A motor vehicle (other than a power-assisted pedal cycle) that: <ol style="list-style-type: none"> <li>1. has two wheels, and</li> <li>2. either: <ol style="list-style-type: none"> <li>a) has an engine cylinder capacity not exceeding 50 cc and a maximum speed not exceeding 50 km/h, or</li> <li>b) has a power source other than a piston engine and a maximum speed not exceeding 50 km/h.</li> </ol> </li> </ol>
LB (Moped with three wheels)	A motor vehicle (other than a power-assisted pedal cycle) that: <ol style="list-style-type: none"> <li>1. has three wheels, and</li> <li>2. either: <ol style="list-style-type: none"> <li>a) has an engine cylinder capacity not exceeding 50 cc and a maximum speed not exceeding 50 km/h, or</li> <li>b) has a power source other than a piston engine and a maximum speed not exceeding 50 km/h.</li> </ol> </li> </ol>
LB1	A class LB motor vehicle that has one wheel at the front and two wheels at the rear.
LB2	A class LB motor vehicle that has two wheels at the front and one wheel at the rear.
LC (Motorcycle)	A motor vehicle that: <ol style="list-style-type: none"> <li>1. has two wheels, and</li> <li>2. either: <ol style="list-style-type: none"> <li>a) has an engine cylinder capacity exceeding 50 cc, or</li> <li>b) has a maximum speed exceeding 50 km/h.</li> </ol> </li> </ol>
LD (Motorcycle and sidecar)	A motor vehicle that: <ol style="list-style-type: none"> <li>1. has three wheels asymmetrically arranged in relation to the longitudinal median axis, and</li> <li>2. either: <ol style="list-style-type: none"> <li>a) has an engine cylinder capacity exceeding 50 cc, or</li> <li>b) has a maximum speed exceeding 50 km/h.</li> </ol> </li> </ol>
Sidecar	A car, box, or other receptacle attached to the side of a motor cycle and supported by a wheel.
LE (Motor tricycle)	A motor vehicle that: <ol style="list-style-type: none"> <li>1. has three wheels symmetrically arranged in relation to the longitudinal median axis, and</li> <li>2. has a gross vehicle mass not exceeding one tonne, and</li> <li>3. either: <ol style="list-style-type: none"> <li>a) has an engine cylinder capacity exceeding 50 cc, or</li> <li>b) has a maximum speed exceeding 50 km/h.</li> </ol> </li> </ol>
LE1	A class LE motor vehicle that has one wheel at the front and two wheels at the rear.
LE2	A class LE motor vehicle that has two wheels at the front and one wheel at the rear.

Continued over page...

Class	Description
Passenger vehicle	A motor vehicle that: <ol style="list-style-type: none"> <li>1. is constructed primarily for the carriage of passengers, and</li> <li>2. either:               <ol style="list-style-type: none"> <li>a) has at least four wheels, or</li> <li>b) has three wheels and a gross vehicle mass exceeding one tonne.</li> </ol> </li> </ol>
MA (Passenger car)	A passenger vehicle (other than a class MB or class MC vehicle) that has not more than nine seating positions (including the driver's seating position).
MB (Forward-control passenger vehicle)	A passenger vehicle (other than a class MC vehicle): <ol style="list-style-type: none"> <li>1. that has not more than nine seating positions (including the driver's seating position), and</li> <li>2. in which the centre of the steering wheel is in the forward quarter of the vehicle's total length.</li> </ol>
MC (Off-road passenger vehicle)	A passenger vehicle, designed with special features for off-road operation, that has not more than nine seating positions (including the driver's seating position), and that: <ol style="list-style-type: none"> <li>1. has four-wheel drive, and</li> <li>2. has at least four of the following characteristics when the vehicle is unladen on a level surface and the front wheels are parallel to the vehicle's longitudinal centreline and the tyres are inflated to the vehicle manufacturer's recommended pressure:               <ol style="list-style-type: none"> <li>a) an approach angle of not less than 28 degrees</li> <li>b) a breakover angle of not less than 14 degrees</li> <li>c) a departure angle of not less than 20 degrees</li> <li>d) a running clearance of not less than 200 mm</li> <li>e) a front-axle clearance, rear-axle clearance, or suspension clearance of not less than 175 mm.</li> </ol> </li> </ol>
Omnibus	A passenger vehicle that has more than nine seating positions (including the driver's seating position). An omnibus comprising two or more non-separable but articulated units shall be considered as a single vehicle.
MD1	An omnibus that has a gross vehicle mass not exceeding 3.5 tonnes and not more than 12 seats.
MD2	An omnibus that has a gross vehicle mass not exceeding 3.5 tonnes and more than 12 seats.
MD3	An omnibus that has a gross vehicle mass exceeding 3.5 tonnes but not exceeding 4.5 tonnes.
MD4	An omnibus that has a gross vehicle mass exceeding 4.5 tonnes but not exceeding 5 tonnes.
ME (Heavy omnibus)	An omnibus that has a gross vehicle mass exceeding 5 tonnes.

Class	Description
Goods vehicle	<p>A motor vehicle that:</p> <ol style="list-style-type: none"> <li>1. is constructed primarily for the carriage of goods, and</li> <li>2. either:               <ol style="list-style-type: none"> <li>a) has at least four wheels, or</li> <li>b) has three wheels and a gross vehicle mass exceeding one tonne.</li> </ol> </li> </ol> <p>For the purpose of this description:</p> <ol style="list-style-type: none"> <li>1. a vehicle that is constructed for both the carriage of goods and passengers shall be considered primarily for the carriage of goods if the number of seating positions multiplied by 68 kg is less than 50% of the difference between the gross vehicle mass and the unladen mass</li> <li>2. the equipment and installations carried on special purpose vehicles not designed for the carriage of passengers shall be considered to be goods</li> <li>3. a goods vehicle that has two or more non-separable but articulated units shall be considered to be a single vehicle.</li> </ol>
NA (Light goods vehicle)	A goods vehicle that has a gross vehicle mass not exceeding 3.5 tonnes.
NB (Medium goods vehicle)	A goods vehicle that has a gross vehicle mass exceeding 3.5 tonnes but not exceeding 12 tonnes.
NC (Heavy goods vehicle)	A goods vehicle that has a gross vehicle mass exceeding 12 tonnes.
Trailer	A vehicle without motive power that is constructed for the purpose of being drawn behind a motor vehicle.
TA (Very light trailer)	A single-axled trailer that has a gross vehicle mass not exceeding 0.75 tonnes.
TB (Light trailer)	A trailer (other than a class TA trailer) that has a gross vehicle mass not exceeding 3.5 tonnes.
TC (Medium trailer)	A trailer that has a gross vehicle mass exceeding 3.5 tonnes but not exceeding 10 tonnes.
TD (Heavy trailer)	A trailer that has a gross vehicle mass exceeding 10 tonnes.

# Introduction

## 3 Inspection and certification process (cont.)

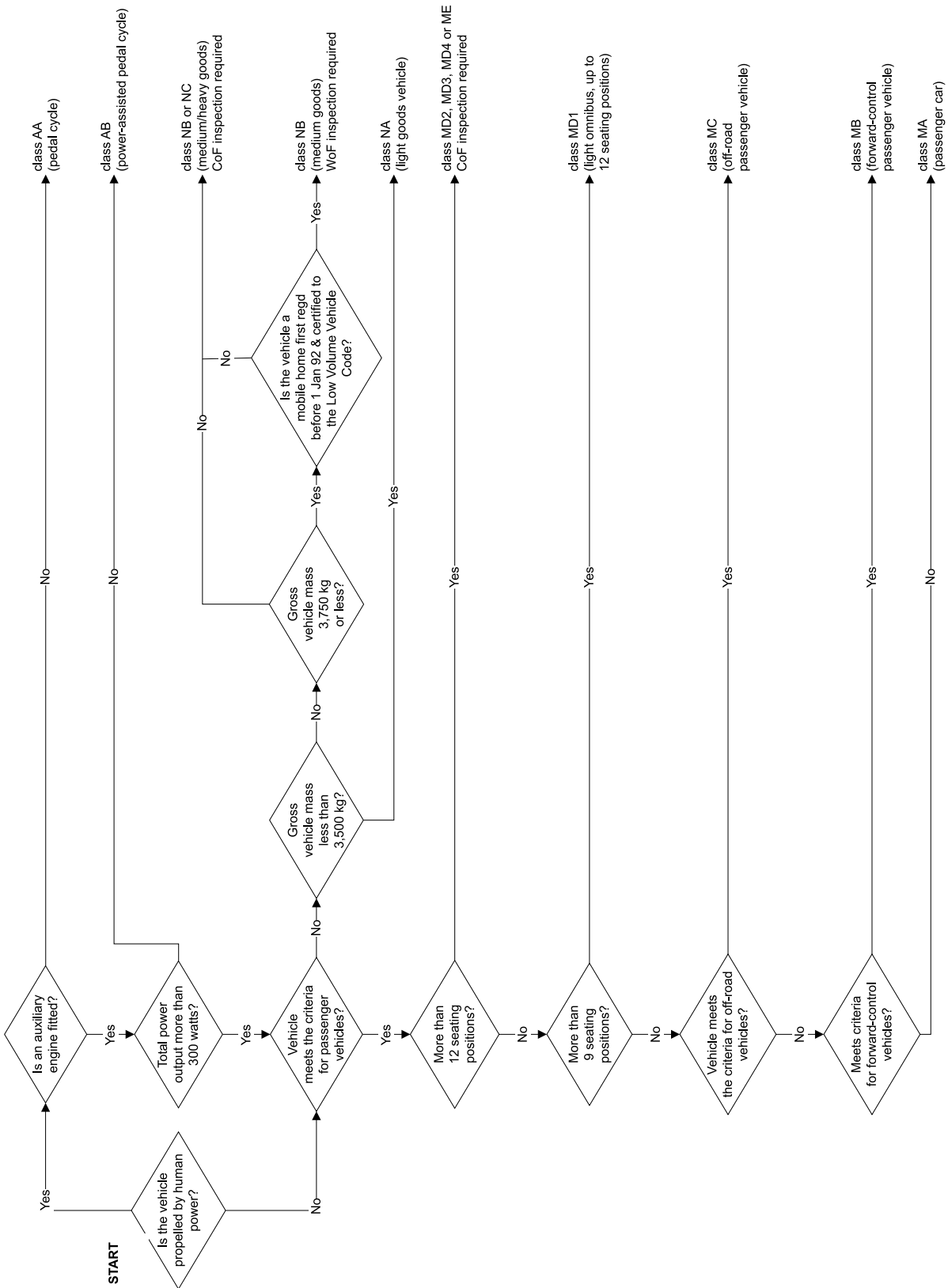
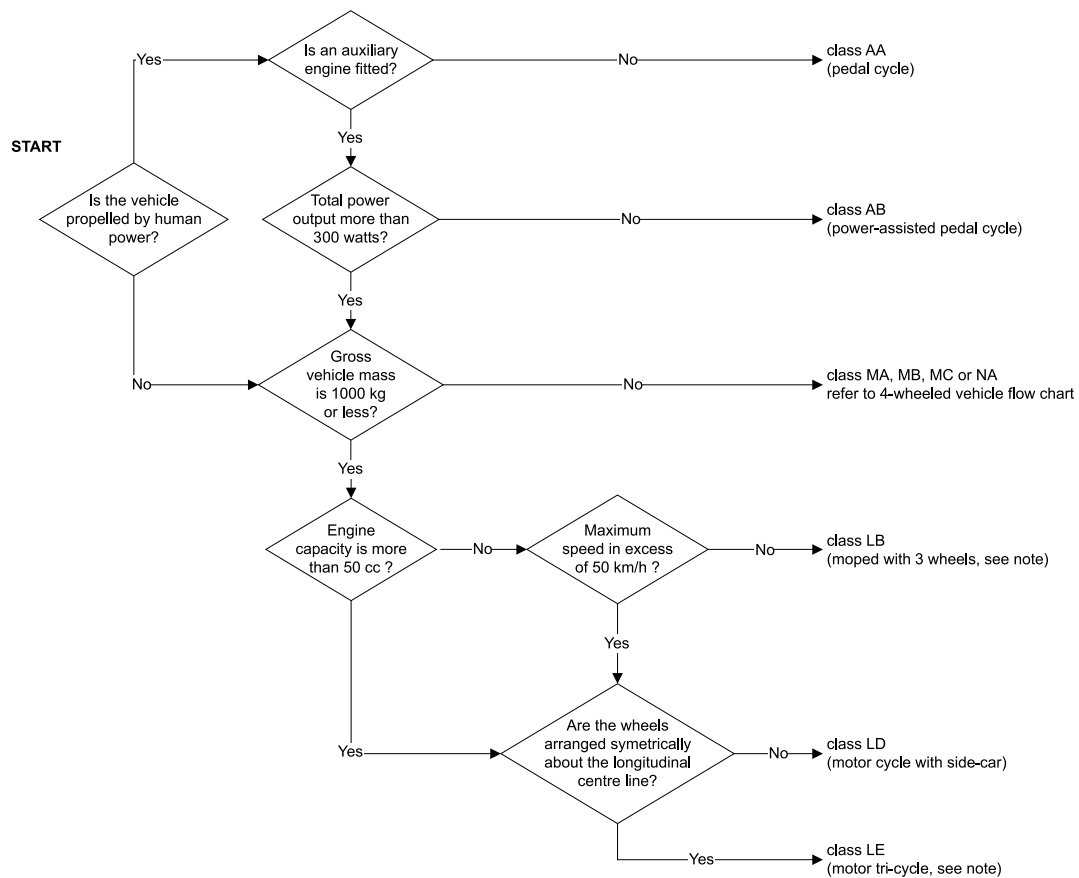


Figure 2. Vehicle class logic chart - four-wheeled vehicles



**NOTE:** For classes LB and LE:  
 Where the vehicle has one wheel at the front and two at the rear, the class has the suffix '1', ie, LB 1 or LE 1.  
 Where the vehicle has two wheels at the front and one at the rear, the class has the suffix '2', ie, LB 2 or LE 2.

Figure 3. Vehicle class logic chart - three-wheeled vehicles

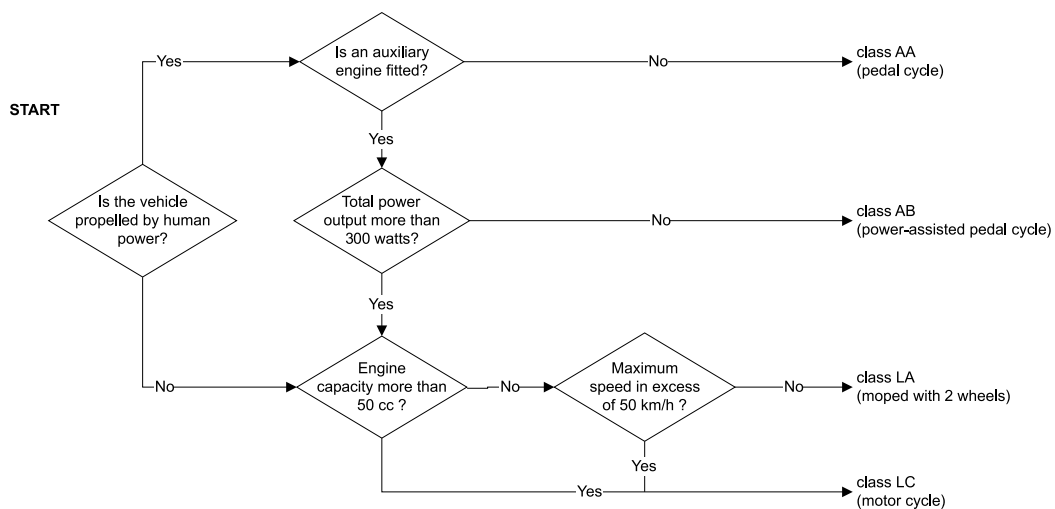


Figure 4. Vehicle class logic chart - two-wheeled vehicles

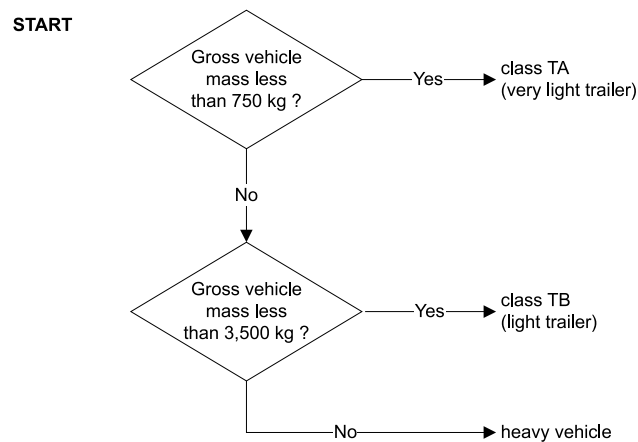


Figure 5. Vehicle class logic chart – trailers

### 3.3 Establishing whether the vehicle requires a WoF or CoF

The lists below show the type of inspection and certification (WoF or CoF) that is required for the different types of vehicles.

#### 3.3.1 Certificate of Fitness (CoF)

A CoF is required for the following vehicles:

- Heavy vehicles, other than those listed under WoF below.
- Passenger service vehicles (including MD2 vehicles), other than those listed under WoF below.
- Rental service vehicles (except light rental trailers – these only require a WoF).
- Vehicle recovery service vehicles.

#### 3.3.2 Warrant of Fitness (WoF)

A WoF is required for the following vehicles:

1. Vehicles that are not listed under certificate of fitness (section 3.3.1) or that are not listed as a vehicle not requiring a WoF or CoF (section 3.3.3).
2. Tractors, or machines used solely in agricultural, land management or roading operations, whether for traction or otherwise, that are operated at a speed exceeding 30 km/h.
3. Class MA, MB or MC vehicles that, in the carriage of passengers for hire or reward:
  - a) are used solely for transporting not more than seven schoolchildren, and
  - b) do not exceed the designed adult passenger capacity of the vehicle by more than two schoolchildren.
4. Vehicles that are lawfully affixed with and operated under the authority of trade plates.
5. Vehicles used by the New Zealand Defence Force that are being used to convey persons who would otherwise use public transport during a period in which any public transport in New Zealand is suspended.



6. Motor caravans that:
  - a) have an original manufacturer's rating of 3750 kg or less, and
  - b) were registered in New Zealand before 1 January 1992.
7. Vehicles that are used on a public highway only in connection with the inspection, servicing or repair of the vehicle or for the purpose of allowing any person to sit a practical driving test in that vehicle.
8. Vehicles used on roads only in road construction zones in accordance with notices declaring those zones.
9. Vehicles that are used on a road only when crossing or proceeding along a section of the road where the vehicles have been authorised to operate by an authorisation of a road-controlling authority that requires:
  - a) a written agreement by the vehicle's operator or the person for whom the vehicle is being operated, to construct, reconstruct, maintain or restore to the satisfaction of the road-controlling authority all or part of the road used by the vehicle, and
  - b) the erection and maintenance of warning devices, signs or control devices as required by the road-controlling authority and the NZTA, and
  - c) where the use of the road does not consist solely of the direct crossing of the road, the prior approval of the NZTA.
10. Light rental trailers.
11. Motor vehicles designed exclusively or principally as part of the armament of the New Zealand Defence Force.
12. The vehicles listed in the table below require a WoF only as far as is practicable for their design or type:
 

a) vehicles propelled and supported solely by self-laying tracks	e) tractors used exclusively for shunting railway rolling stock	o) mobile crushing and screening plant machines which are mounted on trailers
b) motor vehicles exclusively designed and used on a road for driving, carrying or propelling any of the following, which must be permanently attached to the vehicle:	f) forklifts	p) motor graders
i. aerodrome runway sweepers	g) aerodrome crash fire tenders that are used on a road only in emergencies	q) motor scrapers
ii. electrical substations	h) trailers while being drawn by a vehicle as stated in (b) to (g) above	r) trailer scrapers
iii. filters for transformer oil	i) motor vehicles used exclusively in connection with the embarking and disembarking of ships' passengers or for loading and unloading ships' mails, cargo and passengers' baggage, and used on a public highway only when proceeding unladen from one wharf to another wharf or from their usual place of storage to a wharf and returning to that place of storage	s) plant for servicing oil-filled cables
iv. log haulers that are stationary when hauling logs	j) cable jinkers	t) post debarkers
v. aeroengine test benches	k) front-end loaders	u) saw bench apparatus
c) tractors owned by a local authority and used exclusively for the construction, maintenance or mowing of stopbanks and the banks of rivers, streams, drains, canals or other watercourses	l) log skidders	v) forestry chippers
d) mobile or movable huts, galleys or similar vehicles that are used on a road solely in connection with the construction or maintenance of roads	m) tractor cranes	w) tree feller bunchers
	n) rough-terrain cranes	x) trench diggers and excavators
		y) vehicles that are always used unladen on the road and that are designed exclusively for carrying earth or other bulk materials
		z) mobile concrete mixers that are mounted on tractors
		aa) a vehicle that is similar in design, construction or purpose to a vehicle listed above that cannot be categorised by vehicle class.

### 3.3.3 Vehicles that do not require a WoF or CoF

The vehicles listed in the table below do not require a WoF or CoF:

- |   |  |  |
|---|--|--|
| <ul style="list-style-type: none"> <li>a) a vehicle of class AB, LA or LB</li> <li>b) an armoured vehicle used exclusively as equipment of the New Zealand Defence Force</li> <li>c) a traction engine</li> <li>d) a mechanically propelled roller</li> <li>e) a crane fitted with self-laying tracks</li> <li>f) an excavator fitted with self-laying tracks</li> <li>g) a tractor, or a machine used solely in agricultural, land management or roading operations, whether for traction or otherwise, that is not operated at a speed exceeding 30 km/h, together with any trailer operated only while being towed by that tractor or machine</li> </ul> | <ul style="list-style-type: none"> <li>h) a trailer designed exclusively for agricultural purposes and not operated except when being:               <ul style="list-style-type: none"> <li>i. delivered from a manufacturer to the manufacturer's agent, or</li> <li>ii. taken to or from an agricultural show for display or demonstration purposes, or</li> <li>iii. taken from one part of a farm to another part of that farm, or from one farm to another farm owned or managed by the same person, or</li> <li>iv. taken to or from a farm by an agricultural contractor for the purpose of cultivation or harvest other than operations connected with the logging of trees and the cartage of fertiliser or lime or bulk liquids, or</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>v. delivered from a manufacturer or a manufacturer's agent to a farm or an agricultural contractor</li> <li>i) a vehicle normally propelled by mechanical power while it is being temporarily towed without the use of its own power</li> <li>j) an all-terrain vehicle used:               <ul style="list-style-type: none"> <li>i. in moving from the operator's place of residence to a road that is not a public highway, when the distance travelled is less than 3 km, or</li> <li>ii. in connection with its inspection, servicing or repair, or</li> <li>iii. as an agricultural vehicle.</li> </ul> </li> </ul> |
|---|--|--|

### 3.4 Establishing whether the vehicle may be inspected for a WoF or CoF

Before a vehicle can be inspected for the purpose of issuing a WoF or CoF, it must meet one of the following requirements:

- a) the number on the registration plate(s) is the same as that stated on the licence label, and the label correctly describes the vehicle and is current, or
  - b) the number on the registration plate(s) is the same as that stated on the licence label, and the label correctly describes the vehicle and has not been expired for more than 12 months or de-registered, or
  - c) it has been certified for entry or re-entry into service within the previous two years, but has not been registered, or
  - d) The number on the registration plate(s) is the same as that stated on the licence label, and the label correctly describes the vehicle and has expired more than 12 months ago, but the vehicle has a current licence exemption ('restoration register'), or
  - e) it is a vehicle that is listed in the table below, which does not require certification for entry or re-entry.
- |  |   |  |
|--|---|--|
| a) class TA or TB trailers   | not consist solely of the direct crossing of the road, the prior approval of the NZTA   | m) trailers while being drawn by a vehicle as stated in (b) to (l) above   |
| b) tractors or machines, including trailers, for use solely in agricultural, land management or roading operations, whether for traction or otherwise that are operated at a speed exceeding 30 km/h   | f) all-terrain vehicles that are used on a public highway   | n) motor vehicles used exclusively in connection with the embarking and disembarking of ships' passengers or for loading and unloading ships' mails, cargo and passengers' baggage, and used on a public highway only when proceeding unladen from one wharf to another wharf or from their usual place of storage to a wharf and returning to that place of storage |
| c) pedestrian-controlled goods service vehicles  | g) motor vehicles exclusively designed and used on a road for driving, carrying or propelling any of the following, which must be permanently attached to the vehicle:                      | o) cable jinkers   |
| d) vehicles used on roads only in road construction zones in accordance with notices declaring those zones   | i. aerodrome runway sweepers  | p) front-end loaders   |
| e) vehicles that are used on a road only when crossing or proceeding along a section of the road where the vehicles have been authorised to operate by an authorisation of a road-controlling authority that requires:                                       | ii. electrical substations  | q) log skidders  |
| i. a written agreement by the vehicle's operator or the person for whom the vehicle is being operated, to construct, reconstruct, maintain or restore to the satisfaction of the road-controlling authority all or part of the road used by the vehicle, and | iii. filters for transformer oil  | r) tractor cranes  |
| ii. the erection and maintenance of warning devices, signs or control devices as required by the road-controlling authority and the NZTA, and  | iv. log haulers that are stationary when hauling logs   | s) rough-terrain cranes  |
| iii. where the use of the road does  | v. aeroengine test benches  | t) mobile crushing and screening plant machines which are mounted on trailers  |
|  | h) tractors owned by a local authority and used exclusively for the construction, maintenance or mowing of stopbanks and the banks of rivers, streams, drains, canals or other watercourses | u) motor graders   |
|  | i) mobile or movable huts, galleys or similar vehicles that are used on a road solely in connection with the construction or maintenance of roads   | v) motor scrapers  |
|  | j) tractors used exclusively for shunting railway rolling stock   | w) trailer scrapers  |
|  | k) forklifts  | x) plant for servicing oil-filled cables   |
|  | l) aerodrome crash fire tenders that are used on a road only in emergencies   | y) post debarkers  |
|  |   | z) saw bench apparatus   |
|  |   | aa) forestry chippers  |
|  |   | bb) tree feller bunchers   |
|  |   | cc) trench diggers and excavators  |
|  |   | dd) vehicles that are always used unladen  |

Continued ...

- |  |   |  |
|--|---|--|
| <p>on the road and that are designed exclusively for carrying earth or other bulk materials</p> <p>ee) mobile concrete mixers that are mounted on tractors</p> | <p>ff) a vehicle that is similar in design, construction or purpose to a vehicle listed above that cannot be categorised by vehicle class</p> | <p>gg) a vehicle that is registered for use on a road in a country other than New Zealand and that is not going to be in New Zealand for a continuous period of more than 18 months.</p> |
|--|---|--|

### 3.5 Establishing whether the vehicle complies

1. Select the relevant section that relates to vehicle inspection requirements for the vehicle class. For temporary import vehicles on overseas registration plates, please refer to **Technical bulletin 6**.
2. Visually inspect the vehicle to determine whether the vehicle complies with the requirements set out in this manual (see clause 3.1.2.2 of the Introduction). Vehicle inspectors are not required to remove vehicle components during the inspection of the vehicle.
3. The vehicle inspector or inspecting organisation may refuse to inspect a vehicle which:
  - a) is presented in such a condition that inspection is unreasonably difficult or cannot be completed (components missing, covered in dirt, etc) or
  - b) has an insecure load.
4. Where the vehicle inspector determines that a Reason for rejection or section 3.1.2.2 of the Introduction to this manual applies to a vehicle, the vehicle inspector must reject the vehicle for certification.
5. Where the vehicle inspector requires further information in order to determine compliance with the requirements, the inspector must reject the vehicle until the information has been obtained.
6. Where a vehicle has changed use to a passenger service vehicle since it was last certified for entry or in-service (ie the vehicle enters service as a passenger service vehicle), the vehicle inspector must have written confirmation (in the form of a PSV entry checksheet) that the vehicle complies with the PSV requirementst in the *VIRM: Entry certification* before it can pass certificate of fitness inspection.

### 3.6 Checksheets

Applicable legislation: Land Transport Rule: Vehicle Standards Compliance 2002, section 2.3

1. A checksheet that has been approved by the NZTA must be used. Checksheet specification and approval application forms are available from the Vehicles Unit of the NZTA.
2. The checksheet must be completed fully and accurately and the writing must be clearly legible on the original and the duplicate page. The vehicle inspector must sign the checksheet once he/she has completed the inspection and determined that the vehicle has either passed or failed the inspection.
3. Where parts of a vehicle are inspected by different people, all those inspecting the vehicle must be vehicle inspectors. The checksheet must record which inspector inspected which part of the vehicle. One vehicle inspector must take overall responsibility for the inspection of the vehicle and that vehicle inspector must sign the checksheet.
4. A vehicle inspector can determine one of two outcomes:
  - a) **Passed inspection:** record the 'determination' as stated below and issue a WoF label or CoF label or temporary permit

- b) **Failed inspection:** record the 'determination' as stated below. The reasons for the failed inspection must be clearly stated on the checksheet.
5. The customer copy (usually the original) of the completed checksheet must be supplied to the vehicle owner or operator. The agent copy (usually the duplicate) is retained by the inspecting organisation.
  6. A vehicle that has failed its first inspection for the purpose of issuing a WoF or CoF may be passed within 28 days of the first inspection if re-inspected by the same inspecting organisation. If the vehicle is not passed within 28 days of the first inspection, a new checksheet must be used and a new inspection carried out.

**Note** In the case of split testing for heavy vehicle brakes at CoF, the 28 days start from the completion of the second phase of the split test.

### 3.7 Recording the inspection outcome ('determination')

Applicable legislation: Land Transport Rule: Vehicle Standards Compliance 2002, section 7.6

1. The inspection outcome is recorded in either the WoF Online system or the LATIS system.
2. The inspection details must be entered into the system before the vehicle leaves the inspecting organisation's premises. This ensures that the vehicle can be relicensed by the vehicle owner.
3. Inspection details entered into the system must be accurate at the time the vehicle was inspected. This includes updating the odometer and hubodometer readings when a vehicle is re-presented for inspection.
4. For vehicles required to operate under a TSL, vehicle inspectors must also collect and record in the system the TSL number for both passed and failed inspections, and when issuing temporary permits.

#### 3.7.1 WoF Online

1. The inspection details must be entered into the WoF Online system on the day of inspection in either:
  - a) express mode,
  - b) pass re-check mode (use this where a vehicle is failed, repaired then passes a WoF inspection without leaving the inspecting organisation site. This mode will record a fail and a pass in one transaction), or
  - c) normal mode.

**Note** Inspecting organisations must have the NZTA flow charts that show how to use the WoF Online system (express mode and recheck mode are mandatory; normal mode is optional).

2. Where the inspecting organisation wishes to issue WoFs but is unable to obtain the necessary authorisation numbers from the WoF Online system, several options are available:
  - a) The NZTA computer system is not working: the vehicle inspector or inspecting organisation must use the checksheet number as the system authorisation number. The OFF-LINE box on the reverse side of the WoF label must be ticked.
  - b) The inspecting organisation's computer terminal is not working: the inspecting organisation must contact TRC Agent Help Desk (0800 804 580) who may grant permission for the inspecting organisation to continue to issue off-line WoFs.
  - c) The WoF Online system goes down during WoF entry: the vehicle inspector needs to ask the customer if they intend to relicense the vehicle in the next 24 hours. If NO, the WoF details should be keyed in as soon as possible. If YES, the vehicle inspector must fax a copy of the checksheet directly to TRC (fax 06 354 6931) with a covering note of explanation. When the system is working again they must

check to see if the WoF information is in the system. If not, the vehicle inspector must key the WoF in themselves to minimise any inconvenience to the customer. If it is, they must make a record of the system authorisation number, to cross reference on their copy of the checksheet.

3. To check whether or not a vehicle has a current WoF, select 'View WoF result' and enter the vehicle's registration number. One of three screen displays are possible:

**Case 1:**

**Screen message:**

*Problem* This plate is not attached to a vehicle. If the plate number is incorrect, overwrite with the correct plate number and click on the Continue button. If the plate number is correct, advise owner that a plate must be attached before a WoF can be issued. This can be done at an NZTA Plate Agent.

**The error message means that:**

The vehicle is not currently registered (never registered, registration cancelled, or registration lapsed because the licence label has been expired for more than 12 months).

**Action:**

A WoF must not be issued. The vehicle should be referred to a TSD agent for entry or re-entry inspection and certification.

**Case 2:**

**Screen message:**

**Plate Number:** PX8961

**Blue 1991 Holden Commodore**

**Exec Saloon Passenger CarVan**

System Authorisation Number: 81-487

Inspection Date: 08/02/2006

Expires: 6 months

AVIC ID: MS62621

**The screen message means that:**

The vehicle is currently registered, licenced and has a current WoF.

**Action:**

A new WoF may be issued, or, if necessary, a duplicate WoF may be issued.

**Case 3:**

**Screen message:**

*Problem* This vehicle does not have a current WoF.

**The error message means that:**

The vehicle has a registration plate attached, but the licence label has been expired for less than 12 months, and the WoF has expired.

**Action:**

A WoF may be issued.

**Case 4:**

The vehicle is unregistered and presented for inspection operating on trade plates. The vehicle must match the description on either:

- form 4085 or MR2A, or
- the expired licence label.

4. Calculate the WoF expiry date as specified in clause 3.8.1 below.

**3.7.2 LATIS**

The procedures for keying inspections into LATIS are given in the LATIS users' manual.

**3.8 Issuing the WoF or CoF label ('evidence of vehicle inspection') or temporary permit**

Applicable legislation: Land Transport Rule: Vehicle Standards Compliance 2002, sections 7.9 and 9

**3.8.1 Expiry dates****Expiry date of the WoF**

The WoF expiry date is calculated from the reference date. The reference dates are:

- For a vehicle with an expired WoF: the date the vehicle passes the inspection
- For a vehicle with a current WoF expiring in 14 days or less after the vehicle passes the inspection: the expiry date of the current WoF
- For a vehicle with a current WoF expiring in more than 14 days after the vehicle passes the inspection: the date that is 14 days after the vehicle passes the inspection.

The WoF expiry date must be either:

- a) 12 months from the reference date for a vehicle that is less than six years old from its date of first registration anywhere, or
- b) six months from the reference date for any other vehicle.

**Expiry date of the CoF**

The CoF expiry date is calculated from the reference date. The reference dates are:

- For a vehicle with an expired CoF: the date the vehicle passes the inspection
- For a vehicle with a current CoF expiring in 28 days or less after the vehicle passes the inspection: the expiry date of the current CoF
- For a vehicle with a current CoF expiring in more than 28 days after the vehicle passes the inspection: the date that is 28 days after the vehicle passes the inspection.

The CoF expiry date must be either:

- a) six months from the reference date, or
- b) for a class MA rental vehicle that was new when it was first registered in New Zealand and is less than six years old from the date of first registration:

# Introduction

## 3 Inspection and certification process (cont.)

- i. 12 months from the date the vehicle passes its first CoF inspection, then
- ii. six months from the reference date for any subsequent CoF inspections.

### Expiry date of a temporary permit (CoF vehicles only)

The expiry date is 28 days after the date of issue of the permit.

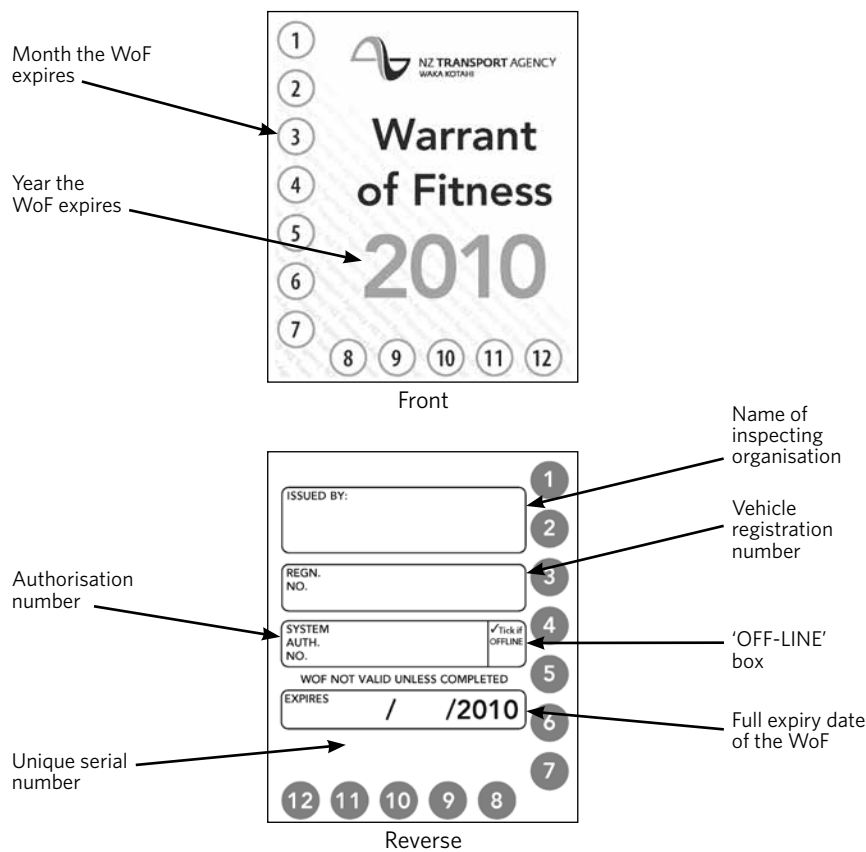
### When a WoF, CoF or temporary permit ceases to be current

A WoF, CoF or temporary permit ceases to be current:

- a) after its expiry date, or
- b) if the vehicle has been green or pink stickered and a new WoF or CoF is required, or
- c) if the WoF, CoF or temporary permit has been revoked by a person authorised by the NZTA.

### 3.8.2 Completing and affixing the WoF or CoF label

#### Completing the WoF label



**Figure 6. Warrant of fitness (WoF) label details**

If the vehicle passes the WoF inspection, the new WoF label must be completed in the following manner:

- a) Front side:
  - i. select the WoF label with the correct year of expiry of the WoF, and
  - ii. using a hole punch of at least 6 mm diameter, punch out the appropriate number representing the month of the WoF expiry date.
- b) Reverse side: record the:
  - i. name of the inspecting organisation (a business stamp is acceptable), and
  - ii. vehicle registration number, and
  - iii. system authorisation number, and
  - iv. full expiry date of the WoF.

Each WoF label has a unique serial number printed on three places of the reverse side. The two small serial number stickers on the left are for cross referencing of the inspection documentation. The vehicle inspector must remove both serial number stickers and attach one to the file copy of the checksheet and the other to the customer's copy of the checksheet.

#### **Affixing the WoF label**

The WoF label must be affixed by the vehicle inspector or a delegated employee of the inspecting organisation in one of the following positions:

- a) if the vehicle is fitted with a windscreen:
  - i. to the inside of the windscreen facing outwards on the same side as the steering wheel, and
  - ii. as close as possible to the edge of the windscreen where it is clearly visible from the outside and is not obscured by an anti-glare band or sticker
- b) for a trailer, on the back of the vehicle near the registration plate, or on the right-hand side of the vehicle at the rear, or if this is impracticable, in a position where it can readily be seen
- c) for any other vehicle, in a position where it can readily be seen.

Not more than one WoF label may be displayed at one time. When issuing a new WoF label, the vehicle inspector or a delegated employee of the inspecting organisation must remove the existing label.

## Completing the CoF label



**Figure 7. Certificate of Fitness (CoF) label details (from 1 June 2011)**

If the vehicle passes the CoF inspection, the new CoF label must be completed in the following manner:

## a) Front side:

- i. select the CoF label with the correct year of expiry of the CoF, and
- ii. using a hole punch of at least 6 mm diameter, punch out the appropriate number representing the month of the CoF expiry date.

## b) Reverse side: record the:

- i. vehicle registration number, and
- ii. vehicle make, and
- iii. full expiry date of the CoF, and
- iv. name of the inspecting organisation.

## c) Label record (butt): record the:

- i. vehicle registration number, and
- ii. date the CoF is issued, and
- iii. full expiry date of the CoF, and
- iv. signature of the vehicle inspector.

Each CoF label has a unique serial number which must be recorded on both copies of the checksheet.

## Affixing the CoF label

The CoF label must be affixed by the vehicle inspector or a delegated employee of the inspecting organisation in one of the following positions:

## a) if the vehicle is fitted with a windscreen:

- i. to the inside of the windscreen facing outwards, on the same side as the steering wheel, and
- ii. as close as possible to the edge of the windscreen where it is clearly visible from the outside and is not obscured by an anti-glare band

## b) for a trailer, on the back of the vehicle near the registration plate, or on the right-hand side of the vehicle at the rear, or if this is impracticable, in a position where it can readily be seen

## c) for any other vehicle, in a position where it can readily be seen.

Not more than one CoF label may be displayed at one time. When issuing a new CoF label, the vehicle inspector must remove the existing label.



### 3.8.3 Completing the temporary permit ('28 day permit' for CoF vehicles only)

**NZ TRANSPORT AGENCY**  
MINA KŌHĀ

Permit for the Temporary Use of a Vehicle  
Without a Certificate of Fitness

Registration no.  Expiry date  XXXXXX

Pursuant to sections 7.10(a) and 9.6(3) of the Land Transport Rule: Vehicle Standards Compliance 2002 ("the rule") the vehicle described in this permit may be used on a road without a current certificate of fitness for a period of 28 days after the date of issue of this permit.  
Pursuant to section 9.7 of the rule this permit ceases to be current after the expiry date or if:

- a non-operation order is issued for the vehicle
- the permit is revoked
- the vehicle is a transport service vehicle that suffers significant damage or deterioration.

Class of vehicle

Make and model  VIN/Chassis no.

Name of registered owner

Business address

Remarks and/or conditions of use

Date of issue  Issued by  (signature and full name of vehicle inspector)  
for  (full name of inspecting organisation)

IMPORTANT NOTE: If the vehicle described in this permit is one that is, or ought to be, operated under a transport service licence, a relevant transport service licence must be held by the person carrying on the service. LT4013 1/09

**Figure 8. Temporary permit (28 day permit for CoF vehicles)**

This permit may be issued by an inspecting organisation in the case of a vehicle that does not comply with all applicable requirements, but is safe to be operated subject to specified conditions. The completed permit must be carried in the vehicle.

The permit must be completed in the following manner:

Record the:

1. vehicle registration number, and
2. expiry date of the permit, and
3. validity period of 28 days, and
4. class of the vehicle, and
5. make and model, and
6. VIN or chassis number, and
7. name of the registered owner, and
8. registered owner's business address, and
9. specified conditions relating to the vehicle's operation, and
10. date of issue of the permit, and
11. signature of the vehicle inspector.

These details must be clearly legible on both copies of the permit.

Each permit has a unique serial number which must be recorded on both copies of the checksheet.

### 3.9 Collecting fees

Applicable legislation: Land Transport (Certification and Other Fees) Regulations 1999, Regulations 7 and 8.

#### Application for inspection and certification of vehicles for in-service

The fee to be paid by an applicant for inspection and certification of a vehicle for in-service (WoF, CoF or permit) is the amount fixed by the inspecting organisation that is reasonable, having regard to:

- a) the time spent in inspecting the vehicle to ascertain whether it complies with the relevant requirements, and
- b) any fees payable to the NZTA, and
- c) any standard or usual rate at which the inspecting organisation imposes charges for other work carried out in respect of motor vehicles.

Where a vehicle fails a WoF inspection, no additional fee is payable for any subsequent inspection by the same inspecting organisation for the purpose of the same certification, if such application is made within 28 days of the first inspection for the issue of the evidence of vehicle inspection. A fee is payable for an inspection if the vehicle is presented after the 28 days have lapsed.

#### Duplicate evidence of vehicle inspection

The fee to be paid by the operator of a motor vehicle to an inspecting organisation for a duplicate of an evidence of vehicle inspection is \$7.70 including GST.

When issuing a duplicate WoF or CoF label, the same requirements apply as for the original label as specified in section 3.8, that is, it must be attached by the vehicle inspector or delegated employee, and only one label may be attached to the vehicle at any time.

### 3.10 Operating a vehicle without a current WoF or CoF

A person must not operate a vehicle on the road unless it has a current WoF/CoF and complies with WoF/CoF requirements.

A person may legally operate a vehicle with an expired WoF/CoF **ONLY** if the vehicle is being operated **SOLELY** for the purpose of bringing it into compliance, and provided the vehicle is safe to be operated for that purpose.

The 28 days given after a failed WoF/CoF only relate to the payment of inspection fees and when a new inspection starts, see sections 3.6.6 and 3.9 above. The 28 days do **NOT** allow a person to continue using the vehicle for a purpose other than for bringing the vehicle into compliance.

Where a vehicle still has a current WoF/CoF when it is failed, it must be brought up to compliance before it can again be operated for other purposes up to the date the WoF/CoF expires.

## Introduction 4 Complaints

Customers should be encouraged to direct any complaints to the inspecting organisation in the first instance.

To ensure all written complaints received are investigated, the inspecting organisation must maintain an effective complaint management process, which must meet the following requirements:

1. a clear and concise statement that recognises the positive value of complaints
2. clear and concise instructions to all customers on how to register a complaint. This can be accomplished in several ways, for example:
  - a) a conspicuous notice on the workplace wall, or
  - b) a clear statement on any receipt or invoice issued, or
  - c) a clear statement on the inspecting organisation's checksheet
3. a straightforward explanation of the expected standards for resolution and the customer's right to appeal to the NZTA if they are dissatisfied with the proposed resolution
4. documentation of any investigation into a complaint prepared in accordance with the *PRS* manual so that details of the investigation can be readily checked
5. acknowledgment of all written complaints in writing within three working days, and the investigation completed and a resolution proposed to the complainant within 20 working days of the complaint being made
6. a record of all complaints, both verbal and written, in accordance with the *PRS* manual
7. directions for any customer who wishes to make a complaint or appeal a decision made by an inspecting organisation to contact the NZTA Helpdesk (0800 699 000).



The inspecting organisation must continue to comply with the applicable requirements in this section.

The inspecting organisation must maintain their premises and equipment in a good state of repair at all times.

The inspecting organisation must use any specified equipment when inspecting a vehicle, where practicable.

Brake performance testing equipment must be calibrated at least every 12 months, or more frequently if required by the equipment manufacturer.

## 5.1 Premises specifications

### 5.1.1 Access, exit, radius and brake test area specifications

#### Dimensions

Specification	Vehicle class		
	LC, LD, TA	LE, MA, MB, MC, MD1, MD2, NA, TB	MD3, MD4, ME, NB, NC, TC, TD
Minimum width of access to and exit from the inspection area	2.4 m	2.8 m	3.0 m
Minimum height of access to and exit from the inspection area	2.0 m	2.6 m (3.0 m TSDA)	4.5 m
<b>Access to a level test strip</b>	<b>Level test strip only required</b>		
Minimum level access in front of roller brake machine (where used)	2.0 m	5.0 m	19 m
Minimum level exit from roller brake machine (where used)	2.0 m	5.0 m	19 m
Minimum turning radius	5.0 m	8.0 m	(Note 1)
Marked turning circle diameter	N/A	N/A	25 m (Note 2)

**Note 1** 700 mm clearance on each side of the 12.5 m radius swept path for a B-train.

**Note 2** May be located within 5 km of inspection premises.

#### Other requirements and considerations

- The ground must be even and level (the ground will be considered level when it can be demonstrated that all vehicle combinations will remain stationary with all brakes released).
- The ground must be constructed of a material that will remain firm in all weather conditions.
- The access to or from the brake roller machine may encroach upon the inspection area.
- Inspections must take place in the inspection area unless otherwise permitted by the NZTA.

## 5.1.2 Inspection area specifications

## Minimum dimensions

Specification	Vehicle class		
	LC, LD, TA	LE, MA, MC, MD1, MD2, NA, TB	MD3, MD4, ME, NB, NC, TC, TD
Inspection area width	2.4 m	3.5 m (TSDA 4.0m)	5.0 m - see (c) below
Inspection area height	2.5 m	3.0 m	5.0 m
Inspection area length	3.0 m	6.0 m	23.0 m - see (g) below

## Other requirements and considerations:

- The inspection area must be situated within a building that has a roof, sides and doors made of permanent building materials.
- The inspection area must be clear of all structural and equipment intrusions apart from the vehicle hoist and roller brake machine.
- The inspection area width for vehicle classes MD3, MD4, ME, NB, NC, TC and TD may overlap any adjoining inspection area for the same vehicle class up to 1 m along its length.
- The inspection area floor must be smooth concrete or tar seal.
- The ground must be even and level. That is, all vehicle combinations must remain stationary with all brakes released.
- There must be sufficient suitable lighting in the inspection area.
- The minimum inspection area length for vehicle classes MD3, MD4, ME, NB, NC, TC, TD may be reduced to 16 m for drive-through premises.
- The inspection area length must be increased by 3 m where a light board is used for testing headlamp alignment

## 5.1.3 Minimum underbody inspection area specifications

Available options		Vehicle class		
		LC, LD	LE, MA, MB, MC, MD1, MD2, NA, TB, TA	MD3, MD4, ME, NB, NC, TC, TD
At least one of the following as applicable				
Vehicle hoist		N/A	WoF/CoF	N/A
Inspection pit	Width	N/A	0.8-1.0 m	0.8-1.0 m
	Depth	N/A	1.3 m	1.3 m
	Length	N/A	4 m	Side entry: 10 m End entry: 15 m

## Other requirements and considerations

- The underbody inspection facility must be located and centrally aligned within the inspection area.
- The pit length is measured at the base of the pit and does not include any steps that may be located at the ends.
- There must be sufficient and suitable lighting provided for the underbody inspection.

## 5.1.4 Warrant of fitness equipment

A tick means that the equipment is to be available for inspecting the indicated class of vehicle.

Equipment	Vehicle class			
	LC, LD	LE, MA, MB, MC, MD1, MD2, NA	TA, TB	NB, NC, TC, TD
Lamps				
Graduated light board (motorcycles only), or Commercial quality optical headlamp beam tester	✓	✓		✓
Vision				
Calibrated light transmission measuring device (optional)		✓		✓
Brakes				
Access to an NZTA-approved decelerometer, or an NZTA-approved roller brake machine		✓		✓
Air gauge (minimum 1000 kPa)				✓
Fittings that enable the air gauge to be attached to a duomatic coupling				✓
Stop watch				✓
Running gear				
a) Two-post vehicle hoist and industrial quality trolley jack	f only	f and any one of a-e	Any one of d-f	Any one of d-e, f optional
b) Four-post vehicle hoist with built-in jacking mechanism				
c) Four-post vehicle hoist and industrial quality trolley jack				
d) Inspection pit with in-pit jack				
e) Inspection pit and industrial quality trolley jack				
f) Industrial quality trolley jack and four axle stands				
Industrial quality hand-held inspection lamp	✓	✓	✓	✓
Steel test bar for steering and suspension		✓	✓	✓
Steel test bar for ball-race turntables				✓
Graduated tyre tread depth gauge	✓	✓	✓	✓
Vehicle dimensions				
3 m measuring tape	✓	✓	✓	
25 m measuring tape				✓
Tow connections				
40 mm tow pin wear indicator gauge				✓
50 mm tow pin wear indicator gauge				✓
40 mm tow eye wear indicator gauge				✓
50 mm tow eye wear indicator gauge				✓

## 5.1.5 Certificate of fitness equipment

Equipment	Vehicle class			
	LC, LD	LE, MA, MB, MC, MD1, MD2, NA	TA, TB	MD3, MD4, ME, NB, NC, TC, TD
Lamps				
Graduated light board (motorcycles only), or Commercial quality optical headlamp beam tester	✓	✓		✓
Vision				
Calibrated light transmission measuring device (optional)		✓		✓
Brakes				
Access to level test strip	✓			
NZTA-approved roller brake machine		✓		✓
Air gauge (minimum 1000 kPa)				✓
Fittings that enable the air gauge to be attached to a duomatic coupling				✓
Stop watch				✓
Running gear				
a) Two-post vehicle hoist		any one of a-e	any one of d or e	any one of d or e
b) Four-post vehicle hoist with built-in jacking mechanism				
c) Four-post vehicle hoist and industrial quality trolley jack				
d) Inspection pit with in-pit jack				
e) Inspection pit and industrial quality trolley jack				
f) Industrial quality trolley jack and four axle stands				
Industrial quality hand-held inspection lamp	✓	✓	✓	✓
Steel test bar for steering and suspension		✓	✓	✓
Steel test bar for ball-race turntables				✓
Graduated tyre tread depth gauge	✓	✓	✓	✓
Vehicle dimensions				
3 m measuring tape	✓	✓	✓	
25 m measuring tape				✓
Tow connections				
40 mm tow pin wear indicator gauge				✓
50 mm tow pin wear indicator gauge				✓
40 mm tow eye wear indicator gauge				✓
50 mm tow eye wear indicator gauge				✓
Taxi meters				
Test strip, or Calibrated rolling road		✓		
Meter seal kit		✓		
Stop watch		✓		

## 5.1.6 Compliance with statutory requirements

It is the inspecting organisation's responsibility to ensure that the inspection premises and equipment comply with:

- Occupational Safety and Health requirements, and
- any other relevant Acts, regulations, and local bylaws.

## 5.1.7 Approved brake test equipment (WoF)

**Note** The vehicle inspector must use an approved brake tester when carrying out the brake test. Should the tester break down, or a vehicle cannot reasonably be tested with that tester, the vehicle must be tested with another approved brake tester or undergo the brake distance test.

Manufacturer	Models	Gazette notice details
Anzen	BS52FL Roller brake testing machine	26 October 1989, No 189, p 5299
Autoteknik	Portable truck brake testing machine Model No BM20200	30 January 1997, No 8, p 190
	Model No BM8010 (with or without the facility to test the brakes on dedicated 4WD vehicles)	2 May 1996, No 41, p 1182
	BMX200 Roller brake testing machine	12 November 1998, No 184, p 4350
	BMX010 Turbo roller brake testing machine	14 January 1999, No 246, p 65
	Model BM17200	10 August 2000, No 89, p 2184
Auto Test Products	AutoStop Mini 1.0 AutoStop Maxi 6.2 and 6.2x AutoStop HVBM	5 December 2000, No 164, p 4262
	AutoStop Micro Plus AutoStop Mini Plus	3 March 2011, No 23, p 623
Banzai	BBT51S Roller brake testing machine	26 August 1989, No 189, p 5299
Bear	450, 451, 452, 4510 and 4511	7 March 1957, No 20, p 449
BM Autoteknik	BM17200	1 August 2000, No 89, p 2184
	BM7010	31 October 2000, No 150, p 3866
	BM30200 (upgraded Crypton EB30)	5 December 2000, No 164, p 4262
	BM63200 (upgraded Crypton 630)	12 March 2002, No 28, p 626
	BM3010, BM9010, BM12200	30 March 2001, No 37, p 830
	14200 series	17 April 2008, No 73, p 2055
	BM4010	14 December 2006, No 172, p 5032
Bowmonk	Brake Check Model 801	25 May 2006, No 46, p 1232
Bowmonk	Brake Check Model 803	25 May 2006, No 46, p 1232
Bowmonk	Model MkIII Dynamometer	25 August 1960, No 54, p 1281
CEMB	DCA 3 Roller brake testing machine	10 June 1999, No 67, p 1549
	DCA5-FN3	25 June 2009, No. 94, p 2117
Circuitlink	Brake Check	22 May 2003, No 53, p 1380
	Brake-Testa Model BT1	25 May 1995, No 50, p 1282
Crypton	Crypton Bradbury E10 dynamic brake tester	16 March 1967, No 16, p 384
	Crypton Models 630 and 660 Roller brake testing machine	26 October 1989, No 189, p 5299
	Crypton 690A brake tester	14 August 2003, No 101, p 2689
Hammar	Dynometer 54	21 March 1968, No 15, p 474

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## Introduction

5 Inspection premises and equipment  
(cont.)

Manufacturer	Models	Gazette notice details
Hartridge	MkII Brake tester	3 September 1970, No 53, p 1574
Hoffman Werkstatt	Brekon 131-3	25 September 2001, No 135, p 3469
	Brekon 131-4 and 4S	
	Safeline Pro testing lanes that include one of the following: Brekon 130-3 Brekon 130-4 and 4S Safeline Truck testing lanes that include brake testing devices suitable for 10, 13, 16 or 18 t axle load at a test speed of 2.6, 2.8, 5.2, or 5.6 km/h	
	Brekon 141-3 and 141-4	9 November 2006, No. 132, p 3837
HPA	Models 2302, 2303, and 2313-MK Roller brake testing machine	22 March 1973, No 23, p 524
	Model 5023 Roller brake testing machine	29 June 1995, No 64, p 1733
	Model LX5004.138.009 Roller brake testing machine	21 March 1996, No 28, p 867
Hunter	B400 Plate Brake Tester	19 September 1991, No 140, p 2992
	B404 Plate Brake Tester	22 August 1991, No 126, p 2727
Intertech	Model No HH650 EV	7 March 1996, No 23, p 735
Kismet	Model Nos KBT 300, 301 and 302	22 March 1973, No 23, p 524
MAHA	MAHA PP2 Platform brake tester (digital and analogue)	6 October 1988, No 170, p 3973
	MAHA Platform brake tester Model Junior-Check 2P	14 September 1995, No 99, p 3102
	MAHA Platform brake tester MPP 2240	9 June 2011, No 81, p1909
	MAHA Roller brake testing machine Model IW 2 Series	24 February 1994, No 16, p 914
	MAHA Roller brake testing machine Model IW 4	21 March 1996, No 28, p 867
	MAHA Roller brake tester Model IW 7 Mobile	15 June 2006, No 52, p 1430
	MAHA Roller brake tester Model MBT 2100	17 December 2009, No 188, p4524
Muller BEM	Billanmatic series 45200, 43300, 44800, 44700 <b>Note</b> the model number may also include B, 2V, B-2V Billanmatic series 7300, 7500, 7700, 8600, 10000	5 December 2000, No 164, p 4262
Nepean	Model Barbie 14104 Vehicle inspection trailer	11 June 1998, No 79, p 1760
Nissalco	Model IM2581 Roller brake tester	3 December 1981, No 145, p 3661
	Model M2581 Super-Combi Tester	24 June 1999, No 75, p 1696
PlateTronic	Models Pitstop 2P, Pitstop 4P Platebrake tester	9 April 2009, No 48, p 1177
Shenzhen Cosber Industrial Co Ltd	Model Cosber KZD-3 series of roller brake testing machines	25 September 2008, No 143, p 3901
Simaret	Models Simaret BrakeSafe, Simaret 3000, Simaret F	12 November 1998, No 184, p 4350
Tapley	Tapley portable brake tester	7 March 1957, No 20, p 449
Tecalemit	Model No DE 5000 CU Roller brake testing machine	22 February 1996, No 15, p 508
Tiangle	Brake testing instruments Commercial Vehicle Model and Standard Model (Ref. DBT2)	5 May 1966, No 25, p 737
Vane	Vane Bowmonk dynamometer	16 March 1967, No 16, p 384
Vehicle Inspection Systems Pty Ltd	VIS-Check, VIS-TF-RL and VIS-VE-RL	4 March 2010, No 25, p 580
Vericom	Model VC2000 and VC2000PC brake testing computers	26 October 1995, No 122, p 3775
	Model VC3000	27 March 2003, No 30, p 847
Vipac	Model VBT101 brake-tester	23 June 1994, No 62, p 2089, or 25 May 1995, No 50, p 1282

Continued over page ...

Manufacturer	Models	Gazette notice details
VTEQ S.L. (Spain) (previously BCN)	VTEQ 3080	14 August 2003, No 101, p 2689
	VTEQ 2080	17 February 2004, No 17, p 372
	VTEQ 6000 (analogue) VTEQ 7000 (digital)	9 November 2006, No. 132, p 3837
Weaver	WY-25, WY-30, WY-40S, WY-55, WY-60, WY-70S, WY-75 and WY-76	7 March 1957, No 20, p 449

### 5.1.8 Approved brake test equipment (CoF)

**Note** A decelerometer from the WoF list under 5.1.7 may be used only under special circumstances, such as the roller brake machine breaking down unexpectedly, or being presented with a vehicle that cannot be reasonably tested on the roller brake machine. Refer to *Heavy vehicle brake testing protocol* for detailed requirements.

Manufacturer	Models	Gazette notice details
Autoteknik	Portable truck brake testing machine Model No BM 20200	30 January 1997, No 8, p 190
	Model BM 17200	10 August 2000, No 89, p 2184
BM Autoteknik	BM17200	1 August 2000, No 89, p 2184
	BM12200	30 March 2001, No 37, p 830
MAHA	MAHA Roller brake testing machine Model IW 4	21 March 1996, No 28, p 867
	MAHA Roller brake tester Model IW 7 Mobile	15 June 2006, No 52, p 1430
Nepean	Model Barbie 14104 Vehicle inspection trailer	11 June 1998, No 79, p 1760
Simaret	Models Simaret BrakeSafe, Simaret 3000, Simaret F	12 November 1998, No 184, p 4350
Tiangle	Brake testing instrument Commercial Vehicle Model	5 May 1966, No 25, p 737
Vehicle Inspection Systems Pty Ltd	VIS-Check, VIS-TF-RL and VIS-VE-RL	4 March 2010, No 25, p 580
Vericom	Model VC2000 and VC2000PC Brake testing computers	26 October 1995, No 122, p 3775
	Model VC3000	27 March 2003, No 30, p 847
VTEQ S.L. (Spain)	VTEQ 7000 (digital)	November 2006, No 132, p3837



## Introduction 6 Appointments

### 6.1 Vehicle inspectors

#### 6.1.1 Warrant of Fitness

Applications for appointment must be sponsored by an employing inspecting organisation.

The candidate must:

- a) have the following qualifications/work experience:
  - i. be qualified as an automotive technician with either NZ Trade Certificate, National A-Grade Registration, NZ Advanced Trade Certificate or equivalent, or
  - ii. be qualified as an automotive technician with either National Certificate in Automotive Engineering, National Registration or equivalent, and three years recent relevant work experience, or
  - iii. have worked full-time carrying out repairs and maintenance to all safety aspects of light motor vehicles for at least five years continuously

**Note 1** Overseas qualifications must be recognized in New Zealand through the NZ Qualifications Authority (NZQA).

**Note 2** Vehicle inspectors currently or wishing to be appointed to inspect general vehicles under this clause may, on application, also be appointed to inspect motorcycles if they are able to provide evidence of:

- a) appropriate training on motorcycle repairs, maintenance or inspections (may be external or internal training), or
  - b) appropriate work experience repairing, maintaining or inspecting motorcycles (other practical experience, such as repairing and servicing own motorcycles, will be considered).
- b) demonstrate a comprehensive knowledge of the requirements in the *VIRM: In-service certification*, sufficient to inspect and certify a vehicle
  - c) demonstrate a comprehensive knowledge of common vehicles and their:
    - i. structure, including glazing and external projections
    - ii. suspension, steering and braking systems
    - iii. safety equipment, including seatbelts and airbags
    - iv. lighting system requirements
  - d) be a fit and proper person (section 2.6 of the Rule). The criteria considered with any application include:
    - i. relevant criminal convictions
    - ii. transport related offences
    - iii. relevant warnings, penalties and disciplinary actions imposed
    - iv. relevant complaints
    - v. the public interest and land transport safety
  - e) have a current driver licence for the class(es) of vehicles to be inspected.

**Application packs may be obtained from, and applications must be made to:**

*Vehicle Certifiers Registers  
 Transport Registry Centre  
 Private Bag 11777  
 Palmerston North 4442  
 Phone 0800 587 287*

### 6.1.2 Certificate of Fitness

Applications for appointment must be sponsored by an employing TSD Agent.

#### For vehicle classes LC, LD, LE, MA, MB, MC, MD1, MD2, NA:

The candidate must:

- a) have the following qualifications/work experience:
  - i. be qualified as an automotive technician with either NZ Trade Certificate, National A-Grade Registration, NZ Advanced Trade Certificate or equivalent, or
  - ii. be qualified as an automotive technician with either National Certificate in Automotive Engineering, National Registration or equivalent, and three years recent relevant work experience, or
  - iii. have worked full-time carrying out repairs and maintenance to all safety aspects of light motor vehicles for at least five years continuously

**Note 1** Overseas qualifications must be recognized in New Zealand through the NZ Qualifications Authority (NZQA).

**Note 2** Vehicle inspectors currently or wishing to be appointed to inspect general vehicles under this clause may, on application, also be appointed to inspect motorcycles if they are able to provide evidence of:

- a) appropriate training on motorcycle repairs, maintenance or inspections (may be external or internal training), or
  - b) appropriate work experience repairing, maintaining or inspecting motorcycles (other practical experience, such as repairing and servicing own motorcycles, will be considered).
- b) demonstrate a comprehensive knowledge of the requirements in the *VIRM: In-service certification*, sufficient to inspect and certify a vehicle
  - c) demonstrate a comprehensive knowledge of common vehicles and their:
    - i. structure, including glazing and external projections
    - ii. suspension, steering and braking systems
    - iii. safety equipment, including seatbelts and airbags
    - iv. lighting system requirements
  - d) be a fit and proper person (section 2.6 of the Rule). The criteria considered with any application include:
    - i. relevant criminal convictions
    - ii. transport-related offences
    - iii. relevant warnings, penalties and disciplinary actions imposed
    - iv. relevant complaints
    - v. the public interest and land transport safety
  - e) have a current driver licence for the class(es) of vehicles to be inspected.



**For vehicle classes MD3, MD4, ME, NB, NC, TC, TD:**

**Note** The applicant can only apply for one of the two following categories at a time, with two months between applications, that is, either:

- MD3, MD4, ME, or
- NB, NC, TC, TD.

The candidate must:

a) be qualified as:

- i. an automotive technician with either NZ Trade Certificate, National A-Grade Registration, or NZ Advanced Trade Certificate or equivalent **and** three years relevant workshop experience performing vehicle maintenance and repair work
- ii. an automotive technician with either National Certificate in Automotive Engineering, National Registration or equivalent **and** three years relevant work experience
- iii. a person who has worked in full-time employment carrying out repairs and maintenance to all safety aspects of heavy motor vehicles for at least five years continuously within the last six years.

**Note** Overseas qualifications must be recognized in New Zealand through the NZ Qualifications Authority (NZQA).

b) demonstrate a comprehensive knowledge of the requirements in the *VIRM: In-service certification* and the *Heavy motor vehicle safety inspection guide*, sufficient to inspect and certify a vehicle

c) demonstrate a comprehensive knowledge of common vehicles and their:

- i. structures, including glazing and external projections, and
- ii. suspensions, steering and braking systems, and
- iii. tow connections and load anchorages, and
- iv. lighting system requirements

d) demonstrate a comprehensive knowledge of large passenger service vehicles and their requirements (applicable to MD3, MD4 and ME category only)

e) be a fit and proper person (section 2.6 of the Rule). The criteria considered with any application include:

- i. relevant criminal convictions
- ii. transport-related offences
- iii. relevant warnings, penalties and disciplinary actions imposed
- iv. relevant complaints
- v. the public interest and land transport safety

f) have a current driver licence for the class(es) of vehicles to be inspected.

**Application for appointment must be made by the candidate's employing organisation head office to:**

*Vehicle Certifiers Registers  
Transport Registry Centre  
Private Bag 11777  
Palmerston North 4442  
Phone 0800 587 287*

### **6.1.3 Lapse of appointment**

A vehicle inspector's appointment category will be revoked if it is not used within a 12-month period.

## **6.2 Inspecting organisations**

### **6.2.1 Warrant of Fitness**

1. WoF inspecting organisations must:
  - a) meet the requirements for inspection premises and equipment, and
  - b) be fit and proper (section 2.6 of the Rule). The criteria considered with any application include:
    - i. relevant criminal convictions
    - ii. transport-related offences
    - iii. relevant warnings, penalties and disciplinary actions imposed
    - iv. relevant complaints
    - v. the public interest and land transport safety, and
  - c) have currently employed a vehicle inspector approved for the relevant classes of vehicles.

### **6.2.2 Certificate of Fitness**

The requirements are set out in the Transport Service Delivery (TSD) Agent contracts.

## Introduction

## 7 Definitions and abbreviations

<b>A-train</b>	means an articulated vehicle towing a full trailer.
<b>Affix</b>	in relation to a vehicle identifier, means stamp, emboss, etch or engrave onto (a) the permanent structure of a motor vehicle, or (b) a plate affixed to the permanent structure of a vehicle.
<b>Agricultural</b>	in relation to purposes or operations, means connected directly with the operation or management of a farm.
<b>Agricultural trailer</b>	means a trailer constructed to be operated in connection directly with the operation or management of a farm, but does not include a logging trailer.
<b>Air brake</b>	means a brake, the operation of which requires the use of compressed air.
<b>All-terrain vehicle</b>	means a special purpose vehicle, with or without motor cycle controls and equipment, that: (a) is principally designed for off-road use, and (b) has three or more wheels, and (c) has an engine capacity exceeding 50 ml, and (d) has a gross weight of less than 1000 kg.
<b>Alley lamp</b>	means a work lamp designed primarily to provide a fixed or movable beam of light to the side of a vehicle to which it is fitted.
<b>Alternative fuel inspection certificate</b>	means evidence of vehicle inspection relating to the periodic in-service inspection and certification of an LPG or CNG fuel system.
<b>Alternative fuel installation certificate or compliance plate</b>	means an inspection and certification document relating to the installation of an LPG or CNG fuel system.
<b>Alternative fuel system</b>	means a fuel storage and conducting system that is used to provide liquid petroleum gas, compressed natural gas or any other pressurised liquid or gaseous fuel (other than petrol or diesel) for the purpose of propulsion of a vehicle.
<b>Alternative fuel system inspection and certification</b>	means inspection and certification of an LPG or CNG fuel system comprising either (a) specialist inspection and certification required for the issuing of an alternative fuel installation certificate or an alternative fuel installation compliance plate, or (b) in-service inspection and certification required for the issuing of an alternative fuel inspection certificate.
<b>Ambulance</b>	means a motor vehicle designed and used principally for the carriage of sick or injured persons.
<b>Ambulance service</b>	means a service that complies with the requirements in NZS 8156:2002 Ambulance Sector Standard, and is generally a vehicle marked and identified as an ambulance.
<b>Anti-glare band overlay</b>	means a tinted overlay that is transparent and that is applied along the top edge of the windscreen for the purpose of reducing glare from the sun.

<b>Anti-lock braking system (ABS)</b>	means a device that senses that one or more of the wheels is starting to lock up during braking and regulates the braking forces automatically and effectively to prevent it.
<b>Applicable requirement</b>	means any requirement specified or incorporated in an Act, regulation, code or rule that applies to the design, construction, condition, equipment, modification, repair or maintenance of a specific vehicle. All applicable requirements for in-service inspection and certification are contained in this manual.
<b>Approved</b>	in relation to an appliance, apparatus, device, system, component, equipment or fitting, means approved by NZTA.
<b>Articulated bus</b>	means a bus consisting of two or more rigid sections that: <ul style="list-style-type: none"> <li>(a) articulate relative to each other, and</li> <li>(b) have interconnecting passenger compartments that allow passengers to move freely between them, and</li> <li>(c) are not easily detachable from each other without specialist equipment.</li> </ul>
<b>Articulated vehicle</b>	means any motor vehicle with a semi-trailer attached, so that part of the semi-trailer is superimposed upon the motor vehicle and a substantial part of the weight of the semi-trailer and of its load is borne by the motor vehicle.
<b>Asymmetric dipped-beam headlamp</b>	means a dipped-beam headlamp that emits a beam of light with a distinct horizontal cut-off from at least the centre to the edge of the beam.
<b>At a height not exceeding</b>	in relation to lighting equipment fitted to a vehicle, means the height above which no part of the illuminated area of the equipment extends when the vehicle is at its gross vehicle mass and when each tyre with which the vehicle is fitted is inflated to the pressure recommended by the vehicle manufacturer.
<b>Auxiliary brake</b>	means a device, other than a service brake or parking brake, fitted to a vehicle to enable the driver to control its speed, whether or not it is suitable to stop the vehicle.
<b>Average deceleration</b>	means the average deceleration during braking, which is either the mean value of deceleration during braking or the deceleration calculated from the distance travelled during the period when the deceleration occurred and the difference between the speed immediately before and after that.
<b>Axle</b>	means one or more shafts, spindles, or bearings in the same vertical transverse plane by means of which, in conjunction with wheels mounted on those shafts, spindles, or bearings, a portion of the weight of the vehicle is transmitted to the roadway, and: <ul style="list-style-type: none"> <li>(a) if two or more wheels of a motor vehicle are substantially in the same line transversely and some or all of them have separate axles, the axles of all those wheels are to be treated as one axle;</li> <li>(b) if the longitudinal centre-line of an axle of a motor vehicle is less than 1 m distant from the longitudinal centre-line of another axle, the two axles are to be treated as one axle ("a dual axle");</li> <li>(c) for the purposes of measuring the distance of a dual axle from any other axle, the measurement is taken from the longitudinal centreline of the axle that is nearer to the axle from which the distance is to be measured.</li> </ul>
<b>Axle set</b>	means a single axle set, a tandem axle set, a twin-steer axle set, a tri-axle set or a quad-axle set.
<b>Axle stop device</b>	means a device to control the movement of the axle in the event of suspension failure.
<b>B-train</b>	means a motor vehicle comprising a towing vehicle and two semi-trailers connected at two points of articulation where the forward distance of the longer trailer divided by the forward distance of the shorter trailer does not exceed 1.4.
<b>Ballrace turntable</b>	means a device incorporating a low friction ball bearing fitted between two substantial structural components of a vehicle to enable rotational motion between those components about a vertical axis.

<b>Beacon</b>	means a warning lamp comprising one or more light sources designed to emit a flashing light or a revolving beam of light.
<b>Body</b>	means the part of the vehicle that is designed for the use and accommodation of the occupants or to hold any goods, and (for PSVs) includes all of the portion of the vehicle that is designed for the use and accommodation of the occupants and their luggage, and to hold any goods that may be carried.
<b>Body transfer vehicle</b>	means a motor vehicle that is used primarily for the transportation of deceased persons.
<b>Bolster Attachment Code</b>	means the Bolster Attachment Code of the Log Transport Safety Council, approved by the NZTA.
<b>Brake</b>	means a system to reduce the speed of a vehicle, to stop the vehicle or to keep the vehicle stationary.
<b>Brake circuit</b>	means the combination of components that functionally links the brake control and the foundation brake. The circuit may be mechanical, hydraulic, pneumatic, electrical or a mix of these.
<b>Brake coupling</b>	means the device for connecting the control and supply lines of the towing vehicle to the control and supply lines of the trailer.
<b>Brake friction material</b>	means a brake component having a friction surface that is designed to be preferentially sacrificed.
<b>Brake friction surface</b>	means any surface of a brake component that is designed to convert kinetic energy to heat.
<b>Brake lining</b>	means a brake lining in the case of a drum brake, and a brake pad in the case of a disc brake.
<b>Brake lining assembly</b>	means a component of a friction brake, including a brake lining and its backing plate or a brake lining and its brake shoe, that is pressed against the brake disc or drum to produce friction force.
<b>Brake pedal assembly</b>	means an assembly containing the brake pedal and pedal pivot, pedal bracket, pedal return spring and associated components.
<b>Brake reservoir</b>	means a device designed and constructed to store fluid, compressed air, compressed gas or vacuum; does not include pipes, valves, hoses or booster cylinders operated by vacuum or compressed air.
<b>Braking force</b>	means the retarding force generated by a brake assembly.
<b>Breakaway brake</b>	means a service brake or parking brake fitted to a trailer that ensures, under all conditions of use, that, if the trailer is unintentionally disconnected from its towing vehicle, the brake will automatically and immediately apply and will remain applied for at least 15 minutes.
<b>Cab-guard</b>	means a structure attached to a vehicle that provides protection to the cab occupants from the effects of load impact, and may include a headboard.
<b>Caravan trailer</b>	means a trailer that is permanently equipped with features intended to make the vehicle suitable as a person's dwelling place, and must include at least one sleeping berth and one table, both of which may be of a design that allows them to be retracted or folded away.
<b>Central tyre inflation system</b>	means a type of tyre pressure control system that adjusts tyre pressure for the purpose of inflating and deflating tyres to improve tyre adhesion and reduce road surface damage and which is under the central control of the driver or an automated system, or a combination of both the driver and an automated system (commonly known as 'CTI').

<b>Certificate of fitness (CoF)</b>	means evidence of vehicle inspection issued to vehicles listed under 3.3.1 of the Introduction.
<b>Certificate of fitness inspection and certification</b>	means periodic in-service inspection and certification of a vehicle listed under 3.3.1 of the Introduction.
<b>Certificate of loading (CoL)</b>	means a certificate issued to a vehicle that requires verification of its loading and weight limits.
<b>Certificate of loading inspection and certification</b>	means inspection and certification of a vehicle, required for the issuing of a certificate of loading.
<b>Certify</b>	means <ul style="list-style-type: none"> <li>(a) in relation to a vehicle, or specific aspect of a vehicle, to make a record of determination that confirms that the vehicle inspector or inspecting organisation has determined that the vehicle or specific aspect of the vehicle complies with the applicable requirements, or</li> <li>(b) in relation to a vehicle's loading and weight limits, to make a record of determination of a vehicle's loading and weight limits.</li> </ul>
<b>Chassis</b>	means the structural lower part of a vehicle to which the running gear and, as applicable, engine, transmission, steering system and body may be attached.
<b>Chassis assembly</b>	means a chassis with running gear attached and, as applicable, engine, transmission and steering system attached.
<b>Child restraint</b>	includes child seats, booster seats and seatbelts designed specifically to fit children.
<b>Child safety lock</b>	means a safety device installed during the manufacture of the vehicle to prevent a door from being opened from inside of the vehicle.
<b>Class</b>	in relation to vehicles, means a category of vehicle of one of the Groups A, L, M, N and T, as specified under 3.2 of the Introduction.
<b>CNG</b>	means compressed natural gas.
<b>Coaming rail</b>	means a raised frame boarder around the load platform of a vehicle.
<b>Combination vehicle</b>	means a towing vehicle in combination with one or more trailers or other motor vehicle that is being towed.
<b>Compliance label</b>	means an attachment to a vehicle in the form of a label that confirms compliance of the vehicle or a specific aspect of the vehicle with applicable requirements.
<b>Compliance plate</b>	means an attachment to a vehicle in the form of a plate that confirms compliance of the vehicle or a specific aspect of the vehicle with applicable requirements.
<b>Conditional permit (or permit, including temporary permit or 28-day permit)</b>	means inspection and certification document that confirms that a determination has been made that the vehicle is safe to be operated under specified conditions.

<b>Construction (vehicle)</b>	means the manufacture, assembly, reassembly or modification of a vehicle, and includes all acts and activities related or incidental to the construction of a vehicle.
<b>Construction (tyre)</b>	means (a) for a pneumatic tyre, the type of tyre carcass (including ply orientation and ply rating or load index), or (b) for any other tyre, characteristics relating to size, shape and material.
<b>Control</b>	means the part of the brake actuated directly by the driver to regulate the operation of the brake.
<b>Control (service) line</b>	means the part of the brake circuit that transmits the service brake signal within a vehicle and also between vehicles being operated as a combination vehicle.
<b>Converter dolly</b>	means an individual trailer unit with a fifth-wheel coupling used to convert a semi-trailer to a full trailer. A dolly must have either (a) a rigid drawbar associated with an oscillating fifth wheel and a single axle or a tandem axle set, or (b) a tandem axle set with a hinged drawbar with a fixed fifth wheel.
<b>Cornering lamp</b>	means a lamp designed to emit light at the front of the vehicle to supplement a vehicle's headlamps by illuminating the road ahead in the direction of the turn.
<b>Corrosion damage</b>	is where the metal has been eaten away, which is evident by pitting. The outward signs of such corrosion damage is typically displayed by the lifting or bubbling of paint. In extreme cases, the area affected by the corrosion damage will fall out and leave a hole.
<b>Coupling</b>	means that part of a vehicle that is specifically designed to enable it to be connected to another vehicle, and does not include a structural member of the towing or towed vehicle.
<b>Cosmetic lamp</b>	means a lamp that is not a headlamp, stop lamp, direction-indicator lamp, position lamp, rear registration plate illumination lamp, reflector, fog lamp, daytime running lamp, cornering lamp, reversing lamp, reflective material, interior lamp, work lamp, flashing or revolving beacon or illuminated vehicle-mounted sign.
<b>Crew</b>	in relation to a PSV, means the person or group of persons in control or having responsibility for the operation of the vehicle or the well-being of the passengers.
<b>Cross-ply</b>	means a pneumatic tyre structure in which the ply cords in the tyre carcass extend to the beads and are laid at alternate angles, which are substantially less than 90 degrees, to the centreline of the tread. This tyre structure is also referred to as 'bias ply' or 'diagonal ply'.
<b>Cut-off</b>	means that part of a dipped beam that marks a separation between areas of higher and lower luminance.
<b>Daytime running lamp</b>	means a lamp designed to emit a low-intensity light forward of a vehicle to make it more easily seen in the daytime.
<b>Deceleration</b>	means the rate of speed reduction over time.
<b>Dedicated combination</b>	means, in relation to heavy vehicle brakes, a combination of vehicles certified for use in combination where both vehicles are affixed with a plate clearly and indelibly marked with the VIN or chassis number of the vehicle.
<b>Dedicated emergency exit</b>	in relation to a PSV, means any doorway, window, hatch or other opening that is designed and constructed solely to provide a means of leaving the vehicle in the event of an emergency.

<b>Dedicated groundsprayer</b>	means a self-propelled or trailing machine whose sole function is the application of chemicals or liquid fertiliser to crops or to the ground.
<b>De-registered</b>	means that a vehicle's New Zealand registration has been cancelled in accordance with section 27 or section 28 of the <i>Transport (Vehicle and Driver Registration and Licensing) Act 1986</i> .
<b>Design</b>	in relation to a motor vehicle, refers to the construction of the motor vehicle, and not its use or intended use, and 'designed' has a corresponding meaning.
<b>Determination</b>	means a record, in paper or electronic form, that a vehicle or specific aspect of vehicle complies or does not comply with the applicable requirements.
<b>Dipped beam</b>	means a beam of light, emitted from a lamp fitted to a vehicle, that is angled downwards in such a way that it prevents undue dazzle or discomfort to oncoming drivers and other road users.
<b>Dipped-beam headlamp</b>	means a headlamp designed to emit a dipped beam.
<b>Direct trailer service brake</b>	means a service brake fitted to a trailer that allows the driver of a towing vehicle, from their driving position, to directly and progressively regulate the trailer brake effort.
<b>Direction indicator lamp</b>	means a lamp designed to emit a flashing light to signal the intention of the driver to change the direction of the vehicle to the right or to the left.
<b>Door retention system</b>	means any system, contrivance or mechanism that connects the doors of a motor vehicle to those doorways that are used for the entry and exit of vehicle occupants.
<b>Drawbar</b>	means an assembly of components, that includes: the trailer coupling that connects the trailer to the coupling of the towing vehicle, hinges (where applicable) and the structural and other related components between the trailer coupling and trailer bogie or chassis.
<b>Drawbeam</b>	means the part of the towing vehicle to which a coupling is fitted to enable a heavy trailer to be connected, and includes the attached coupling.
<b>Dual steering</b>	in relation to a vehicle, means the vehicle is able to be steered from the left-hand and right-hand side of the vehicle.
<b>Emergency brake</b>	in relation to any vehicle, or combination of vehicles, means the system that makes it possible to undertake a controlled stop of the vehicle or combination in the event of the failure of the service brake.
<b>Emergency exit</b>	means: <ul style="list-style-type: none"> <li>(a) a door used for the entry and exit of the occupants and, for this purpose, a door of double width is a single emergency exit</li> <li>(b) the access between the front and rear sections of an articulated bus</li> <li>(c) the stairway from the upper deck to the lower deck</li> <li>(d) a dedicated emergency exit.</li> </ul>

<b>Emergency vehicle</b>	means a vehicle used for attendance at emergencies and operated <ul style="list-style-type: none"> <li>(a) by an enforcement officer, or</li> <li>(b) by an ambulance service, or</li> <li>(c) as a fire service vehicle, or</li> <li>(d) as a civil defence emergency vehicle, or</li> <li>(e) as a defence force emergency vehicle.</li> </ul>
<b>End-outline marker lamp</b>	means a position lamp designed to be fitted near the outer extremity of a vehicle in addition to forward-facing and rearward-facing position lamps, and includes a cab roof lamp.
<b>Engine brake</b>	means a device or feature of an engine to increase, when applied, the retardation force provided by the engine that can be utilised to control the speed of the vehicle.
<b>Enter service</b>	in relation to a vehicle, means to begin to be operated in service on the road in New Zealand for the first time in compliance with registration requirements of the <i>Transport (Vehicle and Driver Registration and Licensing) Act 1986</i> .
<b>Entered service as a passenger service vehicle</b>	means the most recent occasion of the vehicle entering service as a passenger service vehicle.
<b>Entry inspection and certification</b>	means inspection and certification of a vehicle that is entering or re-entering service, and that is carried out by a TSD Agent.
<b>Evidence of vehicle inspection</b>	in relation to a vehicle, means any certificate, label or document issued as evidence of the completion of the periodic vehicle inspection requirements in respect of that vehicle (ie a WoF or CoF label or an Alternative Fuel Inspection Certificate, but not a temporary permit).
<b>Exhaust system</b>	means a pipe assembly through which the engine exhaust gases pass to the atmosphere and includes some means of sound attenuation.
<b>Fifth wheel</b>	means a device fitted to a vehicle to enable a semi-trailer to be connected to it by means of a kingpin so that the semi-trailer may be towed.
<b>First registered</b>	in relation to a motor vehicle, means, unless specified otherwise, first registered in any country.
<b>Fog lamp</b>	means a high-intensity lamp designed to aid the driver or other road users in conditions of severely reduced visibility, including fog or snow, but not including clear atmospheric conditions under the hours of darkness, and that is <ul style="list-style-type: none"> <li>(a) a front fog lamp, or</li> <li>(b) a rear fog lamp.</li> </ul>
<b>Foot room</b>	means an area on the floor in front of the seat or partially under the seat to accommodate the feet of the person sitting on the seat.
<b>Forestry</b>	in relation to purpose or operations, means connected directly with the operation or management of a forest. A 'forestry chipper' is a vehicle that is designed and used exclusively in this capacity.
<b>Forklift</b>	means a motor vehicle (not fitted with self-laying tracks) designed principally for lifting, carrying and stacking goods by means of one or more tines, platens or clamps.

<b>Forward distance</b>	means: <ul style="list-style-type: none"><li>(a) in relation to a rigid vehicle, or the front section of an articulated bus, the distance from the rear axis to the front of the vehicle or its load, whichever is foremost</li><li>(b) in relation to a full trailer, the distance from the rear axis to the front of the trailer (excluding the drawbar and front axle set with its associated carriage) or its load, whichever is foremost</li><li>(c) in relation to a simple trailer, or the rear section of an articulated bus, the distance from the rear axis to the centre of the point of attachment to the towing vehicle</li><li>(d) in relation to a semi-trailer, the distance from the rear axis to centre of the kingpin</li><li>(e) in relation to a pole trailer with only one axle set, the distance, excluding load, from the trailer's rear axis to the centre of the point of attachment to the towing vehicle with the drawbar fully extended</li><li>(f) for a pole trailer having two axle sets, the distance, excluding load, from the trailer's front axis to the centre of the point of attachment to the towing vehicle with the drawbar fully extended.</li></ul>
<b>Foundation brake</b>	means the basic brake assembly fitted to each axle or road wheel which produces the braking force necessary to bring a vehicle to a stop; and includes the complete drum or disc brake.
<b>Front axis</b>	means: <ul style="list-style-type: none"><li>(a) the centre point of the front axle set of a trailer that has two axle sets and is steered by the front axle set, or</li><li>(b) the centre of the foremost axle of a rigid vehicle with motive power.</li></ul>
<b>Front fog lamp</b>	means a fog lamp designed to provide a dipped beam of light to the front of a motor vehicle for the purpose of illuminating the road ahead of that vehicle.
<b>Front overhang</b>	means the distance measured to the foremost point of the vehicle, including its load but in the case of a full trailer excluding the drawbar, from the following positions: <ul style="list-style-type: none"><li>(a) for a rigid vehicle, from the front edge of the driver's seat, when in the rearmost position, or</li><li>(b) for a semi-trailer, the centre of the kingpin, or</li><li>(c) for a full trailer, the centre of the turntable, or</li><li>(d) for a simple trailer, the centre of the tow coupling, or</li><li>(e) for the load of a pole trailer combination, the centre of the turntable on the towing vehicle.</li></ul>
<b>Frontal impact protection system</b>	means a set of associated parts, components and systems incorporated in a motor vehicle to protect occupants in a frontal impact collision.
<b>Full trailer</b>	means a trailer with two axle sets, the foremost of which is steered by a drawbar, and includes a semi-trailer with non-steering axles coupled to a converter dolly.
<b>Goods</b>	means all kinds of movable personal property, and includes articles sent by post and animals.
<b>Goods service</b>	means the carriage of goods on any road, whether or not for hire or reward, by means of a motor vehicle whose gross laden weight is 6000 kg or more, and includes the letting on hire of a motor vehicle whose gross laden weight is 6000 kg or more by a person who drives the vehicle or provides a driver for the vehicle, where the motor vehicle is used for the carriage of goods.



<b>Goods service licence</b>	means a transport service licence granted by the NZTA that authorises its holder to carry on a goods service.
<b>Goods service vehicle</b>	means a motor vehicle used or capable of being used in a goods service for the carriage of goods, but does not include a vehicle specified as an exempt goods service vehicle in the regulations or the rules.
<b>Goods vehicle</b>	means a motor vehicle that is constructed primarily for the carriage of goods.
<b>Gross combination mass</b>	means, for a vehicle that is permitted to tow another vehicle, the maximum permitted combined mass of the towing vehicle and any combination of attached trailers or vehicles, determined by the vehicle manufacturer and approved by the NZTA, or determined by the NZTA.
<b>Gross laden weight</b>	<p>in relation to a motor vehicle, means:</p> <p>(a) the greatest of the following weights:</p> <ul style="list-style-type: none"> <li>i. a weight specified (subsequent to the latest modification specified, if any) as the gross laden weight of the vehicle by the manufacturer of the vehicle</li> <li>ii. a weight specified as the gross laden weight of the vehicle, or of a vehicle of that kind, by or under the regulations or the rules</li> <li>iii. the weight of the vehicle, together with the load that the vehicle is for the time being carrying, including equipment and accessories</li> </ul> <p>(b) if evidence is adduced in respect of any but not all of the 3 weights referred to in paragraph (a), the greater of the weights, or (as the case may be) the only weight, in respect of which evidence is adduced</p> <p>(c) if evidence is not adduced in respect of any of the weights referred to in paragraph (a), the total of the unladen weight of the vehicle and the weight of the maximum load that the vehicle may safely carry.</p>
<b>Gross mass (or gross weight)</b>	in relation to any vehicle or combination vehicle, means the mass of that vehicle and its load, equipment, and accessories, which may be determined by adding the mass on the vehicle's axles or axle sets.
<b>Gross vehicle mass</b>	<p>means either:</p> <p>(a) the maximum permitted mass of a vehicle, which includes the mass of the accessories, the crew, the passengers and load, and is, unless (b) applies, the gross vehicle mass specified (subsequent to the latest modification, if any) by the manufacturer of the vehicle, or</p> <p>(b) if a person approved for the purpose by the NZTA determines that the gross vehicle mass of a vehicle should differ from that specified by the manufacturer, taking into account evidence on the capability of the systems and components of the vehicle, or the effects of any modification, that mass determined by that person.</p>
<b>Groundspreader</b>	means a vehicle designed specifically for the carriage of powder or particulate artificial fertilisers on the road, and for the distribution of those fertilisers directly from the vehicle onto the land by means of a mechanical or pneumatic distributor that forms part of the vehicle.
<b>Group</b>	<p>in relation to vehicles, means a collective category of the vehicle classes listed under 3.2 of the Introduction as follows:</p> <ul style="list-style-type: none"> <li>(a) Group A means vehicles of class AA and AB</li> <li>(b) Group L means vehicles of class LA, LB, LC, LD and LE</li> <li>(c) Group M means vehicles of class MA, MB, MC, MD and ME</li> <li>(d) Group N means vehicles of class NA, NB and NC</li> <li>(e) Group T means vehicles of class TA, TB, TC and TD.</li> </ul>

<b>Head restraint</b>	means a fitting forming part of a vehicle seat intended to restrain occupants' heads from excessive movement in the event of a crash.
<b>Headboard</b>	means the substantially vertical part of the forward end of a flat deck or curtain-sided body of a vehicle.
<b>Headlamp</b>	means a lamp designed to illuminate the road ahead of a vehicle, and that is: <ul style="list-style-type: none"> <li>(a) a dipped-beam headlamp, or</li> <li>(b) a main-beam headlamp, or</li> <li>(c) a combination of a dipped-beam headlamp and a main-beam headlamp.</li> </ul>
<b>Heavy haulage trailer</b>	means a trailer that is fitted with an hydraulic suspension system that allows the adjustment of the ride height, and for which the pressure in the hydraulic system varies significantly at any given load condition of the trailer depending solely on the ride height.
<b>Heavy (motor) vehicle</b>	means a motor vehicle that is: <ul style="list-style-type: none"> <li>(a) of class MD3, MD4, ME, NB, NC, TC or TD, or</li> <li>(b) a vehicle not listed under 3.2 of the Introduction with a gross vehicle mass that exceeds 3500 kg.</li> </ul>
<b>Heavy passenger service vehicle</b>	means a passenger service vehicle whose gross vehicle mass exceeds 3500 kg.
<b>Heavy vehicle specialist inspection and certification</b>	means specialist inspection and certification of specific aspects of a heavy vehicle.
<b>High-mounted stop lamp</b>	means a stop lamp that is designed to be fitted in a central, high-mounted position at the rear of a vehicle.
<b>Hook truck</b>	means a vehicle recovery service vehicle with a crane hoist that partially lifts the vehicle to be recovered, which is then towed in this position.
<b>Hours of darkness</b>	means: <ul style="list-style-type: none"> <li>(a) a period of time between half an hour after sunset on one day and half an hour before sunrise on the next day, or</li> <li>(b) any other time when there is not sufficient daylight to render clearly visible a person or vehicle at a distance of 100 m.</li> </ul>
<b>Hub</b>	means the part of a vehicle that is attached to the axle and rotates on, or with, the axle, and to which the wheel is attached, and includes any bearings.
<b>HVS</b>	means heavy vehicle specialist, as in HVS certification.
<b>Hydraulic brake</b>	means a brake that utilises hydraulic pressure to activate the foundation brake, whether its operation is assisted by compressed air, vacuum or any other means.
<b>Independent brake</b>	means a brake of which the entire operating mechanism or system is either: <ul style="list-style-type: none"> <li>(a) distinct and separate from all parts or connections of any other brake or brake system, so that the independent brake cannot be adversely affected by the operation or failure of any other brake, or</li> <li>(b) common to any other brake or brake system only in parts or connections which are of such design and strength that under normal operating conditions and with a proper standard of maintenance there is no reasonable probability of failure by reason of the failure of any other brake or brake system.</li> </ul>

<b>Indirect trailer service brake</b>	means a service brake fitted to a trailer where the action of the driver of a towing vehicle applying the brakes of that vehicle results in a reaction by the trailer that is used to progressively regulate the trailer brake effort.
<b>Inspecting organisation</b>	means a person or organisation appointed by the NZTA who is responsible for inspection and certification outcomes.
<b>Inspection and certification</b>	means the performance of two or more of the following, for the purposes of determining compliance with applicable requirements: <ul style="list-style-type: none"> <li>(a) examining vehicles</li> <li>(b) determining whether or not a vehicle or specific aspect of a vehicle complies with applicable requirements</li> <li>(c) issuing evidence of vehicle inspection, a conditional permit or a certificate of loading</li> <li>(d) recording and making available information about vehicles (including their systems, components, devices, fittings and equipment).</li> </ul>
<b>Inspection and certification document</b>	means a document required, produced or issued in the inspection and certification process, including a plate, a label, an electronic record and a check sheet.
<b>Inspection and certification outcome</b>	in relation to a vehicle, means: <ul style="list-style-type: none"> <li>(a) production of a record of determination as appropriate to the inspection and certification activity, or</li> <li>(b) provision of other records and information about the vehicle to the NZTA or other persons, or</li> <li>(c) production of evidence of vehicle inspection, conditional permits or certificates of loading.</li> </ul>
<b>Installer</b>	in relation to glazing, means a person who repairs or modifies a vehicle by installing glazing in the vehicle.
<b>Inter-vehicle spacing</b>	means the distance between a towing vehicle (excluding the tow coupling shroud) and trailer (excluding the drawbar or tow rope or front dolly but including the load).
<b>Interior lamp</b>	means a lamp designed to illuminate the interior of the vehicle for the convenience of passengers.
<b>J-hook assembly</b>	means a load-rated metal lashing that: <ul style="list-style-type: none"> <li>(a) consists of a bush, fastener, associated washer or washers, and J-shaped bar including its threaded portion, and</li> <li>(b) is used for the retention of a stockcrate or detachable bin to the vehicle load platform, and</li> <li>(c) is vertically fixed either inside or outside the deck coaming rail and tensioned through a permanently fitted bush on the crate or bin structure by way of a threaded fastener.</li> </ul>
<b>Jinker pole</b>	means a telescoping or sliding pole that forms the drawbar to steer a pole trailer.
<b>Kingpin</b>	means a pin attached to the skid plate of a semi-trailer and used for connecting the semi-trailer to the fifth wheel of a towing vehicle.
<b>Laden weight</b>	means the weight of the vehicle and its load for the time being carried.
<b>Laminated glass</b>	means glazing consisting of two or more pieces of sheet glass, plate glass or float glass bonded together by one or more intervening layers of plastic material.

<b>Lamp</b>	means a device designed to emit light, and includes an array of separate light sources that appear as a continuous illuminated surface.
<b>Lap-and-diagonal seatbelt</b>	means a seatbelt comprising a lap strap that passes across the front of the wearer's pelvic region, and a diagonal strap that passes across the front of the wearer's torso from one side of the pelvic region to the shoulder on the opposite side.
<b>Lap seatbelt</b>	means a seatbelt that passes solely across the front of the wearer's pelvic region.
<b>Lifting gear</b>	in relation to a vehicle recovery service vehicle, means any equipment used to lift another vehicle, and includes towing attachments.
<b>Light (motor) vehicle</b>	means a motor vehicle that is: (a) of group A or L, or of class MA, MB, MC, MD1, MD2, NA, TA or TB, or (b) a vehicle not listed under 3.2 of the Introduction with a gross vehicle mass of 3500 kg or less.
<b>Light output</b>	means the intensity or brightness of light emitted from lighting equipment per unit area in a given direction.
<b>Light passenger service vehicle (PSV)</b>	means a passenger service vehicle whose gross vehicle mass is 3500 kg or less.
<b>Light source</b>	means a device that emits light, including an incandescent or fluorescent light bulb, with each filament in an incandescent bulb having multiple filaments deemed to be a separate light source.
<b>Light trailer</b>	means a trailer that has a gross vehicle mass of 3500 kg or less.
<b>Lighting equipment</b>	means equipment designed both to emit or reflect light and to be fitted to a vehicle, and includes a reflector and reflective material.
<b>Lighting equipment endorsement</b>	means an endorsement, relating to lighting equipment on historic vehicles, on a valid Vehicle Identity Card issued by the Vintage Car Club of New Zealand (Inc.).
<b>Load</b>	includes part of a load, and: (a) includes covers, ropes, ties, blocks, tackles, barrows or other equipment or objects used in the securing or containing of a load on a vehicle or the loading or unloading of a vehicle, whether or not any other load is on the vehicle, and (b) does not include animal wastes discharged from animals being carried on a vehicle at the time.
<b>Load anchorage point</b>	means a device permanently attached to a vehicle to enable a load to be secured or attached to the vehicle.
<b>Load rating</b>	means the maximum force that can be withstood without incurring any loss of structural capacity.
<b>Load securing equipment</b>	means equipment or a 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.

<b>Load-sharing axle set</b>	means an axle set suspension system that has effective damping characteristics on all axles of the set and is built to divide the load between the tyres on the set so that no tyre carries a mass more than 10% greater than the mass it would carry if <ul style="list-style-type: none"> <li>(a) the load were divided in the axle set so that each tyre carries an equal load, or</li> <li>(b) the axle set is a tandem axle set comprising a twin-tyred axle and a large single-tyred axle and is built to divide the load between the tyres on the set so that             <ul style="list-style-type: none"> <li>i. 60% of the load is borne by the twin-tyred axle and 40% of the load is borne by the large single-tyred axle, or</li> <li>ii. 55% of the load is borne by the twin-tyred axle and 45% of the load is borne by the large single-tyred axle.</li> </ul> </li> </ul>
<b>Logging bolster</b>	means a vertically orientated member attached to a vehicle that is used to secure loads of timber logs.
<b>Logging truck</b>	means a heavy motor vehicle designed and used principally for transporting logs.
<b>Logging vehicle</b>	means a vehicle that is constructed exclusively for transporting timber logs using permanently fitted log bolsters.
<b>Low volume vehicle</b>	means a make and model of a vehicle of a class other than MD3, MD4, ME, NB, NC, TC and TD, that is: <ul style="list-style-type: none"> <li>(a) manufactured, assembled, or scratch-built in quantities of 500 or less in any one year, and where the construction of the vehicle may directly or indirectly affect compliance of the vehicle with any of the vehicle standards prescribed by New Zealand law, or</li> <li>(b) modified uniquely, or in quantities of 500 or less in any one year, in such a way that compliance of the vehicle, its structure, systems, components or equipment with a legal requirement relating to safety performance applicable at the time of the modification may be affected.</li> </ul>
<b>Low Volume Vehicle Code</b>	means the code of the Low Volume Vehicle Technical Association Incorporated (LVVTA).
<b>Low volume vehicle plate, label or authority card</b>	means a plate, label or authority card issued in accordance with the Low Volume Vehicle Code.
<b>Low volume vehicle specialist inspection and certification</b>	means specialist inspection and certification of a light vehicle as specified in the Low Volume Vehicle Code.
<b>LPG</b>	means liquefied petroleum gas.
<b>LVV</b>	means low volume vehicle.
<b>LVVTA</b>	means the Low Volume Vehicle Technical Association. The LVVTA administers the Low Volume Vehicle Code.
<b>Main-beam headlamp</b>	means a headlamp designed to illuminate the road over a long distance ahead of a vehicle.

<b>Manufacturer's operating limits</b>	<p>means:</p> <p>(a) in relation to a motor vehicle, the allowance provided by the vehicle manufacturer in terms of performance capability and dimensions, relative to deterioration, malfunction or damage beyond which the safe performance of the vehicle, as defined by the vehicle manufacturer, is compromised, and</p> <p>(b) in relation to a system, component or item of equipment, incorporated in or attached to a vehicle, the allowance provided by the system, component or equipment manufacturer in terms of performance capability and dimensions, relative to the deterioration, malfunction or damage, beyond which the safe performance of the system, component or item of equipment (and consequently the vehicle) is compromised.</p>
<b>Maximum towed mass</b>	means the maximum permitted mass of all vehicles that may be towed behind a vehicle as determined by the manufacturer of the towing vehicle and approved by the NZTA.
<b>Middle seating position</b>	means a seating position in a vehicle that is not an outer seating position.
<b>Military trailer</b>	means a trailer that is used exclusively as equipment of the New Zealand Defence Force.
<b>Mobile crane</b>	means a non-load carrying self-propelled vehicle designed solely or principally for lifting objects using a boom with lifting gear.
<b>Modify</b>	in relation to a vehicle, means to change the vehicle structure from its original state by altering, substituting, adding or removing any structure, system, component or equipment, but does not include repair.
<b>Monocoque</b>	in relation to a motor vehicle, means that the chassis of the vehicle is integral to the body.
<b>Motor vehicle</b>	<p>means a vehicle drawn or propelled by mechanical power, and includes a trailer, but does not include:</p> <p>(a) a vehicle running on rails</p> <p>(b) a trailer (other than a trailer designed solely for the carriage of goods) that is designed and used exclusively as part of the armament of the New Zealand Defence Force</p> <p>(c) a trailer running on one wheel and designed exclusively as a speed measuring device or for testing the wear of vehicle tyres</p> <p>(d) a vehicle designed for amusement purposes and used exclusively within a place of recreation, amusement or entertainment to which the public does not have access with motor vehicles</p> <p>(e) a pedestrian-controlled machine</p> <p>(f) a vehicle that the NZTA has declared is not a motor vehicle under section 168A of the <i>Land Transport Act 1998</i></p> <p>(g) a mobility device.</p>
<b>Motorcycle</b>	means a motor vehicle running on 2 wheels, or not more than 3 wheels when fitted with a sidecar, and includes a vehicle with motorcycle controls that is approved as a motorcycle by the NZTA, but does not include a moped.
<b>Motorhome</b>	in relation to seatbelts and seatbelt anchorages only, means a motor vehicle, other than a trailer, that is permanently equipped with features intended to make the vehicle suitable as a dwelling place, and must include at least one sleeping berth and one table, both of which may be of a design that allows them to be retracted or folded away.

<b>Mudguard</b>	means a fitting, inclusive of any portion of the vehicle and of any mudflaps attached, that serves to intercept material thrown up by a wheel more or less in the plane of the wheel.
<b>Multiple-sensitive emergency-locking retractor</b>	means a seatbelt retractor that, during normal driving conditions, allows freedom of movement by the wearer of the seatbelt by means of length-adjusting components that automatically adjust the strap to the wearer, and that is activated by two or more of the following: <ul style="list-style-type: none"> <li>(a) deceleration of the vehicle (ie vehicle sensitive), or</li> <li>(b) acceleration of the strap from the retractor (ie web-sensitive), or</li> <li>(c) other means of activation.</li> </ul>
<b>Non-steering axle</b>	means any axle of a vehicle the wheels of which remain substantially parallel with the longitudinal centreline of the vehicle while the vehicle is turning.
<b>Normal braking</b>	means the level of braking applied to a vehicle that does not lock any of the vehicle's wheels and permits the vehicle to decelerate without adversely affecting directional control.
<b>NZTA</b>	means the New Zealand Transport Agency
<b>Occupant</b>	in relation to a PSV, means a passenger or a member of the crew, whether seated or standing.
<b>Open-bodied vehicle</b>	means a PSV which is not fully enclosed by a permanent body structure.
<b>Operate</b>	in relation to a vehicle, means to drive or use the vehicle on a road, or to cause or permit the vehicle to be on a road or to be driven on a road, whether or not the person is present with the vehicle.
<b>Operation in service</b>	in relation to a vehicle, means to be operated on the road in New Zealand after having been registered in compliance with requirements in the <i>Transport (Vehicle and Driver Registration and Licensing) Act 1986</i> .
<b>Original equipment (OE)</b>	(unless stated otherwise elsewhere in this manual) means equipment that is fitted by the vehicle manufacturer when the vehicle is manufactured, or equipment that is approved by the vehicle manufacturer for use in a specific vehicle type for a specific purpose or as a replacement for the original equipment.
<b>Oscillating Axle</b>	means any axle that complies with the following provisions: <ul style="list-style-type: none"> <li>(a) the axle has four wheels and four or eight tyres attached to it, consisting of two pairs of wheels, and</li> <li>(b) each of the pair of wheels is mounted on a separate axle affixed to the vehicle so as to share the load equally between the two wheels and to permit oscillation of the separate axles in a vertical transverse plane which is at right angles to the longitudinal centreline of the vehicle, and</li> <li>(c) the centre of each such wheel is at least 500 mm distant from the centre of every other wheel fitted to the motor vehicle.</li> </ul>
<b>Outdoor-access vehicle</b>	means a PSV that is used to provide access to remote areas solely in connection with outdoor activities.
<b>Outer seating position</b>	means a seating position next to a side wall of the vehicle where there is no more than 500 mm between the longitudinal centre of the seat and the side wall.
<b>Outrigger</b>	in relation to a vehicle that is fitted with a crane or hoist, means a device fitted to the vehicle that extends and stabilises the vehicle while the crane or hoist is in use.

<b>Overall length</b>	means the length of a vehicle or vehicle combination measured in a straight line, and includes: <ul style="list-style-type: none"> <li>(a) the length of any load, and</li> <li>(b) the length of the drawbar in a fully extended horizontal straight ahead position measured to the towing eye centre of a full trailer when measured on its own.</li> </ul>
<b>Overall visible light transmittance</b>	is the visible light transmittance (VLT) of glazing including any overlays that are applied to the glazing.
<b>Overlay</b>	means a transparent, translucent or opaque self-adhesive or clinging film that is applied to large areas, or the entirety, of a piece of glazing for purposes such as, but not limited to, reduction of ultraviolet, infrared or visible light transmission, advertising, identification, information, protection or for aesthetic reasons, and includes: <ul style="list-style-type: none"> <li>(a) an anti-glare band overlay, and</li> <li>(b) a stoneguard overlay, and</li> <li>(c) a sticker of a size that cannot be wholly contained within the limits relating to the location and size of stickers on a particular piece of glazing, depending on the location of that piece of glazing on the vehicle.</li> </ul>
<b>Parking brake</b>	means a brake that is designed for keeping the vehicle stationary, and that is readily applicable and capable of remaining applied for an indefinite period without further attention.
<b>Passenger</b>	means a person travelling in a vehicle but does not include the crew.
<b>Passenger service</b>	means the carriage of passengers on any road for hire or reward by means of a motor vehicle, and includes the letting on hire of a vehicle by a person who drives the vehicle or provides a driver for the vehicle if, during the hiring, the vehicle is used for the carriage of passengers.
<b>Passenger service licence</b>	means a transport service licence granted by the NZTA that authorises its holder to carry on a passenger service.
<b>Passenger service vehicle</b>	means: <ul style="list-style-type: none"> <li>(a) a motor vehicle used or available for use in a passenger service for the carriage of passengers, or</li> <li>(b) a motor vehicle with more than 12 seating positions, or</li> <li>(c) a heavy motor vehicle with more than nine seating positions.</li> </ul> <p><b>Note</b> The following vehicles are not required to comply with the Passenger Service Vehicles Rule requirements contained in the light PSV and heavy PSV VIRM pages:</p> <ul style="list-style-type: none"> <li>(a) vehicles exempted from the transport service licensing requirements</li> <li>(b) ambulances designed to carry recumbent patients</li> <li>(c) vehicles designed or modified for lawfully-detained persons</li> <li>(d) NZ Defence Force dual purpose trucks with removable seating (eg some NZ Army Pinzgauers)</li> <li>(e) NZ Defence Force armoured vehicles</li> <li>(f) Vehicles registered under the Amusement Devices Regulations 1978 that are either used in venture tourism or that are trailers designed, constructed and permitted to be drawn at a maximum speed of 50 km/h or less</li> <li>(g) Motorcycles and motorcycles with side cars.</li> </ul>
<b>Passenger vehicle</b>	means a motor vehicle constructed primarily for the carriage of passengers.

<b>Permanent structure</b>	means a non-removable structure capable of sustaining loads associated with seatbelts and seatbelt anchorages.
<b>Pivot steer vehicle</b>	means a vehicle with a chassis that is split into two dependent parts that are connected by a permanent steering pivot.
<b>Pneumatic tyre</b>	means a tyre that, when in use, is inflated by air or gas introduced from time to time under pressure so as to enclose under normal inflation a cushion of air or gas forming altogether at least half of the total area of an average cross-section of a tyre so inflated.
<b>Pole trailer</b>	means a trailer that is attached to a towing vehicle by a telescoping or sliding pole, and is designed to support a common long load spanning between the trailer and the towing vehicle.
<b>Position lamp</b>	means a low-intensity lamp that is designed to indicate to road users the presence and dimensions of a vehicle, being: <ul style="list-style-type: none"> <li>(a) a forward-facing position lamp, or</li> <li>(b) a rearward-facing position lamp, or</li> <li>(c) a side-marker lamp, or</li> <li>(d) an end-outline marker lamp.</li> </ul>
<b>PRS Manual</b>	means the <i>Performance review system manual</i> .
<b>Quad-axle set</b>	means a set of four axles, where: <ul style="list-style-type: none"> <li>(a) the centres of the first and fourth axles are spaced not less than 3.75 m and not more than 4 m apart, and</li> <li>(b) all axles contain an equal number of tyres, and</li> <li>(c) none of the axles is a single standard-tyred axle.</li> </ul>
<b>Radial-ply</b>	means a pneumatic tyre structure in which the ply cords, which extend from bead to bead, are laid at approximately 90 degrees to the centreline of the tread, the carcass being stabilised by an essentially inextensible circumferential belt.
<b>Re-enter service</b>	in relation to a vehicle previously certified for entry into service on the road in New Zealand that has been de-registered, means to begin to be operated in service again.
<b>Rear axis</b>	<ul style="list-style-type: none"> <li>(a) in relation to a vehicle with only one non-steering axle, means that axle</li> <li>(b) in relation to a vehicle with a non-steering axle set of two axles, means <ul style="list-style-type: none"> <li>i. midway between those axles, if each axle has an equal number of tyres on it</li> <li>ii. two-thirds of the distance from the lesser-tyred axle towards the greater-tyred axle, if one axle has twice as many tyres on it as the other axle</li> </ul> </li> <li>(c) in relation to a vehicle with a non-steering tri-axle set or a non-steering quad-axle set, or an overdimension vehicle with more than three axles, means midway between the extreme axles of the set</li> <li>(d) except as specified in (e) below, in relation to a vehicle whose rear axle set includes one or more steerable axles in conjunction with one or more non-steering axles, means midway between the extreme non-steering axles of the set</li> <li>(e) in relation to a semi-trailer with two non-steering axles at the front and two steering axles at the rear, means the centre line of the second non-steering axle</li> <li>(f) in relation to a vehicle whose rear axle set includes one or more retracted axles in conjunction with one or more non-retracted axles, means midway between the extreme non-retracted axles of the set</li> <li>(g) in relation to a vehicle that does not have an axle arrangement that is in paragraphs (a) to (f), means a position determined by the NZTA.</li> </ul>

<b>Rear fog lamp</b>	means a fog lamp designed to indicate to road users the presence of the rear of the vehicle.
<b>Rear overhang</b>	(a) for pole trailers transporting a long load, means the distance from the rear axis or centre of the bolster to the rear of the vehicle or its load, whichever is greater (b) for all other vehicles, means the distance from the rear axis to the rear of the vehicle or its load, whichever is the greater.
<b>Rear-registration-plate illumination lamp</b>	means a lamp designed to illuminate the rear registration plate of a motor vehicle.
<b>Rear seating position</b>	means a seating position in a vehicle behind the driver.
<b>Rear trailing unit distance</b>	means the maximum distance from the centre of the fifth wheel or tow coupling on the towing vehicle to the rear of the combination.
<b>Record of determination</b>	means a record, in paper or electronic form, that a vehicle or specific aspect of a vehicle complies or does not comply with applicable requirements.
<b>Reflective material</b>	means any material that reflects incident light back towards the light source or in a specific direction, but does not include a reflector.
<b>Reflector</b>	means a distinct item of lighting equipment that is designed to reflect incident light back towards the light source, but does not include retroreflective material.
<b>Registered</b>	in relation to a vehicle, means registered under the <i>Transport (Vehicle and Driver Registration and Licensing) Act 1986</i> .
<b>Rental service</b>	means the letting of a motor vehicle on hire for the carriage of passengers (including the driver) or of goods, or both, to a person who drives the vehicle or provides a driver for the vehicle.
<b>Rental service licence</b>	means a transport service licence granted by the NZTA that authorises its holder to carry on a rental service.
<b>Rental service vehicle</b>	means a vehicle used or available for use in a rental service for letting on hire for the carriage of passengers or goods, or both, to a person who drives the vehicle or provides a driver for the vehicle.
<b>Repair</b>	means to restore a damaged or worn motor vehicle, its structure, systems, components or equipment, and includes the replacement of damaged or worn structures, systems, components or equipment with equivalent undamaged or new structures, systems, components or equipment.
<b>Retarder</b>	means a device permanently fitted to a vehicle to provide, when applied, a continuous braking effort not generated by a brake.
<b>Retractable axle</b>	means an axle that has a convenient adjustment to allow the axle load distribution of the axle set to be varied substantially. An axle that is retracted is not considered to be part of the axle set.
<b>Retractor</b>	means a device to accommodate parts, or all, of the webbing of a seatbelt.
<b>Retrofit</b>	in relation to a seatbelt or seatbelt anchorage in a motor vehicle, means to fit a seatbelt or seatbelt anchorage in a location where a seatbelt or seatbelt anchorage has not been fitted before.

<b>Reversing lamp</b>	means a lamp designed to illuminate the area behind a vehicle while it is reversing and to warn other road users that the vehicle is reversing or about to reverse.
<b>Rigid vehicle</b>	means a vehicle that does not have any pivot points to allow any part of the chassis of the vehicle to move or rotate in relation to any other part of the chassis of the vehicle, and includes an articulated bus and a pivot steer vehicle.
<b>Rim</b>	means that part of the wheel on which the tyre is mounted and supported.
<b>Rule</b>	means Land Transport Rule: Vehicle Standards Compliance 2002.
<b>Safe tolerance</b>	means the tolerance within which the safe performance of the vehicle, its structure, systems, components or equipment is not compromised, having regard to any manufacturer's operating limits.
<b>Scene lamp</b>	means a work lamp designed to provide a fixed or moveable beam of light to illuminate the area around a vehicle, or the vehicle itself.
<b>Scratch-built vehicle</b>	means a motor vehicle that is either: <ul style="list-style-type: none"> <li>(a) assembled from previously unrelated components and construction materials that have not been predominantly sourced from donors of a single make or model and that, in its completed form, never previously existed as a mass-produced vehicle, although the external appearance may resemble or replicate an existing vehicle, or</li> <li>(b) a modified production vehicle that contains less than the following componentry from a mass-produced vehicle of a single make and model: <ul style="list-style-type: none"> <li>i. 40% of the chassis rails and 50% of the crossmembers, or alternatively 40% of a spaceframe, or 40% of the floorpan of a unitary constructed body, whichever is appropriate, and</li> <li>ii. for light vehicles, 40% of the bodywork (based on surface area of body panels but not including the floorpan, internal bracing, sub panels, bulkheads or firewall).</li> </ul> </li> </ul>
<b>Seat</b>	means an assembly, or part of an assembly, intended to seat at least one person, which may or may not be integral to the structure of the vehicle.
<b>Seat anchorage</b>	means the parts of the vehicle structure to which a seat is attached.
<b>Seatbelt</b>	means an assembly of straps made of webbing or metal with a securing buckle, adjusting devices and attachments, including any device for absorbing energy or for retracting the webbing, that: <ul style="list-style-type: none"> <li>(a) is able to be anchored to the interior of a vehicle, and</li> <li>(b) is designed to diminish the risk of injury to its wearer in the event of a collision or abrupt deceleration of the vehicle by limiting the mobility of the wearer's body.</li> </ul>
<b>Seatbelt anchorage</b>	means the parts of the vehicle structure, seat structure or any other part of the vehicle to which a seatbelt assembly is attached.
<b>Seating position</b>	means a seat or part of a seat that is of a suitable size and shape for one person.
<b>Semi-trailer</b>	means a trailer with only one axle set where the point of attachment to the towing vehicle or leading trailer: <ul style="list-style-type: none"> <li>(a) is no further rearward than the rearmost axle of the towing vehicle or rearmost axle of the leading trailer, or</li> <li>(b) if the towing vehicle is a rigid vehicle and has more than one axle in its rear axle set, is no more than 300 mm rearward of the rear axis of the towing vehicle.</li> </ul>

<b>Service brake</b>	means a brake for intermittent use that is normally used to slow down and stop a vehicle.
<b>Shuttle service</b>	means a passenger service carried on by means of a shuttle or shuttles.
<b>Side-marker lamp</b>	means a position lamp designed to be fitted to the side of a vehicle or its load.
<b>Sideboard</b>	means the substantially vertical part of the side of a flat deck body of a vehicle.
<b>Simple trailer</b>	means a trailer (other than a semi-trailer) that has only one axle set.
<b>Single-axle set</b>	means either one axle or two axles having their centres spaced less than 1 m apart.
<b>Single large-tyred axle</b>	means a single-tyred axle that is not a single standard-tyred axle.
<b>Single-sensitive emergency-locking retractor</b>	means a seatbelt retractor that, during normal driving conditions, does not restrict the freedom of movement by the wearer of the seatbelt by means of length adjusting components that automatically adjust the seatbelt to the wearer, and that comprises a locking mechanism activated in an emergency by deceleration of the vehicle.
<b>Single standard-tyred axle</b>	means a single-tyred axle fitted with tyres smaller than: <ul style="list-style-type: none"> <li>(a) a manufacturer's designated tyre section width of 330 mm and a rim diameter of 24 inches at the bead seat, or</li> <li>(b) a manufacturer's designated tyre section width of 355 mm and a rim diameter of 19.5 inches at the bead seat.</li> </ul>
<b>Single-tyred axle</b>	means any axle fitted with two or more wheels, but which is neither an oscillating axle nor a twin-tyred axle.
<b>Skid plate</b>	means the plate structure forming part of the semi-trailer that houses the kingpin and that mounts on the coupler plate to form the connection between the towing vehicle and the semi-trailer.
<b>Specialist inspection and certification</b>	means inspection and certification of a specific aspect of a vehicle.
<b>Specialist seatbelt</b>	means a seatbelt that is designed for specialist purposes, and includes a full harness seatbelt used for motor sport activities.
<b>Specific purpose</b>	in relation to the modification of a motor vehicle, includes, but is not limited to, a modification for motor sport activities and for a person with a disability.
<b>Speedometer</b>	means an instrument in a motor vehicle that continuously indicates to the driver the forward speed of the vehicle in either kilometres per hour or miles per hour.
<b>Static Roll Threshold (SRT)</b>	means the maximum level of steady turning lateral acceleration a vehicle can tolerate without rolling over, which is expressed as a proportion of 'g' where 'g' is the acceleration constant due to gravity (9.81 m/s/s).
<b>Steering axle</b>	means the axle of a vehicle where the wheels can turn at an angle to the centreline of the vehicle.
<b>Steering system</b>	means those components, parts and systems that connect the driver's controls to the vehicle's wheels or tracks by means of which the direction of motion of a vehicle is controlled.
<b>Sticker</b>	in relation to glazing, means a self-adhesive or clinging film, with or without print on it, that is applied for purposes such as, but not limited to, advertising, identification, information, or for aesthetic or legal reasons.

<b>Stinger lift truck</b>	means a vehicle recovery service vehicle with an arm that partially lifts the vehicle to be recovered, which is then towed in this position.
<b>Stockcrate</b>	means a container designed for transporting livestock, which can be secured to a vehicle.
<b>Stockcrate retention device</b>	means one or more restraining devices or lashings designed to facilitate the attachment of the stockcrate to the deck or chassis of a vehicle.
<b>Stoneguard overlay</b>	means a clear overlay that is transparent and that is applied along the bottom edge of the windscreen for the purpose of preventing damage to the windscreen from stones and other debris thrown up by other vehicles.
<b>Straddle truck</b>	means a powered vehicle that transports a load beneath its chassis and between its wheels.
<b>Stretch limousine</b>	means a saloon-type motor vehicle that has been modified to increase the standard wheelbase by the insertion of a structure of a significant length whose cross-section conforms to that of the passenger compartment.
<b>Sun visor</b>	means any attachment mounted above the inside of the windscreen and provided for the purpose of shielding the eyes of the driver and other front seat passengers from solar glare.
<b>Supply line</b>	means the part of a brake circuit that supplies energy in the form of compressed air or in any other suitable form from the towing vehicle to the towed vehicle.
<b>Suspension system</b>	means a system that allows controlled and limited movement of an axle relative to the chassis or body of a vehicle, and includes a spring and damping system and any associated controls.
<b>Swept path</b>	means the maximum road width required by a vehicle when it negotiates a turn.
<b>Symmetric dipped-beam headlamp</b>	means a dipped-beam headlamp that is not an asymmetric dipped-beam headlamp.
<b>Tailboard</b>	means the substantially vertical part of the rear end of a flat deck or curtain-sided body of a vehicle.
<b>Tandem axle set</b>	means an axle set of two axles having their centres spaced not less than 1 m and not more than 2 m apart.
<b>Temporary permit (or 28-day permit)</b>	means inspection and certification document that confirms that a determination has been made that the vehicle is safe to be operated under specified conditions. This permit may be used only for CoF vehicles.
<b>Temporary-use spare tyre</b>	means a combination tyre and wheel designed and constructed solely for temporary use under restricted driving conditions, and not intended for use under normal driving conditions. (Commonly known as a 'space-saver tyre'.)
<b>Three-point linkage</b>	means, for a tractor or agricultural trailer, a towing connection that has three points of attachment.
<b>Threshold pressure</b>	for an axle of an air-braked vehicle, means the pressure measured at the control line of the brake coupling when a braking effect on the axle begins.
<b>Towbar</b>	means the part of the towing vehicle to which a coupling for a light trailer is connected.
<b>Towing connection</b>	means the combination of components that enables one vehicle to tow or be towed by another vehicle, and includes a towbar, drawbar, drawbeam and coupling.
<b>Towing vehicle</b>	means a rigid vehicle that tows a trailer or other motor vehicle.

<b>Tractor</b>	means a motor vehicle (not being a traction engine) designed exclusively for traction at speeds not exceeding 50 km/h.
<b>Trailer</b>	means a vehicle without motive power that is capable of being drawn or propelled by a motor vehicle from which it is readily detachable, but does not include (a) a sidecar attached to a motorcycle, or (b) a vehicle normally propelled by mechanical power while it is being temporarily towed without the use of its own power.
<b>Trailer brake hand control</b>	means a hand-operated control capable of applying the service brake of the trailer or trailers.
<b>Transmission</b>	in relation to a motor vehicle, means the gearing system and related components, including a driveshaft, by which power is transmitted from the flywheel or the engine output shaft to the input shafts of the powered axles.
<b>Transport service licence</b>	means any of the following licences granted by the NZTA: (a) a goods service licence (b) a passenger service licence (c) a rental service licence (d) a vehicle recovery service licence.
<b>TRC</b>	means the Transport Registry Centre of the NZTA.
<b>Tri-axle set</b>	means a set of three axles, where (a) the centres of the first and third axles are spaced not less than 2 m and not more than 3 m apart, and (b) all axles contain an equal number of tyres, and (c) none of the axles is a single standard-tyred axle.
<b>TSD Agent (TSDA)</b>	means a transport service delivery agent, that is the NZ Automobile Association, Vehicle Testing NZ, or Vehicle Inspection NZ.
<b>Tube</b>	means an inflatable elastic liner, in the form of a hollow ring fitted with an inflation valve assembly, designed for insertion into certain tyre assemblies to provide a cushion of air or gas, that, when inflated, supports the wheel. (Also known as an 'inner tube'.)
<b>Twin-steer axle set</b>	means an axle set of two axles with single tyres, where both axles are connected to the same mechanism in order to steer similarly.
<b>Twin-tyred axle</b>	means any axle, not being an oscillating axle, that has a wheel track of 1.3 m or more and is equipped with four or more tyres.
<b>Two-point linkage</b>	means, for an agricultural trailer, a towing connection that has two points of attachment.
<b>Tyre carcass</b>	means that structural part of a pneumatic tyre other than the tread and outermost rubber of the sidewalls that, when inflated, contains the gas that supports the load.
<b>Tyre load rating</b>	means the maximum load a tyre can carry at the corresponding cold inflation pressure prescribed by the tyre manufacturer and the speed indicated by its speed category symbol.

## Introduction 7 Definitions and abbreviations (cont.)

<b>Tyre pressure control system</b>	means a system designed to maintain, monitor or vary tyre pressure while the vehicle is in operation.
<b>Tyre rolling radius</b>	means the distance from the centre of the wheel to the road.
<b>Tyre tread</b>	means the portion of a tyre that contacts the road.
<b>Unclassified (motor) vehicle</b>	In relation to lighting, means a motor vehicle not listed under 3.2 of the Introduction.
<b>Unladen mass (or tare weight)</b>	in relation to a vehicle, means the mass of the vehicle together with the fuel in its fuel system (if any) and the equipment and accessories on it that are necessary for its operation for the purpose for which it was designed.
<b>Valid</b>	in relation to a VIN, means capable of being decoded to provide information about the vehicle, from a unique number that has been assigned to the vehicle in the vehicle's country of origin or by a person appointed by the NZTA.
<b>Vehicle Identification Number (VIN)</b>	means a group of letters and numbers, consisting of 17 characters, that is affixed to the vehicle and that complies with the requirements of one of the following <ul style="list-style-type: none"> <li>(a) ISO 3779, or</li> <li>(b) Australian Design Rule 61/01, or</li> <li>(c) Chapter 565 of the Code of Federal Regulations 49.</li> </ul> The VIN can be decoded to provide identifying information about the vehicle.
<b>Vehicle inspector</b>	means an individual appointed by the NZTA to carry out inspection and certification activities in accordance with requirements and conditions imposed by the NZTA.
<b>Vehicle recovery service</b>	means the towing or carrying on any road of a motor vehicle, irrespective of the size or design of the towing or carrying vehicle, and whether or not the towing or carrying of the vehicle is carried out by a person intending to carry out repairs on the vehicle.
<b>Vehicle recovery service licence</b>	means a transport service licence granted by the NZTA that authorises its holder to carry on a vehicle recovery service.
<b>Vehicle recovery service vehicle</b>	means a vehicle used or available for use in a vehicle recovery service for towing or carrying on a road any motor vehicle.
<b>Visible light transmittance (VLT)</b>	is the proportion of visible light that passes through glazing, measured perpendicular to the glazing.
<b>Warrant of fitness (WoF)</b>	means evidence of vehicle inspection issued to a vehicle listed under 3.3.2 of the Introduction.
<b>Warrant of fitness inspection and certification</b>	means periodic in-service inspection and certification of a vehicle listed under 3.3.2 of the Introduction.
<b>Wheel</b>	means a rotating load-carrying member between the tyre and the hub, which usually consists of two major parts, the rim and the wheel disc, and which may be manufactured as one part, or permanently attached to each other or detachable from each other and, where relevant, includes the tyre fitted to the rim.

<b>Wheel centre-disc</b>	means that part of the wheel that is the supporting member between the hub and the rim.
<b>Wheel spacer</b>	means an additional component used for the purpose of positioning the wheel centre-disc relative to the hub, or in multiple wheel sets, for the purpose of positioning the wheel centre-disc relative to another wheel.
<b>Wheel track</b>	means the distance between the centres of the left-side and right-side wheels of a pair of wheels.
<b>Wheelbase</b>	means the distance from a vehicle's rear axis to its front axis.
<b>Windscreen</b>	means all glazing extending across the front of a vehicle that is not parallel to the vehicle's longitudinal centreline, but does not include a wind deflector.
<b>Wire glass</b>	means glass that incorporates reinforcing wire mesh. This glass is sometimes fitted to dangerous goods vehicles and is not usually marked.
<b>Work lamp</b>	means a high-intensity lamp, which is not necessary for the operation of the vehicle but is designed to illuminate a work area or scene, and includes: (a) a scene lamp, and (b) a spot lamp, and (c) an alley lamp.

## Introduction

## 8 Sample certification documents

Figure 9. LVV certification plate in use up to November 1993

Figure 10. LVV certification plate in use between November 1993 and May 1994

Figure 11. LVV certification plate in use from May 1994

Figure 12. LVV certification plate in use up to 2007

# Introduction

## 8 Sample certification documents (cont.)

**Figure 13. LVV certification plate in current use**

**Figure 14. Modification declaration**

**Note** Other formats are available, and an invoice from the company carrying out the modification is acceptable.

**Figure 15. LVV authority cards**  
(can only be issued by MotorSport NZ and the NZ Hot Rod Association)



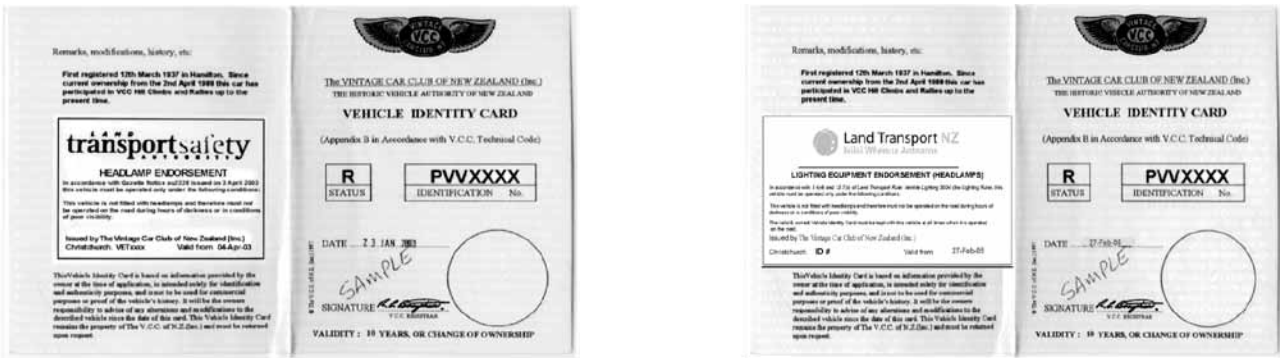
The Vintage Car Club of New Zealand (Inc.) is recognised by the NZTA as the historic motor vehicle authority in New Zealand. They issue a vehicle identity card that can be used to confirm:

- a) the date of construction of the vehicle, and
- b) that the vehicle is a genuine historic motor vehicle and not a replica.

Historic vehicles that do not meet normal requirements for lighting equipment must present a vehicle identity card with a lighting endorsement at an in-service inspection. To pass the inspection the vehicle must meet the conditions of the endorsement. A historic vehicle may also have an endorsement for not meeting the normal requirements for visible smoke emissions.

Vehicle owners who would like more details should contact:

The National Vehicle Registrar  
 Vintage Car Club of New Zealand Inc.  
 PO Box 2546  
 CHRISTCHURCH



(a) before 27 February 2005

(b) on and after 27 February 2005

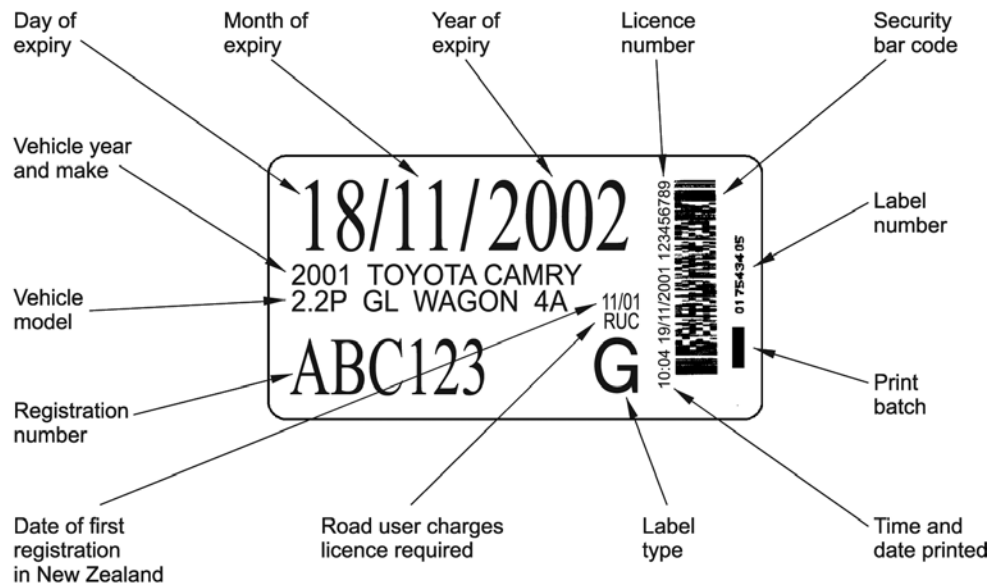
Figure 16. Vintage Car Club (Inc.) identity card cover

MAKE .....	YEAR MADE .....	<p>Photograph of Vehicle in present form</p>	
TYPE / MODEL .....			
CHASSIS No. ....			
BODY No. ....			
ENGINE No. ....	MAKE .....		
No. OF CYL/s .....	CAPACITY .....		
NAME OF OWNER .....			
ADDRESS .....			
REGO No. ....			V.I.N. No. ....
VEHICLE CLASSIFICATION	<input type="checkbox"/>		In Accordance with Technical Code 3.1.2
VEHICLE CATEGORIES (PERIOD)	<input type="checkbox"/>	In Accordance with Technical Code 3.3.4	
ISSUE DATE .....	NAME .....		

Figure 17. Vintage Car Club (Inc.) identity card inside

# Introduction

## 8 Sample certification documents (cont.)



**Figure 18. Vehicle licence label**


Notes to Figure 19 (right)

1 HV specialist certifier categories

Certification Category	Description	Documentation required by CoF Inspecting Organisation
HVEC, HVIC, HVMC	Chassis, Suspension, Steering, PSV roll-over strength and Brakes (other than HVBC).	Heavy Vehicle Specialist Certificate
HVET, HVIT, HVMT	Towing connections	Heavy Vehicle Specialist Certificate
HVEA, HVIC, HVMA	Load anchorages	Heavy Vehicle Specialist Certificate
HVEL, HVIL, HVML	Log Bolster Attachment Code	Heavy Vehicle Specialist Certificate
HVEH, HVIH, HVMH (this category may also be performed by HVEC, HVIC, or HVMC)	Brake modification	Heavy Vehicle Specialist Certificate
HVEB, HVIB, HVMB	Heavy Vehicle Brake Code (HVBC)	Heavy Vehicle Specialist Certificate, and Statement of Compliance with the HVBC
HVS1, HVS2	Static Roll Threshold (SRT)	Heavy Vehicle Specialist Certificate, and SRT Compliance Certificate

2 Vehicles certified by the New Zealand Army may be certified on an 'Army Heavy Vehicle Specialist Certificate' instead of an LT400, provided the following conditions are met:

- the vehicle is a heavy motor vehicle operated by the New Zealand Army
- the heavy vehicle specialist vehicle inspector is identified as Lt Col K. M. Barclay
- Lt Col K. M. Barclay's signature, which may be electronic, appears in the 'Inspector's signature' box
- the 'Examiner's signature' box contains an original signature, that is the signature must be pen ink, not printed or copied.



**NZ TRANSPORT AGENCY**  
WAKA KOTAHU

**Heavy Vehicle Specialist Certificate**

*Heavy Vehicle Specialist Inspector and Inspecting Organisation*

Component being certified:

Chassis Modification
  Load Anchorage
  Log Bolsters

Towing Connection
  Brakes
  SRT

or

Declaration

I the undersigned, declare that I am the Heavy Vehicle Specialist Inspector identified above and I hold a current valid appointment. I certify that the above mentioned vehicle component's design, manufacture and installation, and this certification complies in all respects with the Land Transport Rule Vehicle Standards Compliance 2002 and my Deed of Appointment. To the best of my knowledge the information contained in this Certificate is true and correct.

Date
Number

All fields excluding those marked with \* must be completed before this certificate can be accepted.

New Zealand Government
Form ID 
Version No. 08/08

Figure 19. LT400 form

