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# VIRM: Entry certification amendment

## 1 December 2016

November 2016

### ***List of changes and preview pages***

In this amendment:

- New way to accept electronic deregistration and technical letters from Singapore Land Transport
- Clarification around frontal impact standards with regard to complying with seat and seat anchorage standards
- New test regime codes for exhaust emissions standards
- Notes added regarding when some vehicles are not required to meet some standards
- New section linking to new VIRM: In-service certification section on hybrid and electric vehicle electrical systems
- ESC added into declarations technical bulletin (updated form also)
- New bulletin identifying vehicles as class MB or MD1 with regard to the number of seats listed on the deregistration certificate
- New bulletin regarding conversion vans (AKA day vans) and how they must now be LVV certified.

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# LIST OF CHANGES

Note that links below go to the current VIRM pages.

To view the changes see the [Preview pages](#) following the table below.

SECTION	CHANGE DESCRIPTION
<b>Introduction</b>	
<a href="#">5-5 Identifying the vehicle class</a>	<ul style="list-style-type: none"> <li>Note added regarding identifying a vehicle as class MB based on wheelchairs and occasional seat positions on Japanese deregistration certificates. See also <a href="#">Technical bulletin 39</a> below.</li> </ul>
<b>Pre-registration and VIN</b>	
<a href="#">2-2 Vehicle attributes definitions</a>	<ul style="list-style-type: none"> <li>Adding a make and model to LANDATA split into own sections for clarity</li> </ul>
<b>Inspection and certification</b>	
<a href="#">1-1 Registering a vehicle for the first time in New Zealand</a>	<ul style="list-style-type: none"> <li>Table 1-1-1. Electronic Singapore Land Transport deregistration certificates accepted if emailed directly to KSDP</li> </ul>
<a href="#">1-10 Vehicle rechecks</a>	<ul style="list-style-type: none"> <li>For clarity: A vehicle that has failed the certification process must not be passed by <del>another</del> <b>any</b> entry certifier unless the vehicle faults have been rectified.</li> </ul>
<a href="#">3-1 Structure</a>	<ul style="list-style-type: none"> <li>Structural components that can be unbolted, such as doors with intrusion beams and sub frames, which are damaged or corroded are a reason for rejection. However, these parts can be replaced by the owner and re-inspected without the need for repair certification.</li> </ul>
<a href="#">3-4 Threshold for requiring specialist repair certification</a>	<ul style="list-style-type: none"> <li>'and mopeds' added after 'motorcycles' for clarity</li> <li>Structural components that can be unbolted, such as doors with intrusion beams and sub frames, which are damaged or corroded are a reason for rejection. However, these parts can be replaced by the owner and re-inspected without the need for repair certification.</li> </ul>
<a href="#">7-1 Seats and seat anchorages</a>	<ul style="list-style-type: none"> <li>Note 1 updated to provide clarity around when a vehicle is not required to comply with seats and seat anchorage standards.</li> </ul>
<a href="#">7-7 Interior impact</a>	<ul style="list-style-type: none"> <li>Note 1 updated to provide clarity around when a vehicle is not required to comply with interior impact standards.</li> </ul>
<a href="#">9-1 Steering and suspension systems</a>	<ul style="list-style-type: none"> <li>Note 1 updated to provide clarity around when a vehicle is not required to comply with steering and suspension system standards.</li> </ul>
<a href="#">11-2 Exhaust emissions</a>	<ul style="list-style-type: none"> <li>Japan 05 added for vehicles manufactured on or after 1 January 2014 to Table 11-2-4 (<b>Omnibus Rule change to correct an omission</b>)</li> </ul>
<b>Technical bulletins</b>	
<a href="#">28 Exhaust emissions standard compliance</a>	<ul style="list-style-type: none"> <li>Some additions to Table 3. Test regime codes for exhaust emissions standards from 1/1/2012</li> <li>Acceptable proof of exhaust emissions rule compliance for used</li> </ul>

	<p>vehicles imported from Singapore:</p> <ul style="list-style-type: none"> <li>• Table 28-1-1: Euro 4 emissions limits updates to split light vehicles with GVM under and over 2500kg</li> </ul>
<a href="#">29 Declaration for supplementary restraint system, anti-lock braking system and ESC system inspections</a>	<ul style="list-style-type: none"> <li>• Addition of ESC systems</li> <li>• Clarifications around when the declaration is required</li> <li>• Declaration form updated (see end of document)</li> </ul>
39 Identifying class MB or MD1 based on seats on Japanese deregistration certificates	<ul style="list-style-type: none"> <li>• New bulletin identifying vehicles as class MB or MD1 with regard to the number of seats listed on the deregistration certificate</li> </ul>
42 Conversion vans (AKA day vans)	<ul style="list-style-type: none"> <li>• These types of vehicles will require LVV certification before being allowed for entry into service</li> </ul>
<b>Reference materials</b>	
<a href="#">26 Sample registration documents (Singapore)</a>	<ul style="list-style-type: none"> <li>• Note added that electronic Singapore Land Transport deregistration certificates accepted if emailed directly to KSDP</li> </ul>
<a href="#">69 Sample auction invoices</a>	<ul style="list-style-type: none"> <li>• Additional text added describing what constitutes an acceptable Pickles Auctions invoice</li> </ul>

# PREVIEW PAGES

## Introduction

### 5-5 Identifying the vehicle class

<b>MB (Forward control passenger vehicle) (Note 2)</b>	<p>A passenger vehicle (other than a class MC vehicle):</p> <ul style="list-style-type: none"> <li>• that has not more than nine seating positions (including the driver's seating position); and</li> <li>• in which the centre of the steering wheel is in the forward quarter of the vehicle's total length.</li> </ul>
<b>MD 1 (Note 2)</b>	<p>An omnibus that has a gross vehicle mass not exceeding 3.5 tonnes and not more than 12 seats.</p>

#### Note 2

Some seating positions, as defined on a Japanese deregistration certificate, may be wheelchair positions or occasional seats (also known as dickie seats or jump seats). This may make the seat count more than nine in some cases. Rather than be class MD1, they can be considered class MB providing that they have nine or fewer seats that meet New Zealand requirements and the seating is original equipment. Wheelchair positions or occasional seats that have been removed are to be excluded from the seat count. See [Technical bulletin: Identifying class MB or MD1 based on seats on Japanese deregistration certificates](#).

## Pre-registration and VIN

### 2-2 Vehicle attributes definitions

#### 10 Make, model and sub-model

The LANDATA database has a list of vehicle makes and models. When vehicle make and model are entered on the 'VIN allocation' screen, they are validated against this list. Sub-model is free text and is not validated. Valid makes and models can be viewed in the MODEL screen. Use >NEX<, >BAC< and >INQ< in the scroll fields to navigate through the list of makes and models. For more information using the screen refer to the Introduction Table 2 for LANDATA navigation commands and the LANDATA Agents' manual Chapter 8, page 8-B-18 for using the model screen.

To keep the number of models at a manageable level, a high level of definition is used for the model. For example:

- Make: Mitsubishi
- Model: V3000
- Sub-model: Super Saloon.

#### Adding a make to LANDATA

Email requests to add makes to [FRR@nzta.govt.nz](mailto:FRR@nzta.govt.nz). Please include the make, the number of vehicles they expect manufacture or import year, the contact details of the manufacturer or importer and the model(s). Adding makes does take some time due to their impact on other systems, please allow some time for these to be added.

#### Make on LANDATA for one-off vehicles

In some cases, generally individual vehicles adding a make to LANDATA may not be appropriate. In such cases, the relevant default make (see Table 2-8) should be used. The actual make and model should be keyed into the model and sub-model fields.

#### Adding models to LANDATA

Notify the contact centre via phone, fax or email. Well-known or self-evident examples of models can be entered quite quickly, but occasionally the contact centre will make some checks – so if the vehicle is obscure and there is available documentation, please include this to speed up the process.

# Inspection and certification

## 1-1 Registering a vehicle for the first time in New Zealand

Overview	Technical information
<b>Table 1-1-1. Proof of legal entitlement (vehicles previously registered)</b>	
Country of previous registration	Required documentation
Singapore	<p>For light vehicles:</p> <ul style="list-style-type: none"> <li>an original vehicle registration card that has been stamped as 'CANCELLED' or 'DEREGISTERED' by the Singapore Land Transport Authority (the Transport Agency will accept electronic de-registration certificates from Singapore but only on the proviso that they are emailed directly to a KSDP from Singapore Land Transport). Example: See <a href="#">Reference material 26-1</a>.</li> </ul> <p><b>or</b></p> <ul style="list-style-type: none"> <li>an original Republic of Singapore de-registration certificate issued by the Singapore Land Transport Authority. Example: See <a href="#">Reference material 26-2</a>.</li> </ul>

<b>Table 1-1-3. Proof of standards compliance</b>	
Vehicle is...	Acceptable evidence of standards compliance
imported from Singapore	<ul style="list-style-type: none"> <li>the original Singapore de-registration certificate (the Transport Agency will accept electronic de-registration certificates from Singapore but only on the proviso that they are emailed directly to a KSDP from Singapore Land Transport). Example: See <a href="#">Reference material 26</a>.</li> </ul> <p><b>and</b></p> <ul style="list-style-type: none"> <li>the original Singapore Land Transport Authority (LTA) technical letter (the Transport Agency will accept electronic technical letters from Singapore but only on the proviso that they are emailed directly to a KSDP from Singapore Land Transport).</li> </ul> <p><b>and</b></p> <ul style="list-style-type: none"> <li>a letter from the Transport Agency (or appointed agent such as an entry certifier Technical Manager) stating that the Singapore LTA technical letter is acceptable evidence of compliance.</li> </ul> <p>See <a href="#">Technical bulletin 27</a> for alternative proof of compliance from 2/6/2008.</p>

## 1-10 Vehicle rechecks

### Information

If a vehicle fails entry-level inspection, it may be presented for re-inspection after the faults have been fixed. In such cases, the entry certifier must be satisfied that the original compliance documentation is still valid (ie not more than two years old).

**Table 1-10-1** describes the re-inspection procedure for vehicles being registered for entry or re-entry into service in New Zealand.

A vehicle that has failed the certification process must not be passed by **any** entry certifier unless the vehicle faults have been rectified.

## 3-1 Structure

### Note 3

Structural components that can be unbolted, such as doors with intrusion beams and sub frames, which are damaged or corroded are a reason for rejection. However, these parts can be replaced by the owner and re-inspected without the need for repair certification.

## 3-4 Threshold for requiring specialist repair certification

### Information

The following information gives guidance to vehicle inspectors in determining whether or not a light vehicle (including motorcycles and mopeds where applicable) and heavy vehicles undergoing entry certification in New Zealand requires repair certification by a specialist repair certifier.

Structural components that can be unbolted, such as doors with intrusion beams and sub frames, which are damaged or corroded are a reason for rejection. However, these parts can be replaced by the owner and re-inspected without the need for repair certification.

## 7-1 Seats and seat anchorages

### Note 1

Vehicles that comply with approved frontal impact standards are not required to comply with approved seat and seat anchorage standards. **For the avoidance of doubt, this does not apply to vehicles:**

- that have been issued with a special interest vehicle permit or immigrant's vehicle permit for frontal impact
- vehicles with a gross vehicle mass over 2500kg
- vehicles over 20 years old that do not comply with a frontal impact standard.

## 7-7 Interior impact

### Note 1

Vehicles that comply with approved frontal impact standards are not required to comply with approved interior impact standards. **For the avoidance of doubt, this does not apply to vehicles:**

- that have been issued with a special interest vehicle permit or immigrant's vehicle permit for frontal impact
- vehicles with a gross vehicle mass over 2500kg
- vehicles over 20 years old that do not comply with a interior impact standard.

## 9-1 Steering and suspension systems

### Note 1

Vehicles that comply with approved frontal impact standards are not required to comply with approved steering system standards. For the avoidance of doubt, this does not apply to vehicles:

- that have been issued with a special interest vehicle permit or immigrant's vehicle for frontal impact
- vehicles with a gross vehicle mass over 2500kg
- vehicles over 20 years old that do not comply with a steering or suspension system standard.

## 11-2 Exhaust emissions

**Table 11-2-4. Approved exhaust emission standards for new petrol-, CNG- and LPG-powered vehicles**

Date of manufacture	Approved vehicle emissions standard			
	Light		Heavy	
	New model	Existing model	New model	Existing model
On or after 1 January 2014 and before 1 January 2015	ADR 79/03, Euro 5, Japan 05; Japan 09, or US 2007	ADR 79/02, Euro 4, Japan 05, or US 2004	ADR 80/03, Euro V, Japan 05; Japan 09, or US 2007	ADR 80/03, Euro V, Japan 05, or US 2004
On or after 1 January 2015 and before 1 November 2016	ADR 79/03, Euro 5, Japan 05; Japan 09, or US 2007	ADR 79/02, Euro 4, Japan 05; Japan 09, or US 2007	ADR 80/03, Euro V, Japan 05; Japan 09, or US 2007	ADR 80/03, Euro V, Japan 05; Japan 09, or US 2007
On or after 1 November 2016	ADR 79/04, Euro 5, Japan 05; Japan 09, or US 2007	ADR 79/04, Euro 5, Japan 05; Japan 09, or US 2007	ADR 80/03, Euro V, Japan 05; Japan 09, or US 2007	ADR 80/03, Euro V, Japan 05; Japan 09, or US 2007

## 13-5 Electric and hybrid vehicle electrical system

### Requirements

Vehicles must comply with the requirements relating to mandatory condition and modification set out in the **VIRM: In-service certification, section 13-5**.

There are no additional requirements in respect of alternative fuel systems for the inspection and certification of vehicles for entry into service.



## Technical bulletins

### 28 Exhaust emissions standard compliance

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

- If the vehicle is a used Japanese domestic vehicle, the following alternative evidence of compliance may be provided:
  - a) a Singapore de-registration certificate; and
  - b) a Singapore Land Transport Authority (LTA) technical letter listing an approved Japanese emissions code as shown in [Table 1](#) or [Table 2](#) below, and
  - c) an outcome notification letter from an entry certifier head office advising that the Singapore LTA technical letter is acceptable documentation.
  - d) A Singapore Land Transport Authority (LTA) technical letter listing UN/ECE Regulation 83.05 or 98/69/EC [or later amendment] as the emissions test method, and containing a set of quoted emissions values that fall below the limits set out in [Table 28-1-1](#), as applicable to the vehicle's gross vehicle mass. If "96/69/EC" is listed as the emissions test method, the quoted emissions values **cannot** be used and additional evidence of emissions standards compliance must be provided.

**Table 3. Test regime codes for exhaust emissions standards from 1/1/2012**

Emission standard type	Description	Test regime code
Japan 05	Means Japan Safety Regulations for Road Vehicles, Article 31 – Emission Control Device, as revised by the Ministry of Land Infrastructure and Transport Notification No. 1317 of 26 September 2003	J05/07
Japan 2008		JC08
Japan 2009	means Japan Safety Regulations for Road Vehicles, Article 31 - Emission Control Device, as revised by the Ministry of Land	J2009
Japan 2010		J2010
Euro IV or 4	European IV or 4	EUR4

**Table 28-1-1. Euro 4 light vehicle emissions limits**

	Light vehicles with a GVM of 2500kg or less		Light vehicles with a GVM greater than 2500kg	
	Petrol (g/km)	Diesel (g/km)	Petrol (g/km)	Diesel (g/km)
CO	1.0	0.5	2.27	0.74
HC	0.1	n/a	0.16	n/a
NOx	0.08	0.25	0.11	0.39
HC+NOx	n/a	0.3	n/a	0.46
PM	n/a	0.025	n/a	0.06

**Note:** For the avoidance of doubt, if emissions values are being used to determine compliance, these are to be the official certification values (ie not derived from an in-service emissions test). Emissions values for all gases/particulates must be below the limit values set out in the table.

The NZ Transport Agency has previously issued some individual exemptions to vehicles having 96/69/EC as the Emissions Test method. No further emissions exemptions will be issued to such vehicles border checked after 1 December 2016.

## 29 Declaration for supplementary restraint system, anti-lock braking system and ESC system inspections

### Technical information

### Additional contents

#### Application

This document applies to vehicles that require diagnostic checks on electronic control systems during entry certification, for faults identified in the entry or in-service requirements.

#### Safety concerns

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

#### When the declaration is required

- When the warning lamp on SRS, ABS and ESC systems illuminates it indicates a fault. Once the fault has been rectified an SRS/ABS/ESC declaration must be supplied by a person listed in 'Inspection requirements' below.
- If the vehicle is flagged at the border as damaged for warning lamp, and SRS/ABS/ESC declaration must be obtained to remove the flag.

#### Inspection requirements

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

- a) The manufacturer of the vehicle or the component, or an approved representative proven to be competent in the use of suitable interrogation equipment.
- b) A person or company recognised as reputable and competent by the vehicle inspector, and trained in the interrogation of automotive electronic control systems. This person/company must be proven to have access to and be competent in the use of suitable interrogation equipment.
- c) An entry certifier or border entry certifier, trained in the interrogation of automotive electronic control systems, working under an Transport Agency-approved standard operating procedure (**Note 1**).

A **Declaration form for ABS, SRS and/or ESC inspections** must be completed by the person/company carrying out a diagnostic check on an automotive electronic control system. A copy of the declaration must be retained with the vehicle file.

#### Note 1

A Transport Agency-approved standard operating procedure is developed by the entry certifier and assessed by the Transport Agency to see if it meet requirements including safety and other risk mitigation. For further information on developing a standard operating procedure contact the Transport Agency Vehicles team at [vehicles@nzta.govt.nz](mailto:vehicles@nzta.govt.nz).

### Technical information

### Additional contents

- Download the **Declaration form for ABS, SRS and/or ESC inspections**.

## 39 Identifying class MB or MD1 based on seats on Japanese deregistration certificates

### Information

#### Reference

- [Introduction 5-5: Identifying the vehicle class](#)

#### Issue

Some vans are entering New Zealand with a number of seats stated on the Japanese deregistration certificate that would place them in vehicle class MD1. There is a requirement that vehicles must be compliant in the class they sit in as imported. Therefore a van with a deregistration certificate that states 10 seats is an MD1 and must be entry certified as one.

However, some of these seating positions, as defined by Japan, are either wheelchair positions or occasional seats (often referred to as dickie seats or jump seats). In New Zealand, wheelchair positions are not considered seating positions and the occasional seats are not suitable as a seating position and do not have the appropriate seatbelts. Also, most importers would like to remove the occasional seats and discard them, the trouble is the vehicle would then become a 9-seater and therefore change class to an MB. In both these situations these vehicles would be deemed non-compliant MD1s and would either have to be brought in line to meet MD1 requirements or have an exemption issued at a cost.

#### Proposed resolution

The standards requirements for MD1 and MB class are identical providing the gross vehicle mass (GVM) is over 2500kg. Therefore, the following resolution is for vans with a GVM over 2500kg entering the country with a deregistration certificate stating more than nine seats:

If these vehicles meet the requirements for MB class apart from the number of seats stated on the deregistration certificate, they can be considered MB class providing that they have nine or fewer seats that meet New Zealand requirements, and the seating is original equipment. Wheelchair positions or occasional seats that have been removed are to be excluded from the seat count.

## 42 Conversion vans (AKA day vans)

### Requirements

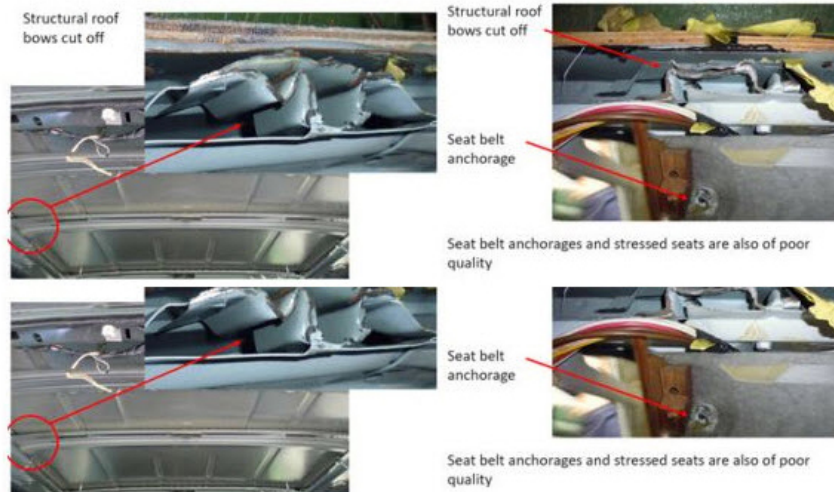
Due to significant safety concerns, the Transport Agency has determined that all conversion vans (also known as day vans) will require LVV certification before they can enter service in New Zealand. Any second stage certification is not recognised by the Transport Agency.

#### What are conversion vans?

Any class MB or MD van that was built for the American market and has been customized for comfort can be considered a conversion van. Conversion vans can have some of the features of a camper van or motorhome, but are typically more upscale and designed for everyday use. These vans may have a raised roof, custom paint job, custom wheels, leather seats, captain's chairs, made-to-order stereo systems, custom-installed TVs DVD/Blu ray players, etc. These custom elements can reduce the safety of the vehicle while giving the illusion of original equipment safety.

#### Strengthening material removed and not replaced

- The side windows on conversion vans are enlarged to give a more panoramic view. This modification requires the removal of a section of a strengthening rib (that runs at about waist height along the length of the vehicle) but then nothing is added to return the lost structural strength
- These vehicles often have fiberglass high-top roofs added. These are bonded to the cant rail once the original roof is removed. When removing the original roof the reinforcement bows, which run from side to side, are removed, without anything being added to replace them.



#### Additional fittings

- The seat fittings in conversion vans are often modified to allow them to be easily removed or swivel. These modifications appear to be substandard and would not meet New Zealand LVV requirements.

Row 2 seat swivels, has heavy frame and is detachable  
Seat belt buckle mounted to cantilever



- Seatbelt mounting points are often moved and may be substandard (and would not meet NZ LVV requirements).

## Reference materials

### 26 Sample registration documents (Singapore)

#### Singapore deregistration certificate

**Note:** The Transport Agency will accept electronic de-registration certificates and technical letters from Singapore but only on the proviso that they are emailed directly to a KSDP from Singapore Land Transport.

### 69 Sample auction invoices

All Pickles auction documents will contain the 'P' watermark. The Transport Agency will accept invoices sent by email on the proviso that they are emailed directly from Pickles to the KSDP or certifier.



**Certifier details**

Company name

Certifier name

Certifier ID

**Vehicle details**

Make

Year of manufacture

Model

Model code

VIN/chassis

Odometer reading

Reason for inspection

**Details of company performing the inspection**

Company name

Technician's name

Address

Phone number

Mobile number

Scanner used

Date program last updated

**Components inspected**

<input type="checkbox"/> Driver's airbag	<input type="checkbox"/> Booster cushion in seats	<input type="checkbox"/> Seatbelt pre-tensioner
<input type="checkbox"/> Electronic	<input type="checkbox"/> Knee airbags (dash)	<input type="checkbox"/> ABS
<input type="checkbox"/> Mechanical	<input type="checkbox"/> Brake pedal bags	<input type="checkbox"/> ESC
<input type="checkbox"/> Clock spring	<input type="checkbox"/> Front crash sensors	
<input type="checkbox"/> Passenger's airbag	<input type="checkbox"/> Side crash sensors	

Side impact (seats, doors, pillars)  
 Front  Rear

Other

**Declaration**

I confirm that:

- I am sufficiently competent and experienced to carry out inspections on supplementary restraint systems, anti-lock braking systems and/or electronic stability control systems, and
- I have carried out an inspection on the vehicle specified above using suitable equipment, and
- I am satisfied that the inspection did not identify any faults in those systems or components identified in this declaration.

Signature

As inspected on (date)