

VIRM: IN-SERVICE CERTIFICATION AMENDMENT 1 JUNE 2019

List of changes and preview pages (WoF and CoF)

MAY 2019

In this amendment

- Updates to images in the glazing section to assist vehicle inspectors
- General information about spotting cracking failure in light trailers
- Images to show how to spot a repaired Trailpro trailer
- Changes as a result of the [Land Transport Rule: Regulatory Stewardship \(Omnibus\) Amendment 2018](#). For insights behind the changes, you can read the [summary of submissions document](#) (changes listed in separate table on the next page)

LIST OF CHANGES – GENERAL

SECTION	CHANGE DESCRIPTION
General vehicles	
4-1 Headlamps	<ul style="list-style-type: none"> • Rfr 15(h) updated to allow for vehicles without a headlamp warning device to be passed if one is not fitted (fitted but not working is still a fail item)
5-1 Glazing	<ul style="list-style-type: none"> • Limousine and body recovery vehicles (hearse) added to figure 5-1-6 Minimum VLT limits for modified glazing (tinted overlays) for different vehicle classes • Critical vision area diagram updated to align with AS/NZS 2080-2006 • Late addition: Table 5-1-6. Permitted modifications <ul style="list-style-type: none"> ○ New row - 'Window port or hatches' in 'Front side window' section relating to class ME vehicles
Heavy vehicles	
4-1 Headlamps	<ul style="list-style-type: none"> • See general vehicles
5-1 Glazing	<ul style="list-style-type: none"> • Critical vision area diagram added
7-1 Seats and seat anchorages	<ul style="list-style-type: none"> • Note added about modification or repair before April 2002
Light PSVs	
4-1 Headlamps	<ul style="list-style-type: none"> • See general vehicles
Heavy PSVs	
4-1 Headlamps	<ul style="list-style-type: none"> • See general vehicles
7-1 Seats and seat anchorages	<ul style="list-style-type: none"> • See heavy vehicles
General trailers	

3-1 Structure	<ul style="list-style-type: none"> Note and image added to assist vehicle inspectors with spotting cracking failure at the point(s) where the drawbar attaches to the body of the trailer in light trailers Repaired Trailpro trailers can be identified by the 'R' after the serial number on the plate Image of a repaired Trailpro trailer
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LIST OF CHANGES – OMNIBUS

See also the [summary of submissions document](#)

SECTION	REASON FOR RULE CHANGE
General vehicles	
2-2 Dimensions	<ul style="list-style-type: none"> Proposal 67: correcting an error in 6.18(2)d of the Rule – replace 'hazard warning sign' with 'OVERSIZE'. Means that OVERSIZE sign be frangible if any part of the sign extends beyond the body or load of the vehicle, whichever it is attached to (frangible means breakable or readily deformable)
Heavy vehicles	
2-2 Dimensions	<ul style="list-style-type: none"> See general vehicles
4-13 Rear reflectors	<ul style="list-style-type: none"> Proposal 27: allow reflective material that does not meet a standard to be fitted to a vehicle elsewhere than adjacent to required lighting equipment
4-15 Other lighting	<ul style="list-style-type: none"> Proposal 27: allow reflective material that does not meet a standard to be fitted to a vehicle elsewhere than adjacent to required lighting equipment
8-1 Service brake, parking brake and heavy vehicle emergency brake	<ul style="list-style-type: none"> allow powered vehicles first registered in New Zealand after the amendment Rule comes into force to have a pressure gauge fitted to the supply brake reservoir rather than a service brake reservoir allow for fewer truck brake applications to be available after the engine stops but before a warning buzzer sounds, to align the New Zealand requirements with approved international standards requirements
10-2 Hubs and axles	<ul style="list-style-type: none"> Proposal 25: provide that tandem axle sets in heavy passenger service vehicles do not have to display a compliance plate showing the load-sharing ratio
Light PSVs	
2-2 Dimensions	<ul style="list-style-type: none"> See general vehicles
Heavy PSVs	
2-2 Dimensions	<ul style="list-style-type: none"> See general vehicles
6-3 PSV entry and exit steps, ramps and hoists	<ul style="list-style-type: none"> Proposal 7: allow for a modesty screen between a seat and a stairwell in a heavy passenger service vehicle to have a small hoists

	gap at the base of the screen, provided that the gap could not create a hazard
7-8 PSV heating and ventilation	<ul style="list-style-type: none"> Proposal 9: allow for the front passenger seat windows to open wider than 125mm if that seat is alongside the driver's seat in a heavy passenger service vehicle (eg in heavy vans)
8-1 Service brake, parking brake and heavy vehicle emergency brake	<ul style="list-style-type: none"> allow powered vehicles first registered in New Zealand after the amendment Rule comes into force to have a pressure gauge fitted to the supply brake reservoir rather than a service brake reservoir allow for fewer truck brake applications to be available after the engine stops but before a warning buzzer sounds, to align the New Zealand requirements with approved international standards requirements
10-2 Hubs and axles	<ul style="list-style-type: none"> see heavy vehicles
General trailers	
2-2 Dimensions	<ul style="list-style-type: none"> See general vehicles
5-1 Brakes	<ul style="list-style-type: none"> Proposal 6: The objective of the amendment Rule is to allow for trailers weighing between 2,500 kg and 3,500 kg to have indirect service brakes or direct service brakes
Heavy trailers	
2-2 Dimensions	<ul style="list-style-type: none"> See general vehicles
4-13 Rear reflectors	<ul style="list-style-type: none"> See heavy vehicles
Forklifts	
2-2 Dimensions	<ul style="list-style-type: none"> See general vehicles
Tractors	
2-2 Dimensions	<ul style="list-style-type: none"> See general vehicles
Unclassified vehicles	
2-2 Dimensions	<ul style="list-style-type: none"> See general vehicles
Technical bulletins (general)	
15 Identifying compliant hitches and brake systems	<ul style="list-style-type: none"> New technical bulletin to assist vehicle inspectors identify brakes compliant with UN/ECE regulation 13

PREVIEW PAGES

Includes [Land Transport Rule: Regulatory Stewardship \(Omnibus\) Amendment 2018](#) changes

General vehicles

2-2 Dimensions (Omnibus)

³ OVERSIZE sign:

- must be black lettering on a yellow-green background
- must be at least 300mm x 1100mm in size
- be frangible if any part of the sign extends beyond the body or load of the vehicle, whichever it is attached to (frangible means breakable or readily deformable)
- may be in two parts: OVER and SIZE.

4-1 headlamps

Reasons for rejection	Tables and images	Summary of legislation
15. When the main-beam headlamps are switched on (with wheels pointing straight ahead):		
h) a main-beam headlamp warning device, if fitted as original equipment, does not indicate to the driver that the main-beam headlamps are switched on.		

5-1 Glazing

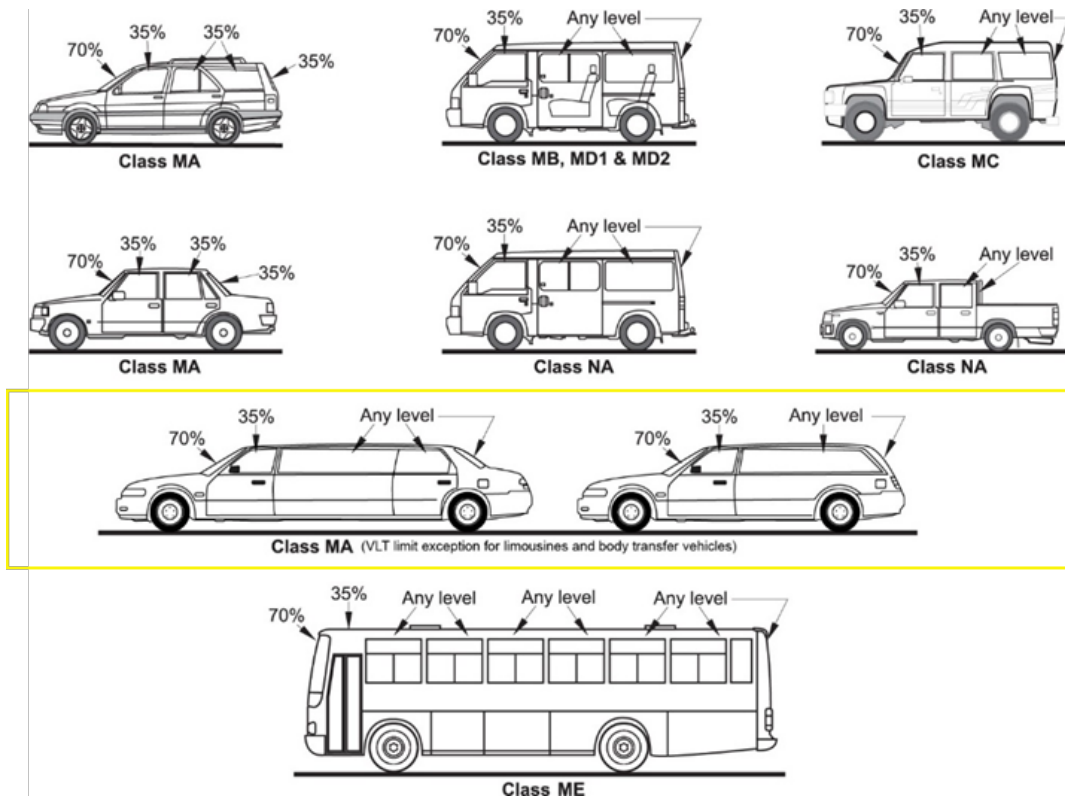
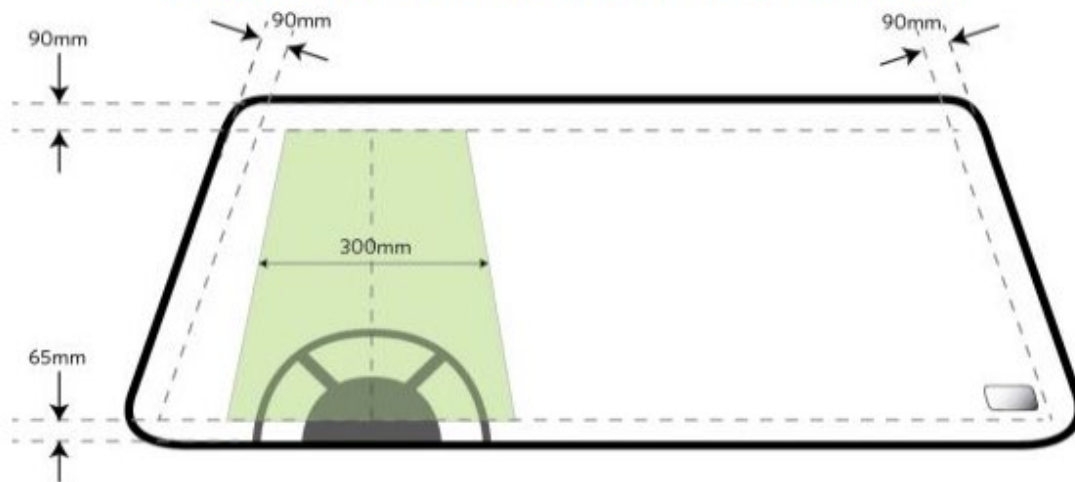


Figure 5-1-4. Windscreen critical vision area (CVA)



To be measured from the inside of the vehicle from the point where the glass is visible (ie after any seals)

Reasons for rejection **Tables and images** Summary of legislation

Table 5-1-6. Permitted modifications

Fitting of or modification to:	Modification permitted provided that:
Front side windows:	
Transparent overlays (Note 5)	<ul style="list-style-type: none"> the overall visible light transmittance (VLT) is not reduced to below 35%.
Stickers	<ul style="list-style-type: none"> stickers are wholly within 100mm of the bottom edge, or 50 mm of any other edge, unless required or permitted by legislation.
Radio antennae	<ul style="list-style-type: none"> antennae are wholly within 100mm of any edge.
Window ports or hatches	<p>The hatch is fitted to an otherwise compliant, fixed window in an ME class vehicle, and:</p> <ul style="list-style-type: none"> the glazing in the hatch: <ul style="list-style-type: none"> is transparent with a VLT of not less than 35%, and meets a standard, as required by Land Transport Rule: Glazing, Windscreen Wipe and Wash, and Mirrors 1999, or is made of a shatter proof polycarbonate or acrylic material, and the hatch and its frame does not unreasonably interfere with the driver's vision, and the frame of the hatch is: <ul style="list-style-type: none"> minimised in size so as to have as little impact on vision as possible (as a guide the thickness should be no more than 40mm), and rigid, sturdy and secure so as to retain the original mechanical properties of the original glazing, and the hatch is water tight, and the original glazing maintains the correct and original compliant markings, and as a guide, the outside measurement of the frame should not exceed a total area of 0.12m².

Heavy vehicles

2-2 Dimensions (Omnibus)

See general vehicles

4-13 Rear reflectors (Omnibus)

Reasons for rejection	Summary of legislation
	<p>2. A rearward-facing reflector fitted to a class NB or NC vehicle either:</p> <ul style="list-style-type: none">a) does not have an area of at least 30cm² or is not fitted as a pair within 150mm on the right and left extremities of the vehicle, orb) does not comply with an approved standard for retroreflectors and is fitted in accordance with the requirements of an approved standard for lighting equipment installation.

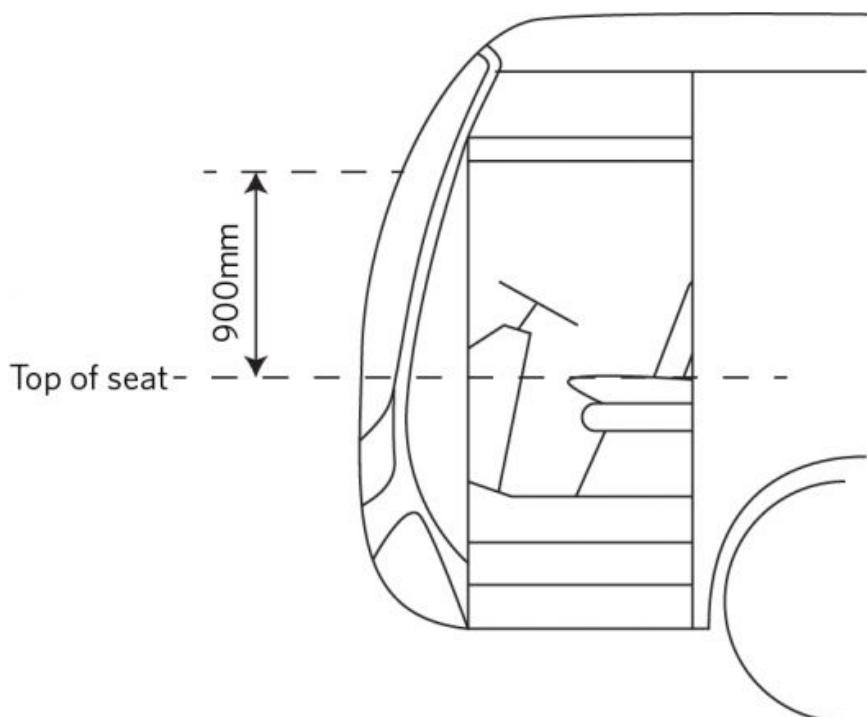
4-15 Other lighting (Omnibus)

Reasons for rejection	Tables and images	Summary of legislation
		<p>3. Retroreflective material fitted within 150mm of a required lamp or retroreflector on a heavy motor vehicle:</p> <ul style="list-style-type: none">a) does not comply with an approved vehicle standard for retroreflective material, orb) is not fitted in accordance with any other enactment relating to retroreflective material on vehicles.

5-1 Glazing

Figure above also added.

Figure 5-1-8. Windscreen critical vision area (CVA)



Note: Applies to all heavy vehicles, not only buses.

7-1 Seats and seat anchorages

Note 1

If the vehicle inspector is in doubt as to when the modification or repair was carried out the onus is on the vehicle owner to provide evidence to support their claim or specialist certification will be required.

8-1 Service brake, parking brake and heavy vehicle emergency brake (Omnibus)

Reasons for rejection

Tables and images

Summary of legislation

Compressed air brake systems

10. A heavy vehicle that is fitted with an air brake or a brake that is operated with the assistance of compressed air is not equipped with an air pressure gauge that indicates the pressure in a service-brake reservoir (Note 3).

Compressed air brake systems

41. Reservoir capacity: With the air pressure in the braking system at its maximum operational pressure as specified by the vehicle or brake manufacturer and the compressor stopped, the reserve of compressed air does not provide:

a) for a combination of heavy vehicles equipped with a towing vehicle protection valve (tractor protection valve) on the towing vehicle and an emergency or a breakaway valve on the trailer(s):

- i. three full service brake applications with full release of the brakes before the low-pressure warning device operates, or before the emergency valve operates, and
- ii. two full applications with full release of the brakes after the low-pressure warning device operates, or

b) For a single class NB or NC vehicle that complies with a Australian Design Rule 35 or European brake standard:

- i. three full service brake applications, with full release of the brakes after each application, before the low-pressure warning device operates, and
- ii. two full applications, with full release of the brakes, after the low-pressure warning device operates, or

Reasons for rejection

Tables and images

Summary of legislation

Compressed air brake systems

9. An air-braked class NB or NC vehicle must be fitted with one (or more) pressure gauge(s), readily visible to the driver at all times from the driver's normal driving position, to indicate to the driver the pressure in the service-brake reservoir(s).

Compressed air brake systems

40. Reservoir capacity: With the air pressure in the braking system at its maximum operating pressure specified by the vehicle manufacturer or brake manufacturer and with the compressor stopped, the reserve of compressed air of the braking system must provide a minimum of:

a) For a combination of heavy vehicles equipped with a towing vehicle protection valve (tractor protection valve) on the towing vehicle and an emergency or break-away valve on the trailer(s):

three full service brake applications with full release of the brakes after each application before the low pressure warning device or emergency valve operates, and two further full applications after the low pressure warning device operates, or

b) In the case of a single vehicle that complies with Australian Design Rule 35 or a European brake standard:

three full service brake applications with full release of the brakes after each application before the low-pressure warning operates, and two further full applications after the low pressure warning device operates, or

10-2 Hubs and axles (Omnibus)

Reasons for rejection	Tables and images	Summary of legislation
<p>3. The manufacturer's plate for a tandem axle set (except for a tandem axle set in a heavy passenger service vehicle) with a twin-tyred axle and a large single-tyred axle (where these were fitted from 1 July 2002):</p> <ul style="list-style-type: none">a) is missing, orb) is not legible, orc) does not show:<ul style="list-style-type: none">i. the load-share ratio of the axle set, orii. a ratio that is either 60:40 or 55:45, oriii. the tyre size on each axle, oriv. the maximum individual axle ratings, ord) has details that do not match the vehicle.		

Reasons for rejection	Tables and images	Summary of legislation
<p>3. A tandem-axle set (except for a tandem axle set in a heavy passenger service vehicle) with a large single-tyred axle must have a manufacturer's indelible plate clearly visible to the person weighing the vehicle that specifies the:</p> <ul style="list-style-type: none">a) load-share ratio of the axle set of 60:40 or 55:45, andb) tyre size on each axle, andc) maximum individual axle ratings.		

Heavy PSVs

6-3 PSV entry and exit steps, ramps and hoists (Omnibus)

Reasons for rejection	Summary of legislation
<p>Mandatory equipment</p> <p>2. A heavy PSV is not fitted with a panel to prevent the feet of seated passengers from protruding into any nearby stairwell or ramp in such a way as to create a hazard.</p>	

Reasons for rejection	Summary of legislation
<p>Mandatory equipment</p> <p>3. A heavy PSV must be fitted with a panel to prevent the feet of seated passengers from protruding into any nearby stairwell or ramp in such a way as to create a hazard.</p>	

7-8 PSV heating and ventilation (Omnibus)

Reasons for rejection	Summary of legislation
	<p>7. A window opening (not including a window next to a driver or a window next passenger seating position that is next to a driver):</p> <ul style="list-style-type: none">a) next to a passenger seat and below 610mm above the uncompressed seat cushion allows a 125mm sphere to pass through it, orb) with no seat next to it and below 1.5m above the floor allows a 125mm sphere to pass through it.

Reasons for rejection	Summary of legislation
	<p>7. The design and construction of an opening window (not including a window next to a driver or a window next passenger seating position that is next to a driver) must ensure that a sphere of 125mm diameter cannot be passed through that part of the opening which:</p> <ul style="list-style-type: none">a) is below the height of 610mm above the uncompressed seat cushion, if there is a seat other than the driver's seat next to that window, orb) is below 1.5m above the floor, if there is no seat next to that window.

8-1 Service brake, parking brake and heavy vehicle emergency brake (Omnibus)

Reasons for rejection	Tables and images	Summary of legislation
		<p>7. An air-braked heavy PSV first registered in New Zealand before 10 February 1978 is not fitted with either:</p> <ul style="list-style-type: none">a) a visual low pressure warning device fitted to the service brake reservoirs that is clearly visible from the driver's normal driving position, orb) an air pressure gauge that indicates the pressure in a service-brake reservoir (Note 1). <p>8. An air-braked heavy PSV first registered in New Zealand on or after 10 February 1978 is not fitted with an air pressure gauge that indicates the pressure in a service-brake reservoir (Note 1).</p> <p>18. Reservoir capacity of a heavy PSV – with the air pressure in the braking system at its maximum operating pressure specified by the vehicle or brake manufacturer and the compressor stopped, the reserve of stored compressed air does not provide:</p> <ul style="list-style-type: none">a) For a vehicle that complies with Australian Design Rule 35 or a European brake standard:<ul style="list-style-type: none">i. three full service brake applications, with full release of the brakes after each application, before the low-pressure warning device operates, andii. two full applications, with full release of the brakes, after the low-pressure warning device operates.

Reasons for rejection	Tables and images	Summary of legislation
		<p>7. An air-braked heavy PSV first registered in New Zealand before 10 February 1978 must be fitted with either:</p> <ul style="list-style-type: none">a) one (or more) pressure gauge(s), readily visible to the driver at all times from the driver's normal driving position, to indicate to the driver the pressure in the service-brake reservoir(s), orb) a device that provides a continuous signal that is clearly visible from the driver's normal driving position if the pressure in one or more of the brake reservoirs is below the minimum safe operating pressure specified by the vehicle manufacturer or brake manufacturer. <p>8. An air-braked heavy PSV first registered in New Zealand on or after 10 February 1978 must be fitted with one (or more) pressure gauge(s), readily visible to the driver at all times from the driver's normal driving position, to indicate to the driver the pressure in the service-brake reservoir(s).</p>

19. Reservoir capacity of a heavy PSV first registered in New Zealand **on or after 10 February 1978** – with the air pressure in the braking system at its maximum operating pressure specified by the vehicle or brake manufacturer and the compressor stopped, the reserve of compressed air of the braking system must provide a minimum of:

- a) in the case of a vehicle that complies with Australian Design Rule 35 or a European brake standard:
- **three** full service brake applications with full release of the brakes after each application before the low-pressure warning operates, and 2 further full applications after the low pressure warning device operates, or

10-2 Hubs and axles (Omnibus)

Reasons for rejection

Tables and images

Summary of legislation

3. The manufacturer's plate for a tandem axle set (except for a tandem axle set in a heavy passenger service vehicle) with a twin-tyred axle and a large single-tyred axle (where these were fitted from 1 July 2002):

- a) is missing, or
- b) is not legible, or
- c) does not show:
- i. the load-share ratio of the axle set, or
 - ii. a ratio that is either 60:40 or 55:45, or
 - iii. the tyre size on each axle, or
 - iv. the maximum individual axle ratings, or
- d) has details that do not match the vehicle.

Reasons for rejection

Tables and images

Summary of legislation

3. A tandem-axle set (except for a tandem axle set in a heavy passenger service vehicle) with a large single-tyred axle must have a manufacturer's indelible plate clearly visible to the person weighing the vehicle that specifies the:

- a) load-share ratio of the axle set of 60:40 or 55:45, and
- b) tyre size on each axle, and
- c) maximum individual axle ratings.

General trailers

3-1 Structure

Reasons for rejection

Tables and images

Summary of legislation

Condition

1. The structure of the vehicle (shaded areas of **Figure 3-1-2**) has visible:

- a) deformation from the original shape that has affected the vehicle's structural integrity (**Note 2**), or
- b) cracking (**Note 3**) (**Figure 3-1-3**), or
- c) fracture, or
- d) corrosion damage (**Note 1**) that is individually larger than 50mm in diameter (**Figure 3-1-1**), or
- e) any corrosion that the inspector considers has caused weakening of the load-bearing structure, or
- f) poor repairs (**Note 1**) that have not returned the structure to within a safe tolerance of when it was manufactured (**Note 2**), such as:
 - i. filler has been used in an attempt to conceal corrosion damage or deformation of a component, or
 - ii. a high strength steel component has been heated.

6. The trailer is an unrepaired Trailpro 8x4 Tradesman (model number TP5) or a Trailpro 8x5 Tandem (model number TP8), with a bolt-through drawbar attachment (these trailers are subject to safety recall) (**Note 4**). See **Figure 3-1-5** for advice on identifying these trailers. See **Figure 3-1-6** and **Figure 3-1-7** for advice on identifying repaired Trailpro trailers.

Note 3

Special attention should be given to the point or points where the drawbar attaches to the body of the trailer. This is often the first point of structural failure on trailers.

Note 4

The NZ Transport Agency is aware of a safety risk with the Trailpro brand of light trailers which were sold through Bunnings NZ between 1 January 2006 and 12 October 2018. The TP5 has a single axle and a tray size of 8'x4' (2.4m x 1.2m). The TP8 is a tandem axle model with a tray size of 8'x5' (2.4m x 1.5m). Other models, such as **the TP1 and TP6 are not included in the recall and have a smaller tray size**. More information can be found in the **safety recall notice** on the Transport Agency website.

Repaired trailers are identified by an 'R' after the serial number (**Figure 3-1-6**).

Figure 3-1-3. Drawbar attachment to trailer

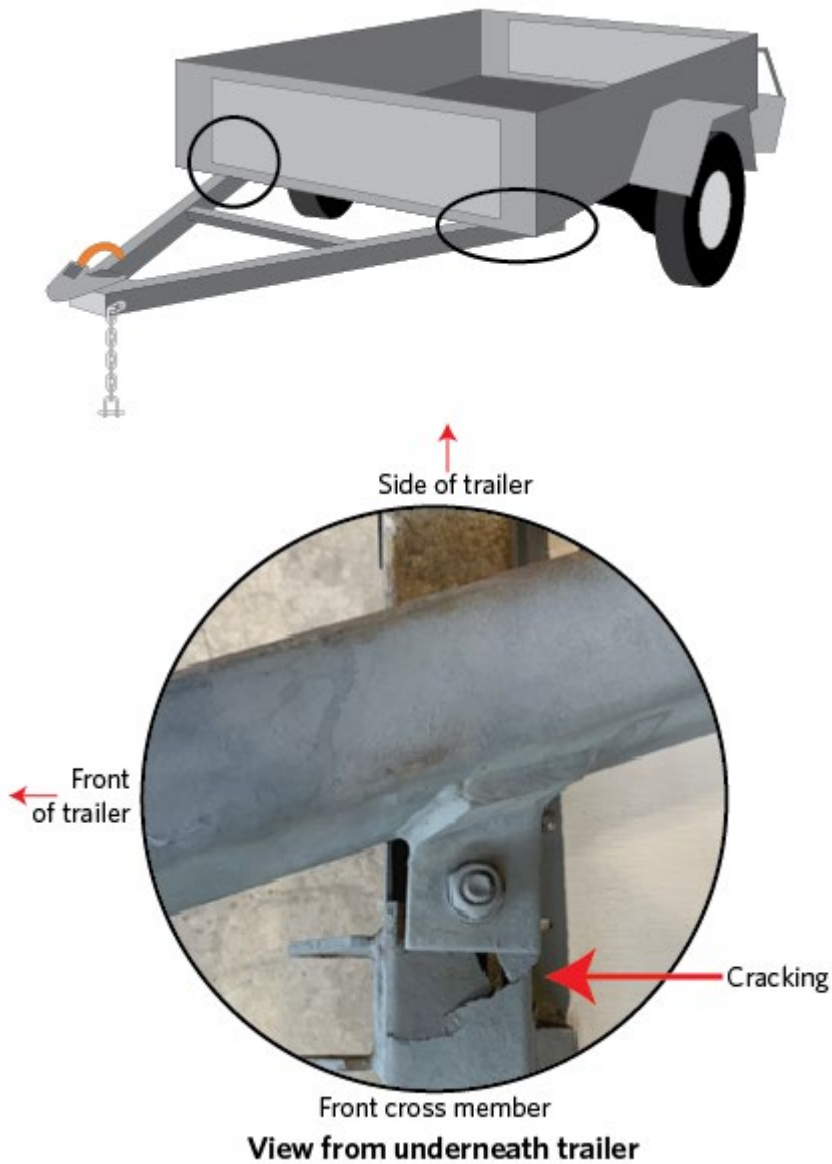


Figure 3-1-6. Trailpro plate showing repaired status

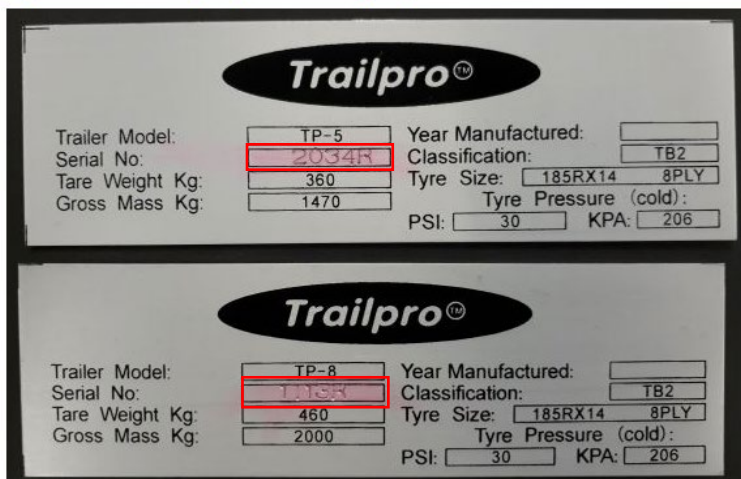


Figure 3-1-7. New front mount of the repaired Trailpro 8x4 and 8x5 trailers



5-1 Brakes (Omnibus)

Reasons for rejection	Tables and images	Summary of legislation	
Table 5-1-1. Trailer brake requirements			
Type of brake required	Laden weight (Note 5) of the trailer		
	2000 kg or less	2001–2500 kg	2501 kg or more
Service brake	Not required but, if fitted, must act on each wheel of at least one axle	Required; either direct or indirect service brake must act on each wheel of at least one axle	Required; direct service brake must act on each wheel of at least one axle, or an indirect service brake that complies with UN/ECE Regulation No.13 (see Technical bulletin 15: Identifying compliant hitches and brake systems) Note: A compliant brake system will require 4 brakes acting across 2 axles (one per wheel)
Parking brake	Not required	Not required	Required; must act on at least one complete axle
Breakaway brake (Note 1) (Note 4)	Required unless fitted with an appropriate coupling and safety chain	Required, unless fitted with an appropriate coupling and two safety chains	Required, unless fitted with an appropriate coupling and two safety chains (Note: If a breakaway brake is fitted, safety chains are still recommended but not required)

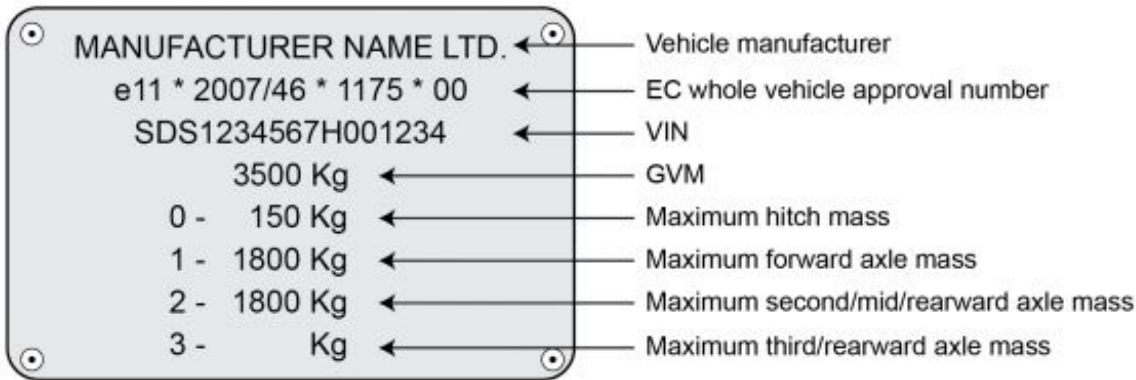
Extract taken from: NZTA Vehicle Portal > VIRMs > In-service certification (WoF and CoF) > Technical bulletins (general) > Identifying compliant hitches and brake systems

15 Identifying compliant hitches and brake systems

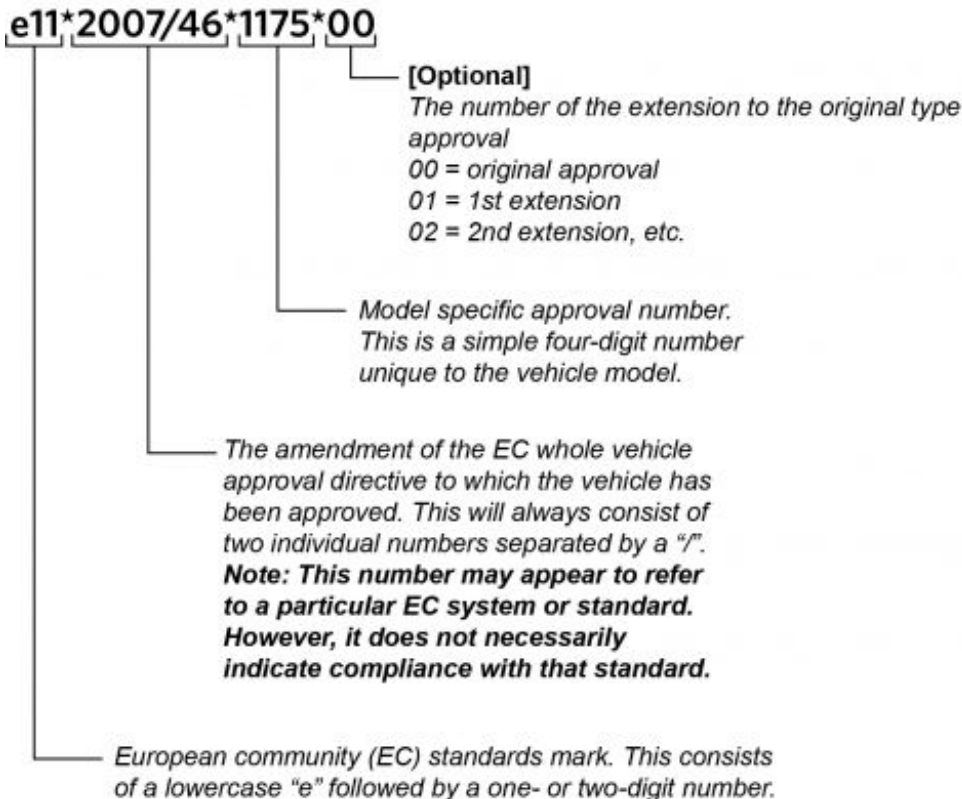
Imported trailers with whole vehicle type approval

A trailer that has European whole vehicle type approval will have brakes compliant with UN/ECE Regulation 13. These trailers are identified by a plate very similar to the following:

Identifying the EC whole vehicle approval plate



The EC whole vehicle approval number



Trailers fitted with a UN/ECE Regulation 13 braking system

These trailers are usually built in New Zealand and fitted with an imported braking system. An approved braking system can be identified by the features and markings detailed below. If these features and markings are not present the owner must be able

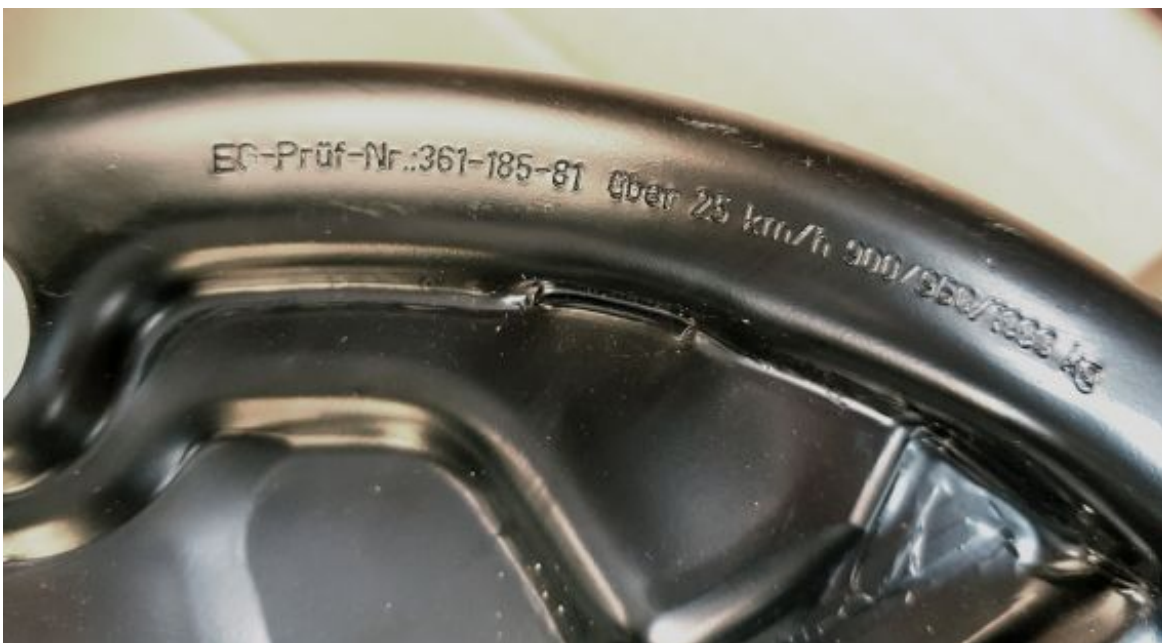
to present documentation that reasonably proves the braking system is compliant with UN/ECE Reg.13 and Reg.55.

Compliant hitch



- A compliant hitch will be fitted with a plate like the one above that indicates it is compliant to Reg. 55 as per the red highlighted section in the image.

Compliant brake system



- A compliant brake system will require 4 brakes acting across 2 axles (one per wheel). The back of each brake drum will have a test number marking like that shown above.

Trailers without a UN/ECE approved brake system

Trailers presented without a European approved braking system, as per the two sections above, must be presented with an exemption letter issued by the Transport Agency. An example of this may be seen below. These trailers are usually built in New Zealand and are usually fitted with a brake system manufactured in New Zealand. Some of these trailers will be fitted with a plate like the one shown below. All these trailers must have a VIN/chassis that matches that shown on the exemption letter.

Coupling Supplied by:

TRAILQUIP LTD

**1 Tuna Street
Dargaville NZ**

www.trailequip.co.nz | 0800 487 245

This KFG35 Cast coupling has been modified from it's original mechanical brake output design to the hydraulic one as fitted. When fitted as part of the wider braking system known as the Trailequip Hygo system(hubs, rotors callipers, parkbrake), it has been independently certified to meet the braking performance requirements of UNECE R13. The Hygo system is suitable for TB class trailers up to 3500kg when an exemption from compliance to the Land Transport Rule Light Vehicle brakes 2002 has been granted.

**LOAD RATING
3500KG**

**HEAD PART #
C2700KN**

**DATE SUPPLIED
18/1/2019**

**MASTER CYL.PART #
C3401A**

**UNIT SERIAL #
XXXXXX**

**HYD FRAME PART #
CYH01**

Original KFG35 Serial # 1XXXXX

Sample exemption letter

Reference: XXXXXXXXXXXXXXX

**EXEMPTION FROM SPECIFIED REQUIREMENTS OF
LAND TRANSPORT RULE: Light Vehicle Brakes 2002,
Rule 32014**

Pursuant to Section 166(1) of the Land Transport Act 1998, and pursuant to the powers delegated to me, I, [NZTA staff member name], Assessments Representative, Customer Assessments, hereby exempt the motor vehicle specified in Schedule 1 hereto from the sections of the rule Light Vehicle Brakes 2002 listed in Schedule 2, subject to the conditions in Schedule 3.

SCHEDULE 1: Vehicle Details

YEAR	MAKE	CHASSIS
2018	Norris	7AT0XXXXXXXXXXXX

SCHEDULE 2: Exempted Requirement

Section 2.4(5): A vehicle of Class TB with a laden weight of 2500kg or more must be fitted with:
(a) a direct trailer service brake

SCHEDULE 3: Conditions of this exemption:

1. The loaded mass of the vehicle in Schedule 1 must not exceed 3500kg; and
2. The vehicle in Schedule 1 must be towed only by a vehicle which has a manufacturer's braked towing capacity equal to or greater than the laden weight of the trailer; and
3. An EC Certificate of Conformity for complete vehicles must be obtained for each vehicle; and
4. The vehicles breakaway brakes must be properly connected to the towing vehicle at all times while the vehicle is being towed; and
5. The braking systems of this vehicle in Schedule 1 must be properly maintained, and there must not be any modifications to it without such modifications being certified by an approved New Zealand Low Volume Vehicle Certifier; and
6. A copy of this exemption must be carried in the vehicle and be produced to vehicle inspectors and enforcement officers if requested; and
7. This exemption can be revoked at any time by the NZ Transport Agency.

Signed at Wellington this 13th day of March 2019

[Name]
Assessments Representative
Customer Assessments
NZ Transport Agency