

# VIRM: ENTRY CERTIFICATION (NEW LIGHT VEHICLES) AMENDMENT

1 April 2020 List of changes and preview pages

FEBRUARY 2020

## LIST OF CHANGES

| SECTION  | CHANGE DESCRIPTION   |
|--|--|
| 1-1 Vehicle identification   | <ul style="list-style-type: none"><li>Information added about what to do when there is a corrected VIN</li></ul>   |
| 2-1 Standards compliance   | <ul style="list-style-type: none"><li>Added light vehicle brakes standard ADR 33/01</li><li>Added Class LE (motor tricycle) standards requirements (seatbelts and seatbelt anchorages)</li></ul> |
| Technical bulletin 1: New light vehicle compliance - allowable modifications | <ul style="list-style-type: none"><li>Significant changes to add clarity to how modern modifications should be treated.</li></ul>  |

# PREVIEWS

## 1-1 Vehicle identification

### Note 3

#### Recording a VIN correction

When a stamped or etched VIN has been corrected, details of the correction must be recorded in the vehicle notes. This is to prevent suspicion arising when the VIN is inspected at a later date. If a VIN plate has been removed and a new one attached in such a way that there is no sign of the correction, this step is not required.

The minimum details to be recorded are the number of characters in the VIN that were corrected and the positions of these characters. Email [FRR@nzta.govt.nz](mailto:FRR@nzta.govt.nz) to update LANDATA notes for the vehicle.

#### Correcting a stamped VIN

A maximum of three stamping errors can be corrected by crossing out the individual letters or digits, and by stamping the correct letter or digit just above or below the crossed errors.

A hash character (#) must be used to cross out incorrect letters or digits. If a hash character is not available, an 'X' or a dollar sign (\$) may be used.

Example: 6 D 9 ~~W~~ 0 F ~~B~~ K 2 A 2 ~~#~~ 7 1 0 3 6  
                            J                            D                            5

As an alternative, all letters and digits may be machined out and the entire VIN stamped again.

If there are more than three stamping errors, all letters and digits must be crossed out and the entire VIN must be stamped again, just above or below the original incorrect VIN.

Example: ~~W~~ ~~B~~ ~~W~~ ~~W~~ ~~W~~ ~~W~~ ~~W~~ ~~W~~ ~~W~~ ~~W~~ ~~W~~ ~~W~~ ~~W~~ ~~W~~ ~~W~~  
6 D 9 J 0 F D K 2 A 2 5 7 1 0 3 6

## 2-1 Standards compliance

### Light-vehicle brakes

- Australian Design Rule 33/01, Brake Systems for Motorcycles and Mopeds

### Class LE (Motor tricycle) standards requirements

| Vehicle has to meet standard if manufactured on or after ... | What sort of standard?   | Under what legislation?  |
|--|--|--|
| 1 October 2003   | Seatbelts and Seatbelt Anchorages<br>Applies only if the vehicle does not have motorcycle controls | Land Transport Rule:<br>Seatbelts and Seatbelt Anchorages 2002 |

## Technical bulletin 1: New light vehicle compliance – allowable modifications

| Fitting of or modification to:  | LVV certification not required provided that:  |
|---|--|
| <b>Bull bars and nudge bars</b>   | <ul style="list-style-type: none"> <li>The bars are frontal impact compliant (FIC), display a FIC tag, and the fitting of the bars does not weaken the vehicle structure.</li> </ul>   |
| <b>Body kits and components (including running boards, plastic bumper skins, side skirts, rear spoiler, front air dam, mud flaps, bonnet projections, utility flat decks, utility tray bodies, utility canopies/tray liners/tonneau covers)</b> | <ul style="list-style-type: none"> <li>the fitting system does not weaken the vehicle structure (Note 1), and</li> <li>no frontal impact components have been removed where the vehicle is required to comply with a frontal impact occupant protection standard</li> <li>the kit or components do not present any external projections that could cause injury, to the occupants or pedestrians, or present a snagging risk, and</li> <li>the performance of any lamps is not affected as a result of the fitting of the kit or components, and</li> <li>the drivers vision has not been affected.</li> </ul>   |
| <b>Wheels</b>   | <ul style="list-style-type: none"> <li>the wheels:               <ul style="list-style-type: none"> <li>are of a known and reputable brand, and</li> <li>would be considered an appropriate fitment for the vehicle type by the wheel manufacturer, and</li> <li>are not modified, and</li> <li>do not have spacers or adaptors fitted, and</li> <li>have a load rating acceptable for the axle rating (or vehicle GVM where axle rating is not available)</li> </ul> </li> </ul> <p>Note: Spare wheel is often OE and can be used for comparison.</p>   |
| <b>Tyres</b>  | <ul style="list-style-type: none"> <li>the tyres:               <ul style="list-style-type: none"> <li>have an outer circumference that is no more than 5% greater than OE, and</li> <li>are an appropriate selection for rim width (see <a href="#">the LVVTA's Tyre to wheel size compatibility guide</a>, and</li> <li>have a load rating suitable for the axle (or vehicle where axle mass is not available)</li> <li>have a speed rating suitable for the vehicle</li> </ul> </li> <li>the tyre tread does not protrude beyond:               <ul style="list-style-type: none"> <li>in the case of a vehicle that <b>is not</b> a class NA or class MC vehicle, the unmodified original body panels or factory fitted mudguard extension/flare; or</li> <li>in the case of an class NA or class MC vehicle, 25mm outside of the unmodified original body panels, provided that a flare or wheel arch extension covers the full width of the tyre tread.</li> </ul> </li> </ul> |
| <b>Tow bars</b>   | The fitting of the tow bar does not weaken the vehicle structure.  |
| <b>Springs and shock absorbers (Including modification of ride height)</b>  | <ul style="list-style-type: none"> <li>the springs or shock absorbers are direct replacements, and</li> <li>replacement springs are contained within unmodified OE seats throughout full suspension travel (Note 2), and</li> </ul>  |

|  |   |
|--|---|
|  | <ul style="list-style-type: none"> <li>• replacement springs are self-retaining in their seats at full extension, without the use of non-standard devices such as wire-ties, straps, or external spring locators, and</li> <li>• replacement springs have not been heated or cut, and</li> <li>• springs and spring seats are not height adjustable by any means (unless OE) (Note 3), and</li> <li>• replacement shock absorbers, including air-adjustable units, fit unmodified OE mountings (Note 2), and</li> <li>• suspension maintains sufficient travel for safe operation (Note 4), and</li> <li>• suspension components maintain sufficient clearance from unmodified bump stops when fully laden (See Note 5), and</li> <li>• Suspension retains at least 40mm of rebound (droop) wheel travel (Note 6), and</li> <li>• a minimum of 100mm ground clearance (unladen and without driver) exists below any part of the vehicle structure, or any steering, braking or suspension component (Note 7) and</li> <li>• the normal relationship between front and rear suspension height is not unduly affected, and</li> <li>• Clearance is maintained between all components, when tested from lock to lock at full droop.</li> </ul> |
| <p><b>Blocks for leaf springs to adjust their ride height (up or down)</b></p> | <ul style="list-style-type: none"> <li>• the leaf spring suspension has not been raised by any other means, and</li> <li>• the leaf spring blocks are: <ul style="list-style-type: none"> <li>– securely fitted, and</li> <li>– constructed from metal, and</li> <li>– designed for the purpose, and</li> <li>– firmly seated over not less than the O.E. seat area, and</li> <li>– not more than 50mm in height, and</li> <li>– located using the same method as original (assessment of location method is only required where visible without dismantling)</li> </ul> </li> </ul>  |

**Note 1**

Heating, drilling, welding or cutting the vehicle structure, modifying a roof bow, or modifying any part of the structure anchorage would be considered to weaken the structure. Cutting a single layer of unstressed panel of sheet metal (i.e. roof) is not considered to weaken the vehicle structure. Drilling a hole suitable for a child restraint top tether does not require LVV certification

**Note 2**

Strut or spring spacers always require certification

**Note 3**

The only other allowable methods of adjusting vehicle ride height without LVV certification are leaf spring blocks (as per below requirements) or adjustment of OE equipment (torsion bars or OE adjustable air suspension).

**Note 4**

When determining if there is sufficient travel remaining, consider a case where the vehicle is laden and in use.

**Note 5**

Sufficient clearance must be maintained from the travel-limiting bump stop (not an O.E spring aid). The spring aid and/or bump stop must not be modified. A spring aid is a low-density conformable material that is fitted inside a coil spring or above a leaf spring by a vehicle manufacturer to assist the spring and acts as the bump stop **only** once it is fully compressed. The spring aid may be contacted at any loading condition to increase the vehicle's spring rate, but the vehicle must retain sufficient wheel travel as per Note 4. A bump stop is a small high-density rubber bumper that is designed to stop vehicle suspension or driveline components from coming into contact with the vehicle structure at the extremes of its suspension travel and is not designed to carry the load of the vehicle for sustained periods of time.

**Note 6**

Rebound wheel travel should be measured as the difference between the distance from the top of the tyre and the wheel arch with the vehicle resting on the ground and the top of the tyre to the wheel arch with the vehicle lifted so that its tyres are clear of the ground (Suspension hanging in full rebound). This difference must be greater than 40mm.

**Note 7**

Does not include such items as exhaust pipes and exterior body panels that do not contribute to the structural strength of the vehicle.