

VIRM: HEAVY VEHICLE SPECIALIST CERTIFICATION AMENDMENT CONSULTATION

October 2020 list of changes and preview pages

SEPTEMBER 2020

LIST OF CHANGES

SECTION	CHANGE DESCRIPTION
4-1 Chassis frame	<ul style="list-style-type: none"> This change is to clarify that only an OEM rail could be considered like for like (as per the Rule)
6-3 Seats and seat anchorages	<ul style="list-style-type: none"> Link to the in-service VIRM seats and seat anchorages section added, with instructions that section 6-3 must be complied with
9-1 Drawbeams	<ul style="list-style-type: none"> From 1 October 2020, where a rating is not applicable 'N/A' must be stamped on the plate
9-2 Drawbars	<ul style="list-style-type: none"> From 1 October 2020, where a rating is not applicable 'N/A' must be stamped on the plate
9-3 Towbars	<ul style="list-style-type: none"> From 1 October 2020, where a rating is not applicable 'N/A' must be stamped on the plate
Technical bulletins	
4 Modification thresholds for the Heavy Vehicle Brakes Rule	<ul style="list-style-type: none"> Wheelbase alteration removed from the 'Modifications that do not require an LT400 by an HVEK' table
16 Engineers' responsibilities for modifications that may affect a heavy vehicle's brakes	<ul style="list-style-type: none"> Clarification around allowed modifications

Previews

4-1 Chassis frame

Reasons for rejection

Summary of legislation

Replacement of chassis rails

45. Where a repair or modification to an original chassis rail or both chassis rails does not consist of an OEM replacement, the repair must be approved by an HVS certifier.

6-3 Seats and seat anchorages

Requirements

The vehicle must comply with the requirements of the VIRM: In-service certification:

- [General vehicles 7-1: Seats and seat anchorages](#)
- [Heavy vehicles 7-1: Seats and seat anchorages](#)

9-1 Drawbeams

Reasons for rejection

Tables and images

Summary of legislation

28. A drawbeam does not have an identification label as required by the standard ([Note 1](#)) ([Note 2](#)).

Note 2

From 1 October 2020, where a rating is not applicable 'N/A' must be stamped on the plate.

9-2 Drawbars

Reasons for rejection

Tables and images

Summary of legislation

41. A drawbar does not have an identification label as required by the standard ([Note 1](#)) ([Note 2](#)).

Note 2

From 1 October 2020, where a rating is not applicable 'N/A' must be stamped on the plate.

9-3 Towbars

Reasons for rejection

Tables and images

Summary of legislation

39. A towbar does not have an identification label as required by the standard ([Note 1](#)) ([Note 2](#)).

Note 2

From 1 October 2020, where a rating is not applicable 'N/A' must be stamped on the plate.

Technical bulletins

4 Modification thresholds for the Heavy Vehicle Brakes Rule

Modifications that may not require an LT400 by an HVEK

A wheelbase alteration to a standard compliant ([Note 1](#)) heavy vehicle that is not outside the range specified by the original manufacturer ([Note 2](#)), provided:

- no other modifications (eg adding a tag axle, changing an axle, changing a brake component or setting) are performed, and
- the vehicle must remain within the original manufacturer's GVM – even if there is a change to the chassis rating. This change of chassis rating must be confirmed by an HVSC with the chassis category (HVEC).

16 Engineers' responsibilities for modifications that may affect a heavy vehicle's brakes

Note 5

Where any brake component(s) have been altered or modified (unless specifically allowed by the manufacturer or Waka Kotahi), these alterations or modifications must be referred to an HVEK category engineer. It is the HVEK engineer's responsibility to confirm that the braking system has not been affected by the HVEC certification or modification. If the braking system has been affected, it is the HVEK engineer's responsibility to perform and certify the required modifications.