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# VIRM: In-service certification amendment 1 November 2017

October 2017

## ***List of changes and preview pages (WoF and CoF)***

### **In this amendment**

- General changes and improvements
- Reminder about IT system requirements
- Clarification around exhaust outlet positioning when the exhaust pipe does not extend beyond the rear of the vehicle
- On certain light PSVs, a wheelchair ramp or hoist must display a load rating of at least 300kg
- New overseas acceptable proof of modifications
- Clarification about when stock crates should be certified
- Incorporation of Technical note 1 (ShinMaywa tipper bodies) and Technical note 2 (small passenger service changes)
- Clarification that a stretch cargo net of reasonable quality would be sufficient to meet the requirement of safely securing items of cargo likely to be carried in a small passenger services vehicle.




# Contents

<b>List of changes .....</b>	<b>3</b>
<b>Preview pages .....</b>	<b>5</b>
Introduction .....	5
1-5 Inspection premises and equipment .....	5
General vehicles.....	5
2-1 External projections .....	5
3-1 Structure.....	5
5-1 Glazing .....	6
9-1 Steering and suspension systems.....	6
11-1 Exhaust system.....	6
12-1 Light vehicle towbar and fifth wheel.....	7
13-1 Engine and transmission .....	7
Heavy vehicles .....	8
2-1 External projections .....	8
3-1 Structure.....	8
11-1 Exhaust system.....	8
14-2 Stock crates and stock crate retention devices.....	9
Light PSVs.....	9
2-1 External projections .....	9
5-1 Glazing .....	10
6-3 PSV entry and exit steps, ramps and hoists .....	10
12-1 Light vehicle towbar and fifth wheel.....	10
14-6 PSV baggage and freight restraints .....	11
Heavy PSVs.....	11
2-1 External projections .....	11
6-3 PSV entry and exit steps, ramps and hoists .....	12
Technical bulletins (general) .....	12
13 Acceptable overseas proof of modification .....	12
Technical bulletins (CoF).....	13
4 Taximeter compliance.....	13
7 Stock crate certification .....	14
8 ShinMaywa tipper bodies fitted to new trucks imported from Japan.....	15

# LIST OF CHANGES

Note that links in the table below go to the current live VIRM pages.

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

SECTION	CHANGE DESCRIPTION
<b>Introduction</b>	
<a href="#">1-5 Inspection premises and equipment</a>	<ul style="list-style-type: none"> <li>For clarity, IT system requirements added: To connect to our computer systems, you must operate Windows 7, 8.1 or 10 and run a web browser of Internet Explorer 11 (IE11) to connect. These are the only operating systems that are supported by the Transport Agency to ensure security to our systems.</li> </ul>
<b>General vehicles</b>	
<a href="#">2-1 External projections</a>	<ul style="list-style-type: none"> <li>Rear bumper removed from frontal impact requirements.</li> </ul>
<a href="#">3-1 Structure</a>	<ul style="list-style-type: none"> <li>Rear bumper removed from frontal impact requirements.</li> </ul>
<a href="#">5-1 Glazing</a>	<ul style="list-style-type: none"> <li>A V above the  mark means toughened, VLT &lt;70%</li> <li>Sample of a V above the  mark added to Figure 5-1-1.</li> </ul>
<a href="#">9-1 Steering and suspension systems</a>	<ul style="list-style-type: none"> <li>Clarifies that a left hand drive vehicle cannot be operated in a transport service, rental service or otherwise for commercial purposes for hire or reward (with some exceptions).</li> </ul>
<a href="#">11-1 Exhaust system</a>	<ul style="list-style-type: none"> <li>Clarification around exhaust outlet positioning when the exhaust pipe does not extend beyond the rear of the vehicle.</li> </ul>
<a href="#">12-1 Light vehicle towbar and fifth wheel</a>	<ul style="list-style-type: none"> <li>Note added regarding safety chains for towbars with a removable ball mount.</li> </ul>
<a href="#">13-1 Engine and transmission</a>	<ul style="list-style-type: none"> <li>Note added regarding the meaning of 'MOD' on LVV certification plates.</li> </ul>
<b>Heavy vehicles</b>	
<a href="#">2-1 External projections</a>	<ul style="list-style-type: none"> <li>Rear bumper removed from frontal impact requirements</li> </ul>
<a href="#">3-1 Structure</a>	<ul style="list-style-type: none"> <li>(incorporation of <a href="#">Technical note 1</a>) Note 6: Some new trucks imported from Japan fitted with ShinMaywa tipper bodies in Japan can be accepted without an LT400. See Technical Bulletin 8 for a list of the makes and models that can be accepted without an LT400.</li> </ul>
<a href="#">11-1 Exhaust system</a>	<ul style="list-style-type: none"> <li>Clarification around exhaust outlet positioning when the exhaust pipe does not extend beyond the rear of the vehicle.</li> </ul>
<b>Light passenger service vehicles</b>	
<a href="#">2-1 External projections</a>	<ul style="list-style-type: none"> <li>Rear bumper removed from frontal impact requirements</li> </ul>
<a href="#">5-1 Glazing</a>	<ul style="list-style-type: none"> <li>a V above the  mark means toughened, VLT &lt;70%</li> </ul>

	<ul style="list-style-type: none"> <li>sample of a V above the  mark added to Figure 5-1-1</li> </ul>
<a href="#">6-3 PSV entry and exit steps, ramps and hoists</a>	<ul style="list-style-type: none"> <li>Clarifies in note at top of page which requirements apply to PSVs that comply with UN/ECE standards.</li> <li>On a vehicle fitted with a wheelchair ramp or hoist that entered passenger service in New Zealand on or after 1 July 2000, or on a PSV fitted with a wheelchair ramp or hoist on or after 1 July 2000, a wheelchair ramp or hoist must display a load rating of at least 300kg.</li> </ul>
<a href="#">12-1 Light vehicle towbar and fifth wheel</a>	<ul style="list-style-type: none"> <li>Note added regarding safety chains requirements for towbars with a removable ball mount.</li> </ul>
<a href="#">14-6 PSV baggage and freight restraints</a> <b>(Note: this is a late addition)</b>	<ul style="list-style-type: none"> <li>Clarification that a stretch cargo net of reasonable quality would be sufficient to meet the requirement of safely securing items of cargo likely to be carried in a small passenger services vehicle.</li> </ul>
<b>Heavy passenger service vehicles</b>	
<a href="#">2-1 External projections</a>	<ul style="list-style-type: none"> <li>Rear bumper removed from frontal impact requirements</li> </ul>
<a href="#">6-3 PSV entry and exit steps, ramps and hoists</a>	<ul style="list-style-type: none"> <li>Clarifies in note at top of page which requirements apply to PSVs that comply with UN/ECE standards</li> <li>On a vehicle fitted with a wheelchair ramp or hoist that entered passenger service in New Zealand on or after 1 July 2000, or on a PSV fitted with a wheelchair ramp or hoist on or after 1 July 2000, a wheelchair ramp or hoist must display a load rating of at least 300kg.</li> </ul>
<b>Technical bulletins (general)</b>	
<a href="#">13 Acceptable overseas proof of modification</a>	<ul style="list-style-type: none"> <li>Updated to include the new acceptable modifications from Australia and the United States.</li> </ul>
<b>Technical bulletins (CoF)</b>	
<a href="#">4 Taximeter compliance</a>	<ul style="list-style-type: none"> <li>From 1 October 2017 meters are not a CoF inspection item and meter certification is not carried out by persons authorised by the Transport Agency. Please see <a href="#">Technical note 2: Small passenger services changes</a> for more information.</li> </ul>
<a href="#">7 Stock crate certification</a>	<ul style="list-style-type: none"> <li>Clarifications about when to certify.</li> </ul>
8 ShinMaywa tipper bodies fitted to new trucks imported from Japan	<ul style="list-style-type: none"> <li>New technical bulletin that incorporates <a href="#">Technical note 1</a>.</li> </ul>

# PREVIEW PAGES

## Introduction

### 1-5 Inspection premises and equipment

#### 5.2 Administration requirements

Feature	Minimum requirement	Examples and things to consider
Administration	<ul style="list-style-type: none"> <li>Access to the vehicle inspection portal for the VIRMs, forms, news and other information relevant to vehicle inspections</li> <li>Access to WoF-online and user charts, or access to Landata and the agents portal for the LATIS manual, to record</li> </ul>	To connect to our computer systems, you must operate Windows 7, 8.1 or 10 and use Internet Explorer 11 (IE11) to connect. These are the only operating systems that are supported by the Transport Agency to ensure security to our systems.

## General vehicles

### 2-1 External projections

Front bumper bar (removal and change) (Note 1) (Note 7)	<ul style="list-style-type: none"> <li>the vehicle is not required to comply with a frontal impact occupant protection standard (Note 6)</li> </ul>
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**Note 7**

Rear bumper removal must still meet external projection requirements.

### 3-1 Structure

Reasons for rejection	Tables and images	Summary of legislation				
<p><b>Table 3-1-1. Modifications that do not require LVV certification</b></p> <table border="1"> <thead> <tr> <th>Fitting of or modification to:</th> <th>LVV certification is not required provided that:</th> </tr> </thead> <tbody> <tr> <td>Front bumper bar (removal and change) (Note 2) (Note 8)</td> <td> <ul style="list-style-type: none"> <li>the vehicle is not required to comply with a frontal impact occupant protection standard (Note 4)</li> </ul> </td> </tr> </tbody> </table>			Fitting of or modification to:	LVV certification is not required provided that:	Front bumper bar (removal and change) (Note 2) (Note 8)	<ul style="list-style-type: none"> <li>the vehicle is not required to comply with a frontal impact occupant protection standard (Note 4)</li> </ul>
Fitting of or modification to:	LVV certification is not required provided that:					
Front bumper bar (removal and change) (Note 2) (Note 8)	<ul style="list-style-type: none"> <li>the vehicle is not required to comply with a frontal impact occupant protection standard (Note 4)</li> </ul>					
<p><b>Note 8</b></p> <p>Rear bumper removal must still meet external projection requirements.</p>						

## 5-1 Glazing

**Table 5-1-4. Glossary of codes for safety glass (including laminated glass) (Note 1) (Note 4) (Figure 5-1-1)**

V	toughened, VLT <70%, when near the E mark
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**Figure 5-1-1 Approved standards markings**



## 9-1 Steering and suspension systems

Reasons for rejection	Tables and images	Summary of legislation
<p>2. A LHD vehicle is operated in a transport service, rental service or otherwise for commercial purposes or for hire or reward (Note 2).</p> <p><b>Note 2</b> The following LHD vehicles are not prohibited from operation in a transport service or otherwise for commercial purposes or for hire or reward:</p> <ul style="list-style-type: none"> <li>a) a Category C1 - C5 specialist vehicle, or</li> <li>b) a vehicle operated by a diplomat, or</li> <li>c) a vehicle exempt from registration and licensing, or</li> <li>d) a vehicle that was formerly owned by the Crown.</li> </ul>		
Reasons for rejection	Tables and images	Summary of legislation
<p><b>Permitted equipment</b></p> <p>3. A registered vehicle may be in left-hand drive or dual-steer configuration. Such a vehicle is not required to carry a Left-Hand Drive Permit, as the LHD requirements are enforced at the time of first registration in New Zealand. Such a vehicle is not permitted to be operated in a transport service or otherwise for commercial purposes or for hire or reward.</p>		

## 11-1 Exhaust system

Reasons for rejection	Tables and images	Summary of legislation
<p>5. The exhaust system is so constructed that emitted heat or fumes are not directed away from, and prevented from entering, the vehicle's passenger compartment (Note 8). See also (Note 6) regarding screamer pipes.</p> <p><b>Note 8</b> Exhaust systems that direct exhaust fumes away from the perimeter of the vehicle's passenger compartment will comply with this requirement, and an OE fitment (or direct OE replacement) where the exhaust system terminates directly below the vehicle's floorpan is also permissible.</p>		

## 12-1 Light vehicle towbar and fifth wheel

Reasons for rejection	Tables and images	Summary of legislation
<p><b>Mandatory equipment</b></p> <p>1. A towbar fitted to a vehicle does not have provision for securely fitting the safety chain (<b>Note 1</b>) from a trailer coupling, except for:</p> <ul style="list-style-type: none"> <li>a) New Zealand Defence Force vehicles</li> <li>b) fire-fighting vehicles.</li> </ul> <p><b>Note 1</b></p> <p>For vehicles fitted with a towbar that has a removable ball mount, such as the one shown on the right-hand side <b>Figure 12-1-1</b>, if the safety chain attaches to the removable part, the security of the removable part should be verified (eg retention clip should be of sufficient strength and in good condition).</p>		

Reasons for rejection	Tables and images	Summary of legislation
<p><b>Mandatory equipment</b></p> <p>1. A towbar, if fitted to a vehicle, must have provision for securing the safety chain (<b>Note 1</b>) or cable from a trailer coupling, except if the vehicle is likely to tow any of the following trailers:</p> <ul style="list-style-type: none"> <li>a) a trailer designed for armament purposes by the New Zealand Defence Forces</li> <li>b) a trailer pump for fire-fighting purposes.</li> </ul>		

## 13-1 Engine and transmission

Reasons for rejection	Tables and images	Summary of legislation
<p>9. A modification (<b>Note 1</b>) affects the engine and transmission (<b>Note 2</b>), and:</p> <ul style="list-style-type: none"> <li>a) is not excluded from the requirements for LVV specialist certification (<b>Table 13-1-1</b>), and</li> <li>b) is missing proof of LVV specialist or accepted overseas certification, ie: <ul style="list-style-type: none"> <li>i. the vehicle is not fitted with a valid LVV certification plate (<b>Note 3</b>), or</li> <li>ii. the operator is not able to produce a valid modification declaration or authority card , or</li> <li>iii. the vehicle has not been certified to an accepted overseas system as described in <b>Technical bulletin 13</b> .</li> </ul> </li> </ul> <p><b>Note 3</b></p> <p>Where an LVV certification plate has the engine type as 'MOD' after the make (eg Nissan MOD), that certification can cover a wide range of modifications, including aftermarket or modified wastegates, larger or modified turbochargers, re-programmed ECU's, and many other performance enhancements commonly fitted to a wide range of vehicles.</p> <p>If presented with a vehicle with an engine modification and 'MOD' on the certification plate, assuming all other certification plate details match and all WoF requirements have been met, a WoF can be issued.</p>		

## Heavy vehicles

### 2-1 External projections

Reasons for rejection	Tables and images	Summary of legislation
<b>Table 2-1-1. Modifications that do not require LVV certification</b>		
Fitting of or modification to:	LVV certification is not required provided that:	
Front bumper bar (removal and change) ( <a href="#">Note 1</a> ) ( <a href="#">Note 7</a> )	<ul style="list-style-type: none"> <li>the vehicle is not required to comply with a frontal impact occupant protection standard (<a href="#">Note 6</a>)</li> </ul>	
<b>Note 7</b> Rear bumper removal must still meet external projection requirements.		

### 3-1 Structure

Reasons for rejection	Tables and images	Summary of legislation
<b>Table 3-1-2. Requirements for HVS certification</b>		
HVS certification is required	HVS certification is not required	
4.Modifications carried out <b>on or after 1 April 2005</b> that affect the chassis, including fitting of a hoist, crane, tipping body or other special equipment which may result in increased stress to a localised area of the chassis or significant redistribution of the load over the chassis as determined by an HVS certifier. ( <a href="#">Note 6</a> )		
<b>Note 6</b> Some new trucks imported from Japan fitted with ShinMaywa tipper bodies in Japan can be accepted without an LT400. See <a href="#">Technical bulletin (CoF) 8</a> for a list of the makes and models that can be accepted without an LT400.		

### 11-1 Exhaust system

Reasons for rejection	Summary of legislation
4. The exhaust system is so constructed that emitted heat or fumes are not directed away from, and prevented from entering, the vehicle's passenger compartment ( <a href="#">Note 2</a> ).	
<b>Note 2</b> Exhaust systems that direct exhaust fumes away from the perimeter of the vehicle's passenger compartment will comply with this requirement, and an OE fitment (or direct OE replacement) where the exhaust system terminates directly below the vehicle's floorpan is also permissible.	



## 14-2 Stock crates and stock crate retention devices

Reasons for rejection	Tables and images	Summary of legislation
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**Mandatory equipment**  
(see [Technical bulletin 7: Stock crate retention](#))

1. A stock crate, including its retention devices ([Figure 14-2-1](#)), fitted to a vehicle with a GVM of 6000 kg or more, has no manufacturer’s plate certifying construction in accordance with NZS 5413, that specifies at least all of the following details:

- company name
- stock crate serial number
- date of manufacture of stock crate
- restraint capacity total in kilograms (not required for monocoque stock crates)
- restraint capacity individual in kilograms (not required for monocoque stock crates)
- number of restraints per side (not required for monocoque stock crates).

2. Stock crate anchorage points fitted to the deck have not been certified to NZS 5444, ie:

a) the stock crate anchorage points were fitted before the last CoF inspection, and after 1 January 1997, and there is no LANDATA record,

**Note** Before 1 January 1997 certification was required but for inspection purposes the LANDATA record need not be checked

or

b) the stock crate anchorage points were fitted after the last CoF inspection and:

- i. a valid LT400 form is not presented, or
- ii. the HVS certifier was not of category HVEA or HMAD, or
- iii. there is no valid certification plate/label attached to the stock crate as required in [Table 14-2-1](#). Refer to [Technical Bulletin 7: Stock crate certification](#) for details on the plating requirements for vehicles fitted with stock crates.

Reasons for rejection	Tables and images	Summary of legislation
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1. A stock crate and its retention devices, if fitted to a vehicle with a GVM of 6000 kg or more, or be fitted with a stock crate plate (see [Technical bulletin: Stock crate retention](#)).

## Light PSVs

### 2-1 External projections

Reasons for rejection	Tables and images	Summary of legislation
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**Table 2-1-1. Modifications that do not require LVV certification**

Fitting of or modification to:	LVV certification is not required provided that:
Front bumper bar (removal and change) ( <a href="#">Note 1</a> ) ( <a href="#">Note 7</a> )	<ul style="list-style-type: none"> <li>• the vehicle is not required to comply with a frontal impact occupant protection standard (<a href="#">Note 6</a>)</li> </ul>

**Note 7**  
Rear bumper removal must still meet external projection requirements.

## 5-1 Glazing

**Table 5-1-4. Glossary of codes for safety glass (including laminated glass) (Note 1) (Note 4) (Figure 5-1-1)**

V	toughened, VLT <70%, when near the E <sub>s</sub> mark
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**Figure 5-1-1 Approved standards markings**



## 6-3 PSV entry and exit steps, ramps and hoists

Reasons for rejection	Summary of legislation
	2. A wheelchair ramp or hoist fitted to a PSV that entered service as a PSV in New Zealand on or after 1 July 2000, or a wheelchair ramp or hoist fitted to a PSV on or after 1 July 2000, does not have evidence that it is load-rated for 300kg or more.
Reasons for rejection	Summary of legislation
	3. On a vehicle fitted with a wheelchair ramp or hoist that entered passenger service in New Zealand on or after 1 July 2000, or on a PSV fitted with a wheelchair ramp or hoist on or after 1 July 2000, a wheelchair ramp or hoist must display a load rating of at least 300kg.

## 12-1 Light vehicle towbar and fifth wheel

Reasons for rejection	Tables and images	Summary of legislation
<b>Mandatory equipment</b>		
1. A towbar fitted to a vehicle does not have provision for securely fitting the safety chain (Note 1) from a trailer coupling, except for: <ul style="list-style-type: none"> <li>a) New Zealand Defence Force vehicles</li> <li>b) fire-fighting vehicles.</li> </ul>		
<b>Note 1</b>		
For vehicles fitted with a towbar that has a removable ball mount, such as the one shown on the right-hand side Figure 12-1-1, there must be a provision for the safety chain to be attached to the fixed part of the towbar (not the removable part).		

Reasons for rejection	Tables and images	<b>Summary of legislation</b>
<p><b>Mandatory equipment</b></p> <p>1. A towbar, if fitted to a vehicle, must have provision for securing the safety chain <b>(Note 1)</b> or cable from a trailer coupling, except if the vehicle is likely to tow any of the following trailers:</p> <ul style="list-style-type: none"> <li>a) a trailer designed for armament purposes by the New Zealand Defence Forces</li> <li>b) a trailer pump for fire-fighting purposes.</li> </ul>		

## 14-6 PSV baggage and freight restraints

**(Note: this is a late addition)**

<b>Reasons for rejection</b>	Summary of legislation
<p><b>Mandatory equipment</b></p> <p>1. A light PSV that is designed to carry cargo is not equipped with facilities capable of securing or containing that cargo such as:</p> <ul style="list-style-type: none"> <li>a) a separate cargo compartment, or</li> <li>b) a means of safely securing items of cargo likely to be carried <b>(Note 1)</b>, or</li> <li>c) a cargo barrier that is fit for purpose, for example, the cargo barrier is fitted with a label or plate indicating compliance with AS/NZS 4034.</li> </ul>	
<p><b>Note 1</b></p> <p>A stretch cargo net of reasonable quality would be sufficient to meet the requirement of safely securing items of cargo likely to be carried in a small passenger services vehicle. As such, a vehicle equipped with serviceable tie down points and a cargo net in good order (stretch or fixed) would satisfy the requirements for a CoF.</p>	

Reasons for rejection	<b>Summary of legislation</b>
<p><b>Mandatory equipment</b></p> <p>1. A light PSV that is designed to carry cargo must be equipped with facilities capable of securing or containing that cargo such as:</p> <ul style="list-style-type: none"> <li>a) a separate cargo compartment, or</li> <li>b) a means of safely securing items of cargo likely to be carried <b>(Note 1)</b>, or</li> <li>c) a cargo barrier that is fit for purpose, which may be demonstrated by compliance with the version of <i>Australian Standard/New Zealand Standard 4034</i> that was applicable at the time the cargo barrier was installed.</li> </ul>	

## Heavy PSVs

### 2-1 External projections

Reasons for rejection	Tables and images	Summary of legislation		
<p><b>Table 2-1-1. Modifications that do not require LVV certification</b></p> <table border="1"> <tr> <td><b>Fitting of or modification to:</b></td> <td><b>LVV certification is not required provided that:</b></td> </tr> </table>			<b>Fitting of or modification to:</b>	<b>LVV certification is not required provided that:</b>
<b>Fitting of or modification to:</b>	<b>LVV certification is not required provided that:</b>			

- |   |   |
|---|---|
| Front bumper bar (removal and change) (Note 1) (Note 7) | <ul style="list-style-type: none"> <li>the vehicle is not required to comply with a frontal impact occupant protection standard (Note 6)</li> </ul> |
|---|---|

**Note 7**

Rear bumper removal must still meet external projection requirements.

### 6-3 PSV entry and exit steps, ramps and hoists

**Note** An unmodified vehicle is not required to comply with Summary of legislation 1-5 or Reasons for rejection 1-4 provided that it complies with either:

- UN/ECE 36 and UN/ECE 66; UN/ECE 107 and UN/ECE 66; UN/ECE 52 or Directive 2001/85/EC.

**Reasons for rejection**

**Summary of legislation**

2. A wheelchair ramp or hoist fitted to a PSV that entered service as a PSV in New Zealand on or after 1 July 2000 or a wheelchair ramp or hoist fitted to a PSV on or after 1 July 2000 does not have evidence that it is load-rated for 300kg or more.

**Reasons for rejection**

**Summary of legislation**

3. On a vehicle fitted with a wheelchair ramp or hoist that entered passenger service in New Zealand on or after 1 July 2000, or on a PSV fitted with a wheelchair ramp or hoist on or after 1 July 2000, a wheelchair ramp or hoist must display a load rating of at least 300kg.

## Technical bulletins (general)

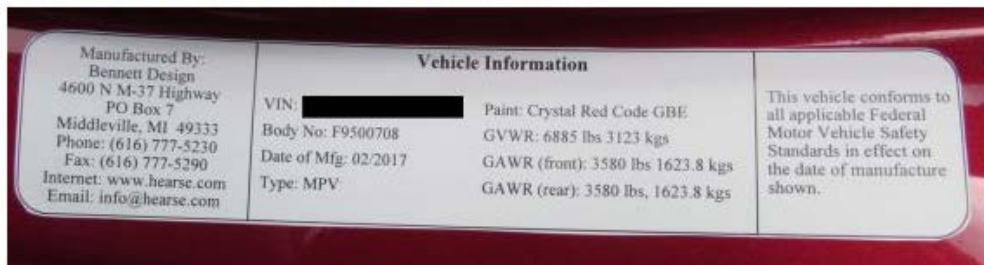
### 13 Acceptable overseas proof of modification

Acceptable overseas certifications	Specific evidence
<b>Australia</b> ADR SSM: Australian Motor Vehicle Certification Board Second Stage of Manufacture	The plate/label is silver in colour. If the word 'nonstandard' or the phrase 'low volume' appears on the plate/label the certification cannot be accepted, refer to a specialist certifier. See Figure 13-1-1 for a sample plate/label.
<b>Europe</b> ECWVTA: European Community Whole Vehicle Type Approval	<ul style="list-style-type: none"> <li>2007/46 OR 2001/116 in the Type Approval Number (eg e11*2007/46*0851*01 or e1*2001/116*0391*11 like in Figure 13-1-2)</li> <li>'Stage 2' or 'Stage 3' must also be on the label immediately below the type approval number. <b>Note:</b> The word 'Stage' may also be written in a different language, most commonly French (Etape) or German (Stufe). (eg 'Stage 2' or 'Stufe 2' like in Figure 13-1-3)</li> </ul>
<b>United States</b> FMVSS: Federal Motor Vehicle Safety Standards	Motorhomes, hearses and limousines with an FMVSS approval plate. See Figure 13-1-4 for a sample FMVSS approval plate. <b>Note:</b> Conversion vans (aka day vans) are not motorhomes as they are not a dwelling place. The Transport Agency requires these vehicles to be LVV certified.

**Figure 13-1-1. ADR SSM plate/label**



**Figure 13-1-4. Sample FMVSS approval plate**



## Technical bulletins (CoF)

### 4 Taximeter compliance

Meters are not required in small passenger service vehicles. However, if you do use a meter you must ensure that it is accurate.

From 1 October 2017 meters are not a CoF inspection item and meter certification is not carried out by persons authorised by the Transport Agency.

## 7 Stock crate certification

The stock crate is not a vehicle therefore the actual crate J-hook mountings and J-hooks **cannot be certified with an LT400**. The design can be certified with a design certificate and a plate or label attached to the stock crate.

The design certification for the stock crate anchorage is catered for with an design certificate and the certificate will be held on file by the stock crate manufacturer.

The stock crate identification plate or label needs to have all of the following information:

- Company name
- Serial number
- Date of manufacture
- J-hook capacity load
- J-hook capacity individual
- Number per side.

A certificate of fitness inspector can be satisfied in regard to the certification of the stock crate J-hook mountings if a plate or label providing all the information above is attached to the crate and there is a separate load anchorage certification plate fitted to the vehicle to cover the deck mounting points (coaming rail) used to secure the stock crate.

## 8 ShinMaywa tipper bodies fitted to new trucks imported from Japan

### Vehicle inspection requirements manual reference

- Heavy vehicles 3-1 Structure

This bulletin gives guidance to vehicle inspectors in applying the following requirements in the VIRM.

### Application

Under the Land Transport Rule: Heavy Vehicles 2004, a modification or repair that affects the vehicle structure must be inspected and certified by a heavy vehicle specialist certifier (HVSC). Any of the vehicles listed in the table below can be accepted as meeting this requirement and do not need to be certified by an HVSC.

**Table 1: Vehicles fitted with ShinMaywa tipper bodies that do not require an LT400**

Make	Model
Isuzu	NLR
Isuzu	NPR
Isuzu	NQR
Isuzu	FRR

ShinMaywa Tipper bodies will be fitted with a plate as shown in the sample below.

