

VIRM: IN-SERVICE CERTIFICATION AMENDMENT

December 2019 List of changes and preview pages (WoF and CoF)

OCTOBER 2019

IN THIS AMENDMENT

Summary of changes:

- Lamp overlays that reduce or distort emitted light are a fail item
- Modern style dipped beam pattern image added
- Clarification around LVV plates and seatbelt removal
- Greater clarity for vehicle inspectors regarding the acceptable condition of the components in door and hinged panel retention systems
- New visual guidance on seatbelt webbing damage
- New compliance requirements from 17 February 2020 for parking brake assemblies
- Other general clarifications

GENERAL AMENDMENT CHANGES

SECTION	CHANGE DESCRIPTION
Introduction	
3-1 Duties and responsibilities	Adds a further exception to where it is ok if the information on an LVV plate differs from the vehicle – in this case temporary removal of seats (see also the change to note 6 in 7-1 below)
General vehicles	
All relevant lighting sections	<ul style="list-style-type: none"> • To remove doubt for WoF and CoF inspection purposes, lamp overlays that reduce or distort emitted light are a fail item.
4-1 Headlamps	<ul style="list-style-type: none"> • Modern dipped beam headlamps have a different pattern than older style lamps. Figure 4-1-2 has been updated to include both older and modern style dipped beam headlamp patterns that are acceptable.
5-1 Glazing	<ul style="list-style-type: none"> • Plain English rewrite of the fitting and modifications requirements for windows in class ME vehicles (heavy buses)
6-1 Door and hinged panel retention systems	<ul style="list-style-type: none"> • New reason for rejection (Rfr 4) that adds greater clarity for vehicle inspectors regarding the acceptable condition of the components in door and hinged panel retention systems.
7-1 Seats and seat anchorages	<ul style="list-style-type: none"> • Adding clarification to make it clear that non-inspection of seatbelt anchorages where a seat has been removed is allowed for LVV certified seats as well as manufacturer fitted ones (see also Introduction 3-1 above)

7-5 Seatbelts and seatbelt anchorages	Seatbelt webbing damage guidance has been added by way of a new set of images under Figure 7-5-7. This has been added assist vehicle inspectors when checking seatbelt webbing by showing that some light or moderate damage can still be ok for a pass, and where it should be obvious for a fail.
10-1 Tyres and wheels	Note in Figure 10-1-3 updated to clarify that when inspecting tyres, to identify winter tyres the vehicle inspector would first look at the tread pattern, and that this is then backed up by the 'Studless' marking and/or mountain/snowflake symbol.
11-2 Exhaust emissions	A diesel particulate filter (DPF) is not allowed to have been removed unless the vehicle's owner/registered person can prove the vehicle is still able to pass a prescribed metered emissions test
Heavy vehicles	
All relevant lighting sections	<ul style="list-style-type: none"> To remove doubt for WoF and CoF inspection purposes, lamp overlays that reduce or distort emitted light are a fail item.
4-1 Headlamps	<ul style="list-style-type: none"> See general vehicles
6-1 Door and hinged panel removal systems	<ul style="list-style-type: none"> See general vehicles
8-1 Service brake, parking brake and heavy vehicle emergency brake	<ul style="list-style-type: none"> From 27 February 2020, if required, a <i>4085D Operator statement of compliance with maintenance requirements for parking brake assemblies</i> form must be presented for a CoF to be issued. See also sample form at the end of this document
11-2 Exhaust emissions	<ul style="list-style-type: none"> See general vehicles
12-2 Towbar	<ul style="list-style-type: none"> A high rise towball is not allowed to be fitted to a heavy vehicle
12-3 Drawbeam	<ul style="list-style-type: none"> Clarification that prior to 1 December 2016 and engineer's job file number could have been used on a certification plate instead of an LT400 number
16-1 TSL	<ul style="list-style-type: none"> Vehicles used by registered traders to carry goods for demonstration and sale purposes added to list of heavy vehicles with a GVM of 6000 kg or more and capable of carrying goods that do not require a goods service licence
Light PSVs	
All relevant lighting sections	<ul style="list-style-type: none"> To remove doubt for WoF and CoF inspection purposes, lamp overlays that reduce or distort emitted light are a fail item.
4-1 Headlamps	<ul style="list-style-type: none"> See general vehicles
6-1 Door and hinged panel removal systems	<ul style="list-style-type: none"> See general vehicles
7-1 Seats and seat anchorages	<ul style="list-style-type: none"> See general vehicles
7-5 Seatbelts and seatbelt anchorages	<ul style="list-style-type: none"> See general vehicles

10-1 Tyres and wheels	<ul style="list-style-type: none"> • See general vehicles
11-2 Exhaust emissions	<ul style="list-style-type: none"> • See general vehicles
Heavy PSVs	
All relevant lighting sections	<ul style="list-style-type: none"> • To remove doubt for WoF and CoF inspection purposes, lamp overlays that reduce or distort emitted light are a fail item.
4-1 Headlamps	<ul style="list-style-type: none"> • See general vehicles
5-1 Glazing	<ul style="list-style-type: none"> • Refer to the modification table change in general vehicles 5-1 above
11-2 Exhaust emissions	<ul style="list-style-type: none"> • See general vehicles
Motorcycles	
All relevant lighting sections	<ul style="list-style-type: none"> • To remove doubt for WoF and CoF inspection purposes, lamp overlays that reduce or distort emitted light are a fail item.
Heavy trailers	
8-4 Drawbeam	<ul style="list-style-type: none"> • Clarification that prior to 1 December 2016 and engineer's job file number could have been used on a certification plate instead of an LT400 number
Technical bulletins (general)	
13 Acceptable overseas proof of modification	<ul style="list-style-type: none"> • Note added to align with the entry VIRM. A motorhome may have final stage approval to 2001/116/EC provided it was approved to 2007/46/EC at an earlier approval stage (ie there is a base or second stage approval label listing 2007/46/EC in addition to the 2001/116/EC final stage label).

PREVIEW PAGES

Introduction

3-1 Duties and responsibilities

Note 3

Information on LVV plate differs from the vehicle

Where the information on the LVV plate (other than the vehicle's registration plate or due to the temporary removal of seats) differs from the vehicle, for example where a vehicle has been further modified or returned to original, the vehicle must be failed and sent to an appropriate LVV certifier:

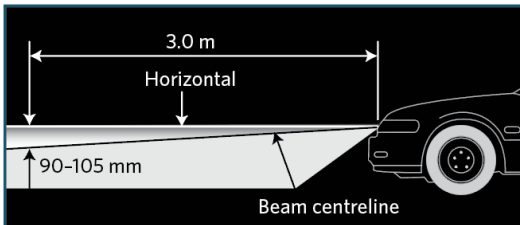
- a) where the vehicle has been further modified or partially returned to the original condition, the LVV certifier will inspect and certify the vehicle to ensure the correct details are on the new LVV plate, or
- b) where the vehicle has been fully returned to original, the LVV certifier will confirm that this has been done and remove the LVV plate from the vehicle (only an LVV certifier or delegated NZTA staff can remove an LVV plate).

General vehicles

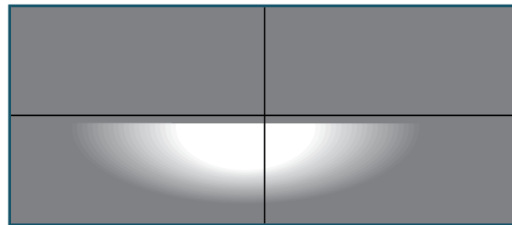
All lighting pages:

Reasons for rejection	Tables and images	Summary of legislation
Modifications		
An overlay has been applied that reduces or distorts the light emitted from the lamp (eg a tinted cover).		

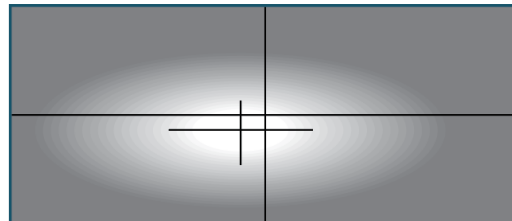
4-1 Headlamps



Symmetric dipped beam



Modern symmetric dipped beam headlamp pattern on light board



Older-style symmetric dipped beam headlamp pattern on light board

Table 4-1-1. Allowable dipped-beam headlamp alignment

	Headlamp type	Distance from ground to centre of light source	Dip rate of beam centre: lower and upper limits		
			Percent (%)	mm/3 m	Degrees (°)
EITHER	Any headlamp dipped beam	N/A	That specified by the vehicle or headlamp manufacturer		
OR	Headlamp with an older style symmetric dipped-beam pattern (see Figure 4-1-2)	N/A	3.0–3.5	90–105	1.7–2.0
OR	Headlamp with a modern symmetric or asymmetric dipped-beam pattern and distance from ground to centre of light source (see Figure 4-1-2)	less than 0.8 m	1.0–1.5	30–45	0.57–0.85
		0.8–1.2 m	1.0–2.0	30–60	0.57–1.15
		more than 1.2 m	2.0–2.5	60–75	1.15–1.43

5-1 Glazing

Table 5-1-6. Permitted modifications

Fitting of or modification to:	Modification permitted provided that:
Window ports or hatches	<p>The hatch is fitted in a class ME vehicle; and</p> <ul style="list-style-type: none"> The glazing in the hatch either meets an approved standard OR is made of a shatter proof polycarbonate or acrylic material, and the glazing has a VLT of not less than 35%, AND the hatch and its frame: <ul style="list-style-type: none"> does not unreasonably interfere with the driver's vision, and is minimised in size and located to have as little impact on vision as possible (Note 1), and is rigid, sturdy, secure and water tight, and the original glazing maintains the correct and original compliant markings <p>Note: A typical compliant hatch will have a frame with a thickness $\leq 40\text{mm}$ and a total area $\leq 0.12\text{m}^2$</p>

6-1 Door and hinged-panel retention systems

4. A latch, catch, striker or any other part of a door or hinged panel retention system is not securely attached, or is in poor condition, due to a loose connection, corrosion or other damage (**Note 1**).

7-1 Seats and seat anchorages







Note 6

- Where a **manufacturer fitted or LVV certified** seat has been removed, a seatbelt is not required for that position, so any remaining seatbelt or seatbelt anchorage components are not required to be inspected.
- Where seatbelt or seatbelt anchorage components remain fitted, and the vehicle is such that the removed seats can be readily re-fitted and used with the seatbelts, the vehicle inspector must:
 - identify which seats were missing when the vehicle was presented for inspection, and
 - advise the vehicle operator that the remaining seatbelt components have not been checked, and that if the missing seats are re-fitted at a later stage, it is the vehicle operators' responsibility to ensure that these seats and seatbelts are compliant prior to using them.

If the inspector chooses to inspect any remaining seatbelt components, then they should identify that to the vehicle operator. Any defects should be noted on the checksheet, but must not be failed. The same information as noted above must be recorded on the checksheet to make it clear that the responsibility lies with the vehicle operator if seats are re-fitted.

7-5 Seatbelts and seatbelt anchorages

Figure 7-5-7. Examples for seatbelt webbing damage guidance

Pass	Marginal (see note below)	Fail
 <p>Light edge fluff: very little damage to outer weave</p>	 <p>Moderate edge fluff: some damage to outer weave</p>	 <p>Heavy edge fluffing/fraying or pulled 'tufts' of thread: outer weave heavily compromised</p>
 <p>Deformation in webbing with no cut threads or significant pulls</p>	 <p>Significant pull in webbing, no cut threads. Pull may start to disappear if webbing is worked</p>	 <p>Cut threads/hole</p>

Note: If marginal, pass if the belt is still in good condition other than the marginal damage. Advise owner that the seatbelt is worn and recommend a replacement.

10-1 Tyres and wheels

Figure 10-1-3. How to identify a winter tyre



Sample winter tyre tread



Mountain and snowflake symbol



Example of 'Studless' on a tyre sidewall

Note: For WoF purposes, a tyre is considered to be a winter tyre only if it has a winter tyre tread. Indicators of this are a studless marking and/or mountain/snowflake symbol (information from the manufacturer stating the intended use of the tyre can be taken into consideration when making a decision).

11-2 Exhaust emissions

Reasons for rejection

Tables and images

Summary of legislation

Technical information

2. A vehicle (other than group L vehicle or a class MA or MC motorsport vehicle with a valid motorsport authority card) that was first registered in New Zealand on or after 1 May 2010 and manufactured from 1 January 1990 has a catalytic converter (or diesel particulate filter (DPF) in the case of diesel powered vehicles) removed where there is evidence that one was originally fitted, and there is no written evidence issued by an entry certifier that the vehicle passed a prescribed metered emissions test in this condition (Note 5) (Note 6) (Figure 11-2-1).

Heavy vehicles

8-1 Service brake, parking brake and heavy vehicle emergency brake

Reasons for rejection	Tables and images	Summary of legislation
7. (From 27 February 2020) If requested by a vehicle inspector (Note 11), a 4085D Operator statement of compliance with maintenance requirements for parking brake assemblies form is:		
a) not presented, or		
b) not complete, or		
c) not current.		

Note 11

The **4085D Operator statement of compliance with maintenance requirements for parking brake assemblies** form is used by a heavy vehicle operator to confirm a powered heavy vehicle's parking brake assembly has been inspected/serviced by a technician in last two years and is in good working condition.

If a vehicle inspector doubts the condition of a park brake assembly, they can request that the 4085D form be presented to provide proof of inspection/servicing in the last two years (once the vehicle exceeds two years from date of first registration in New Zealand, or every CoF from date of first registration if entry certified as a used vehicle).

If an operator does not have a valid 4085D to present, then the vehicle inspector can issue a 28 day permit instead, to allow the operator get a 4085D.

12-2 Towbar

Reasons for rejection	Tables and images	Summary of legislation
6. A high rise towball is fitted to a heavy vehicle (see Figure 12-2-1).		

Figure 12-1-1. High rise towball



Reasons for rejection	Tables and images	Summary of legislation
3. The towball on a towbar fitted to a heavy vehicle must comply with NZS 5232.		

12-3 Drawbeam

Reasons for rejection	Tables and images	Summary of legislation																				
<p>Table 12-3-1. Minimum information on drawbeam certification label/plate</p> <table border="1"> <thead> <tr> <th>NZS 5446: 1987</th> <th>NZS 5446: 2007</th> </tr> </thead> <tbody> <tr> <td>Company or agency name</td> <td>Person, company or agency name</td> </tr> <tr> <td>Certifying engineer</td> <td>Certifier ID</td> </tr> <tr> <td>VIN/Chassis number</td> <td>LT400 number*</td> </tr> <tr> <td>Maximum towed mass (kg)</td> <td>VIN/Chassis number</td> </tr> <tr> <td>Expiry date (if certified on or after 1 August 1991)</td> <td>Maximum towed mass</td> </tr> <tr> <td></td> <td>Permitted static vertical load</td> </tr> <tr> <td></td> <td>Coupling D value (minimum)</td> </tr> <tr> <td></td> <td>Expiry date</td> </tr> <tr> <td></td> <td>NZS 5446</td> </tr> </tbody> </table> <p>*Prior to 1 December 2016 the engineer's job file number could have been used instead of the LT400 number.</p>			NZS 5446: 1987	NZS 5446: 2007	Company or agency name	Person, company or agency name	Certifying engineer	Certifier ID	VIN/Chassis number	LT400 number*	Maximum towed mass (kg)	VIN/Chassis number	Expiry date (if certified on or after 1 August 1991)	Maximum towed mass		Permitted static vertical load		Coupling D value (minimum)		Expiry date		NZS 5446
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16-1 TSL

Reasons for rejection	Tables and images	Summary of legislation						
<p>Table 16-1-1. Requirements for transport service licences</p> <table border="1"> <thead> <tr> <th>Vehicles that require</th> <th>Vehicles that do not require</th> </tr> </thead> <tbody> <tr> <td colspan="2">Goods service licence:</td> </tr> <tr> <td>Heavy vehicles with a GVM of 6000 kg or more and capable of carrying goods</td> <td> Vehicle recovery service vehicle Vehicles running on tracks and rollers Vehicles that operate solely in areas to which the public does not have right of access Vehicles used as places of abode that are not used in a rental service (eg motorhomes and dual-purpose motorhomes carrying horses where at least 50% of the floor space is constructed for human accommodation (this includes dedicated tractor and semi-trailer motorhomes)) Vehicles listed as farm vehicles (ie exempt class B licence) Vehicles used by registered traders to carry goods for demonstration and sale purposes Tractors and traction engines Forklifts Hearses Mobile cranes Fire engines Mobile machines </td> </tr> </tbody> </table>			Vehicles that require	Vehicles that do not require	Goods service licence:		Heavy vehicles with a GVM of 6000 kg or more and capable of carrying goods	Vehicle recovery service vehicle Vehicles running on tracks and rollers Vehicles that operate solely in areas to which the public does not have right of access Vehicles used as places of abode that are not used in a rental service (eg motorhomes and dual-purpose motorhomes carrying horses where at least 50% of the floor space is constructed for human accommodation (this includes dedicated tractor and semi-trailer motorhomes)) Vehicles listed as farm vehicles (ie exempt class B licence) Vehicles used by registered traders to carry goods for demonstration and sale purposes Tractors and traction engines Forklifts Hearses Mobile cranes Fire engines Mobile machines
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Heavy trailers

8-4 Drawbeam

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Technical bulletins

13 Acceptable overseas proof of modification

The table below lists the overseas certifications that are accepted in addition to New Zealand's low volume vehicle certification system.

Acceptable overseas certifications	Specific evidence
<p>Australia ADR SSM: Australian Motor Vehicle Certification Board Second Stage of Manufacture</p>	<p>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.</p>
<p>Europe ECWVTA: European Community Whole Vehicle Type Approval</p>	<ul style="list-style-type: none"> • 2007/46 OR 2001/116 (Note 1) in the Type Approval Number (eg e11*2007/46*0851*01 or e1*2001/116*0391*11 like in Figure 13-1-2) • 'Stage 2' or 'Stage 3' must also be on the label immediately below the type approval number. Note: 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) <p>Note 1</p> <p>A motorhome may have final stage approval to 2001/116/EC provided it was approved to 2007/46/EC at an earlier approval stage (ie there is a base or second stage approval label listing 2007/46/EC in addition to the 2001/116/EC final stage label).</p>

Operator statement of compliance with maintenance requirements for parking brake assemblies

This form is used by a heavy vehicle operator to confirm a powered heavy vehicle's parking brake assembly has been inspected/serviced by a technician in last two years and is in good working condition. If a vehicle inspector doubts the condition of a park brake assembly, they can request that the 4085D form be presented to provide proof of inspection/servicing in the last two years (once the vehicle exceeds two years from date of first registration in New Zealand, or every CoF from date of first registration if entry certified as a used vehicle).

DETAILS

Statement number (operator to allocate number)

Make Model

Registration plate number

OR VIN/chassis

INSPECTION

Operators must maintain the parking brake assembly on their vehicles in accordance with the manufacturer's recommendations.

Manufacturer's recommended service interval
(if this is unavailable, must be a minimum of every two years)

Mechanical parking brake

- Checked brake lever including engagement security and linkages for stretch, wear and damage to ensure maximum force can be applied
- For driveshaft-mounted parking brakes, confirmed condition and adjustment is within manufacturers specifications

Air parking brake

- Disassembled and checked parking brake control valve, including ingress of dirt, dust and wear
- Air parking brake cannot be disassembled or overhauled due to design
- Checked parking brake control positively locks into park position

SERVICE HISTORY

Date of last service Next service recommended Hubodometer reading

SERVICE TECHNICIAN'S DECLARATION

If the operator can confirm they are sufficiently competent and experienced to carry out inspections on parking brake assemblies, they can also complete this section.

Service inspection carried out by

Name of service company (can be retail service provider or authorised dealer)

I confirm that:

- I am sufficiently competent and experienced to carry out inspections on parking brake assemblies, 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.

Technician's signature Date

OPERATOR'S DECLARATION

Name of operator

I have management responsibility for the maintenance of the above vehicle, and affirm that the vehicle's parking brake assembly has been checked and found to be within manufacturer's safe operating tolerance (**Note 1**).

Operator's signature Date

Note 1: Land Transport Rule: Vehicle Repair 1998 applies here. This means any repairs that have been carried out must be according to the manufacturer's instructions and be within safe tolerance of its state of manufacture.

Operator's must keep this original signed form with the vehicle for presentation on request. Service technicians may make a copy to keep for their records, but are not required to do so.