

VIRM: ENTRY CERTIFICATION AMENDMENT

April 2020 List of changes and preview pages

APRIL 2020

In this amendment

- General clarifications
- A number of changes to help clarify processes and requirements for pre-delivery inspections (PDIs)
- Updated emissions codes table.

LIST OF CHANGES

SECTION	CHANGE DESCRIPTION
Introduction	
4 The pre-registration process	<ul style="list-style-type: none"> • Changes regarding PDI clarifications
9 Definitions and abbreviations	<ul style="list-style-type: none"> • Used vehicle definition updated
Pre-registration and VIN	
2-2 Vehicle attributes definitions	<ul style="list-style-type: none"> • Table 2-2-2 - used vehicle definition updated to align with the change in the Definitions section • Table 2-2-12 – two new gas codes added • Table 2-2-13 – missing test regime code for motorsport, immigrant’s vehicles and special interest vehicles added
Inspection and certification	
1-1 Registering a vehicle for the first time in New Zealand	<ul style="list-style-type: none"> • Changes regarding PDI clarifications
16-1 Certificate of loading (heavy vehicles)	<ul style="list-style-type: none"> • Line added to Table 16-1-1 to remind certifiers that if the vehicle has been imported with an ECE R55 compliant fifth wheel then this should be recorded on the LATIS system’s ILOAD screen
Technical bulletins	
28 Exhaust emissions standard compliance	<ul style="list-style-type: none"> • Updated so that a certificate of conformity can be used to determine emission standards for heavy vehicles as well as light vehicles • Emissions codes table updated to include the latest codes, including Euro 6 (Note that the EC directive documentation that these tables are based on has been included in the email consultation package.)
46 Parallel imports	<ul style="list-style-type: none"> • New bulletin that contains the majority of the clarifications regarding PDI inspections

Introduction

4 The pre-registration process

3 Parallel-imported new vehicles

A new light vehicle (including a motorcycle) that has been parallel-imported by a private individual or independent dealer is required to meet applicable certification requirements. Compliance must be checked and determined by an entry certifier.

The pre-registration process for parallel-imported new vehicles may include:

- a pre-delivery inspection (PDI)
- repair certification (for damaged/written-off parallel imports)
- the VIN process
- vehicle inspection and certification.

3.1 Pre-delivery inspection (PDI) (Note 1) (Note 2) (Note 3)

Parallel-imported new vehicles must undergo a pre-delivery inspection (PDI) carried out by an agent appointed by the vehicle manufacturer. This verifies that any outstanding warranty or safety recalls have been attended to, and that various safety systems are armed and checked for operation before the vehicle goes into service.

An entry certifier must retain a copy of the PDI checksheet as evidence that a PDI was carried out.

Note 1

Any imported vehicle that has not been previously registered (regardless of mileage covered) will need to have evidence that a PDI has been carried out.

Note 2

A PPSR alone is not considered to be valid proof of registration for an import from Australia. Any vehicle that appears to be new or is sold as a new write-off will be treated as a parallel imported new vehicle.

Note 3

When a parallel import is presented from the UK with a V308, a PDI is not required.

9 Definitions and abbreviations

Used light vehicle	<p>means a light vehicle, including a light vehicle that has been used for the purpose of demonstration in connection with the sale of a similar vehicle that has, at any time, before being offered or displayed for sale been:</p> <ul style="list-style-type: none">a) registered under:<ul style="list-style-type: none">i. the Transport Act 1962, orii. Part 17 of the Land Transport Act 1998, oriii. any corresponding legislation in any other country, orb) used for a purpose not connected with its manufacture or sale. <p>Notes</p> <ul style="list-style-type: none">• any significant repair to a vehicle, such as one that requires specialist certification, is considered use after manufacture or sale. Therefore, any vehicle that has been damaged to the point that it requires any specialist certification for the repairs must be treated as used for entry into LANDATA and inspection requirements. However, the vehicle standards, emissions and ESC requirements remain the same as any other new vehicle.• See Technical bulletin 46: Parallel imports.
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Pre-registration and VIN

2-2 Vehicle attributes definitions

Table 2-2-2. Valid registration indicators

Code	Indicator	Description
U	Used vehicle	<p>In relation to a vehicle, means a vehicle, including one that has been used for the purpose of demonstration in connection with the sale of a similar vehicle, that has, at any time before being offered or displayed for sale:</p> <ul style="list-style-type: none"> a) been registered under: <ul style="list-style-type: none"> i. the Transport Act 1962, or ii. Part 17 of the Land Transport Act 1998, or iii. any corresponding legislation in any other country, or b) been used for a purpose not connected with its manufacture or sale. <p>Notes</p> <ul style="list-style-type: none"> • Any significant repair to a vehicle, such as one that requires specialist certification, is considered use after manufacture or sale. Therefore, any vehicle that has been damaged to the point that it requires any specialist certification for the repairs must be treated as used for entry into LANDATA and inspection requirements. However, the vehicle standards, emissions and ESC requirements remain the same as any other new vehicle. • See Technical bulletin 46: Parallel imports. • For a motorcycle that is sold new in New Zealand but is not registered and is used off-road and later it is presented for registration: Provided there is proof of sale as a new vehicle in New Zealand a VIN screen is to be populated as if a new vehicle and then it is to be changed to 'used' before proceeding with the usual used vehicle certification process.

Table 2-2-13. Test regime codes

LANDATA test regime description	Technical bulletin 28 description	LANDATA code	# of FC values
<ul style="list-style-type: none"> • MA or MC motorsport vehicles • Immigrants' vehicles • MA special interest vehicles 	As defined in Land Transport Rule: Vehicle Exhaust Emissions 2002	EXEMPT	0

Table 2-2-12. Gas types

This list will be confirmed following consultation with manufacturers to create the initial load.

Code	Gas Description	SGG Type	Notes
G07	C02 (R744)	C02	
NOL	Not on list	N/A	Known gas but not on table

Inspection and certification

1-1 Registering a vehicle for the first time in New Zealand

Parallel-imported light new vehicles and new light vehicles presented by the New Zealand distributor without an LT4085N

A new light vehicle is required to have a pre-delivery inspection (PDI) before it can be certified for entry into service. This is carried out by an agent appointed by the manufacturer to ensure all safety systems are armed and operating correctly, and any outstanding warranty or safety recalls have been attended to.

An entry certifier processing a parallel-imported new light vehicle must retain a copy of the PDI checksheet to verify that the PDI has been carried out. The PDI check sheet must identify the name of the company that inspected the vehicle, date it was inspected and be signed by the person who carried out the inspection.

- A PDI is not required for a vehicle imported from Great Britain with a V308 registration document.
- If a vehicle has been written off after the PDI was issued, the original PDI shall be accepted provided the vehicle has been repair certified. A second PDI is not required.

16-1 Certificate of loading (heavy vehicles)

Reasons for rejection

Tables and images

Summary of legislation

Table 16-1-1. General loading, weights and other information to be determined

Additional for vehicles fitted with a towing connection

- Gross combination mass (braked)
- Gross combination mass (unbraked)
- Maximum towed mass (braked)
- Maximum towed mass (unbraked)
- If the vehicle has been imported with an ECE R55 compliant fifth wheel then this should be recorded on the LATIS system's ILOAD screen (refer to LATIS agents manual).

Technical bulletins

28 Exhaust emissions standard compliance

Acceptable proof of exhaust emissions rule compliance for vehicles from Europe

2. If the vehicle is border checked for entry into New Zealand on or after 1 February 2008:

- a) a statement of compliance listing an approved emissions standard, or an appropriate EC directive as shown in Table A or UN/ECE regulation as shown in Table B, or
- b) a UN/ECE compliance plate listing an approved emissions standard or one of the UN/ECE regulations shown in Table B, or
- c) an EC Certificate of Conformity (CoC) issued by the vehicle manufacturer for individual **light** vehicles that have undergone European Commission Whole Vehicle Type Approval (EC WVTA). The CoC is linked to the EC Whole Vehicle Approval Plate – if a vehicle has a CoC, it will also have a Whole Vehicle Approval Plate. A sample CoC is shown in Reference material 49. The emissions standard information is recorded in item 46.1 or 48 of the CoC, or

Table A. Translation information for EC Directives

EC Directive	Corresponds to Euro standard ...
Light vehicles (Note 1)	
1998/69B/EC	Euro 4
1998/77B/EC	
1999/102B/EC	
2001/1B/EC	
2001/100B/EC	
2002/80B/EC	
2003/76B/EC	
2005/21/EC	
2006/81B/EC	
2006/96B/EC	
715/2007/A-M/EC	Euro 5
692/2008/A-M/EC	
566/2011/A-M/EC	
459/2012/A-M/EC	
630/2012/A-M/EC	
143/2013/A-M/EC	
171/2013/A-M/EC	
195/2013/A-M/EC	
715/2007/N-ZZ/EC	Euro 6
566/2011/N-ZZ/EC	
459/2012/N-ZZ/EC	
630/2012/N-ZZ/EC	
143/2013/N-ZZ/EC	
171/2013/N-ZZ/EC	
195/2013/N-ZZ/EC	
136/2014/N-ZZ/EC	
45/2015/N-ZZ/EC	
427/2016/N-ZZ/EC	
646/2016/N-ZZ/EC	
1151/2017/N-ZZ/EC	
1221/2017/N-ZZ/EC	
1832/2018/N-ZZ/EC	

Heavy vehicles (Note 1)	
1999/96/B1 or B or C/EC	Euro IV
2001/27/B1 or B or C/EC	
2005/55/B1 or B or C/EC	
2005/78/B1 or B or C/EC	
2006/51/B1 or B or C/EC	
2006/81/B1 or B or C/EC	
2006/96/B1 or B or C/EC)	
1999/96/B2 or D-G and C (EEV) or H-K/EC	Euro V
2001/27/B2 or D-G and C (EEV) or H-K/EC	
2005/55/B2 or D-G and C (EEV) or H-K/EC	
2005/78/B2 or D-G and C (EEV) or H-K/EC	
2006/51/B2 or D-G and C (EEV) or H-K/EC	
2006/81/B2 or D-G and C (EEV) or H-K/EC	
2006/96/B2 or D-G and C (EEV) or H-K/EC	
2008/74/B2 or D-G and C (EEV) or H-K/EC	
595/2009	Euro VI
582/2011	
133/2014	
136/2014	
627/2014	
1242/2019	

Note 1

Some light vehicles may come with heavy compliance codes due to the differences between New Zealand and European classifications.

29 Declaration for supplementary restraint system, anti-lock braking system and ESC system inspections

Technical information

Additional contents

Vehicle inspection requirements manual references

This bulletin gives guidance to vehicle inspectors in applying the following requirements in the *VIRM: Entry certification*:

- **Vehicle interior – 7-6 Airbags**
- **Brakes – 8-1 Service brake and park brake - general vehicles**
- **Brakes – 8-1 Service brake and park brake - heavy vehicles**
- **Brakes – 8-1 Service brake and park brake - motorcycles**

45 Parallel imports

General requirements for parallel imports

Parallel imports are to be treated as a new vehicle for standards requirements but are subjected to the entry certification process of a used vehicle.

This means the following requirements are to be the same as for any other new vehicle:

- Vehicle standards compliance
- Emissions
- ESC (electronic stability control)
- Pre-delivery Inspection (PDI).

PDI requirements

A new light vehicle is required to have a pre-delivery inspection (PDI) before it can be certified for entry into service. This is carried out by an agent appointed by the manufacturer to ensure all safety systems are armed and operating correctly, and any outstanding warranty or safety recalls have been attended to.

An entry certifier processing a parallel-imported new light vehicle must retain a copy of the PDI checksheet to verify that the PDI has been carried out. The PDI check sheet must identify the name of the company that inspected the vehicle, date it was inspected and be signed by the person who carried out the inspection.

All new parallel imports must have evidence of at least one pre-deliver inspection (PDI). If no PDI is available, the applicant may apply for an exemption from the PDI requirements by applying for an exemption from the Vehicle standards compliance rule with the CA01 form. Any exemption given will require a strict and thorough inspection as defined in the conditions of the exemption.

Trim removal exemptions

As most new vehicles are unlikely to have a high risk of structural damage or corrosion an exemption to the trim removal stage of the entry inspection is likely to be given. The application form and instructions on how to apply can be found in reference material 18

Specific requirements for damaged or written off new parallel imports

Damaged or written off parallel imports are to be treated as used vehicles. However, the standards requirements for new vehicles will apply.

This means the following requirements are to be the same as for a new vehicle:

- Vehicle standards compliance
- Emissions
- ESC (electronic stability control)
- Pre-delivery Inspection (PDI)

PDI requirements

Any vehicle that has not been previously registered requires a pre-deliver inspection (PDI). (See proof of previous registration below)

Only a single PDI is needed for any vehicle. The PDI may be carried out before or after the damage has occurred.

If the PDI was carried out before the damage occurred the repair certification process is deemed to bring the car back to within safe tolerance of manufacture.

If no PDI was carried out before repair certification a full PDI must be completed by a manufacturer's approved representative before the vehicle may be entry certified.

If no PDI is available, the applicant may apply for an exemption from the PDI requirements by applying for an exemption from the Vehicle standards compliance rule with the CA01 form. Any exemption given will require a strict and thorough inspection as defined in the conditions of the exemption.

Proof of previous registration for PDI requirements

A PPSR with a state of registration recorded under the NEVDIS section is not sufficient to prove previous registration. The state of registration is often record before the vehicle has been issued with number plates and a PDI has been completed. A PPSR cannot be used to exempt a vehicle from PDI requirements.

Any vehicle presented with a V308 form does not require a PDI.

LANDATA/MVR entry

Damaged parallel imports are to be loaded as a used vehicle

The date of first registration is to be entered as the date of border inspection.

The vehicle year is to be entered as the year of manufacture.

VIRM references

See these sections of the VIRM for more on parallel imports:

- [Introduction: 4 The pre-registration process](#)
- [Required documentation and registration: 1-1 Registering a vehicle for the first time in New Zealand](#)
- [Vehicle structure 3-3 Inspection specifications](#)
- [Reference material 18: Request for an exemption to remove trim on an imported used vehicle](#)