

# VIRM: Entry certification 1 April 2022 amendment

March 2022

## Clean car changes

### 2-1 Recording vehicle attributes

#### Technical information

#### 2 Mandatory and optional attributes

Vehicle attributes can be classified as mandatory, optional or not applicable depending on the type of vehicle. [Table 11-2-4](#) and [Table 11-2-5](#) detail which vehicle attributes are mandatory, optional or not applicable for each vehicle type.

All mandatory vehicle attributes must be recorded on the vehicle attribute worksheet before proceeding, with the exception of: test cycle, fuel consumption values, CO2 values and battery information where it is provided on the fuel consumption statement.

### 2-2 Vehicle attributes definitions

#### Technical information

#### Tables and images

#### 6 Country of previous registration

This is required for used imported vehicles only, and including vehicles that are used unregistered. This field indicates the country that the vehicle was previously registered in. Countries are represented by a three-digit code. [Table 2-2-4](#) lists the available codes representing each country.

#### 13 Vehicle year

##### 13.2 Used unregistered vehicles

For vehicles that have been used unregistered (eg farm bikes, demonstrators), ask the owner when they plan to register the vehicle and enter this year in the vehicle year field; the previous country field should be entered as **UUR**.

#### 17 CC rating

This field indicates the vehicle's engine capacity in cubic centimeters (cc). If the vehicle is an electric hybrid record the CC rating of the non-electric on-board motor.

This field is not enterable for engine types Electric (code 05), Electric hydrogen fuel cell (code 15) and Electric other fuel cell (code 16) and will display as blank or zero.

Where documents do not fully record the cc rating, such as Japanese Export Certificates that show the engine capacity in litres to 2 decimal places, where available use the more accurate information from the likes of the manufacturers plate, or the manufacturers label or the vehicles fuel consumption statement.

## 26 Test regime

The vehicle exhaust emissions standard to which the vehicle has been tested. See [Technical bulletin 28: Exhaust emissions standard compliance](#) and [11-2 Exhaust emissions](#) for further information on determining exhaust emissions compliance.

### Codes to be used

- For vehicles imported from Japan where the industry model code has a 1 to 3 character pre-fix the test regime will be the letter 'J', followed by the 1–3 character prefix of the industry model code recorded on the de-registration or export certificate.
- For vehicles imported from countries other than Japan or from Japan but without the prefix on the industry model code the appropriate test regime code must be used for the exhaust emissions standard recorded on the proof of standards compliance documentation. See [Table 2-2-13](#) for codes to be used.

Where a class MA, MB, MC, MD1, MD2 and NA vehicle must meet an emissions standard, the test regime from Fuelsaver must be **always** used. Fuelsaver will auto populate the test regime in the **VCASS** screen. Make sure that the test regime from the completed Fuel consumption statement is entered in the **VCASS** screen.

## 27 Fuel consumption information and vehicle efficiency and emission data

Fuel consumption and CO2 is mandatory for all MA, MB, MC, MD1, MD2, and NA class vehicles with an engine type of 1,2,3,4,7,8,9, 10 11 12 13 14 and a GVM of not more than 3,500kg, except for re-registrations, special interest vehicles, motorsport vehicles, scratchbuilt vehicles or any vehicle manufactured 40 years or more before the date of first New Zealand entry certification.

Battery range and efficiency is mandatory for all MA, MB, MC, MD1, MD2, and NA class vehicles with an engine type of 5, 11, 12, 13, 14) except for re-registrations, special interest vehicles, motorsport vehicles, scratchbuilt vehicles or any vehicle manufactured 40 years or more before the date of first New Zealand entry certification.

All fuel consumption, CO2 and battery values come from the Fuelsaver website onto the VCAAS screen. This screen is accessed using the View emissions and FC button on the VIN screen.

### Check fuel consumption statements

Valid fuel consumption statements will be marked 'PUBLISHED'. Only published statements can be accepted. These must be checked against the vehicle and its paperwork.

The following must be checked: VIN, chassis, previous country, make, model and submodel.

### Notes

- Industrial model code and variant, CC rating, engine type, test regime and any documents attached to the statement, such as Statements of Compliance.
- Industry model codes sometimes apply to more than one model name, if this occurs on the statement use the appropriate model.

If there is mismatch between certification paperwork/data and the data on the published statement, the vehicle cannot be certified, the correct information must be entered into the Fuelsaver system and a new Statement obtained (and VCAAS updated). Refer to the Fuelsaver website on creating, updating or obtaining statements.

**Tare:** for tare, the statement will hold two values, the calculated tare (as required by the Vehicle Efficiency and Emissions Rule) and the OE tare (from compliance paperwork). The calculated tare will display in the Tare field on the statement and the OE tare as a note below this. Check that the OE tare matches the statement OE tare. But KEY the calculated tare into LANDATA.

- If a fuel consumption statement was issued on or before 30 January 2022 it will not be entered on to the **VCASS** screen, go to Fuelsaver and use the reprint/publish function. This will send the data to VCAAS.

### 31 Special permit codes

There are several special permit codes that may be recorded against a vehicle. If the vehicle is a left-hand drive vehicle, the appropriate code must be recorded in the first 'special permit code' field (see [Table 5-3-1](#) for valid special permit codes for left-hand drive vehicles). Other special permit codes include:

- **IM** – Immigrants Vehicle
- **MS** – Motorsport vehicle
- **SP** – Special interest vehicle
- **DV** - Disability vehicle as defined in the Land Transport (Clean Vehicle Discount Scheme Charges) Regulations 2022.

Disability vehicle means light vehicle that is used for the transportation of a person with a disability and is modified to do either or both of the following:

- Enable a person in a wheelchair to safely enter and exit the vehicle and enable the person and the wheelchair to be safely restrained while the vehicle is moving;
- Provide a person in a wheelchair or of limited mobility with assistance to enter and exit the vehicle through the use of a swivel or swing out seat.

### 32 Tare weight

In kilograms. Also known as unladen weight.

This is mandatory for:

- all new and used class MA, MB, MC, MD1, MD2, and NA class vehicles with a GVM of not more than 3,500kg, except for special interest vehicles, motorsport vehicles, scratchbuilt vehicles or any vehicle manufactured 40 years or more before the date of first New Zealand entry certification.
- Key the value in the Tare field on the Fuel Consumption Statement. This is the calculated value required for the Vehicle Efficiency and Emissions Data Rule. The OE Tare (from compliance paperwork) will show as a note on the statement.
- Where the Fuel Consumption Statement does not contain a Tare weight it must be obtained from an appropriately calibrated weighbridge. The vehicle must be weighed with:
  - the fuel system filled to at least 90% capacity, and
  - any optional equipment fitted, and
  - any spare wheel or tools provided with the vehicles, and
  - any fluids required for the operation of the vehicle
- all other MA, MB, MC, MD1, MD2, MD3, MD4, ME, NA, NB, and NC vehicles, except re-registrations of light vehicles first registered in New Zealand prior to 2006.

Tare refers to the weight of the vehicle together with the fuel in the fuel system (if any) and the equipment and accessories on it that are necessary for its operation for the purpose for which it was designed.

If tare weight is not recorded on the vehicle documentation, this must be obtained from a weighbridge, or alternative documents such as: the vehicle handbook/manual, the manufacturers label on the vehicle, from the manufacturers website, from the vehicle manufacturer or manufacturers representative or from Government regulatory websites.

**Table 2-2-4. LANDATA codes representing countries**

Country	Code
Used unregistered (prior to first registration)	UUR
<ul style="list-style-type: none"> <li>• Refer to <a href="#">Table 2-2-2</a></li> </ul>	
Country is unknown	XXX

# General changes

## Inspection and certification

### 1-9 Vehicle rechecks

Most vehicle inspectors and certifiers already re-test as part of the recheck as they follow best practice. Waka Kotahi is aware that some do not as it is not currently specifically stated in the VIRM. This change has been made to normalise best practice into the VIRM.

**Table 1-10-1. Re-inspection procedures**

Required inspection procedures	Number of business days after the initial inspection		
	0 – 5	6 – 20	21+
Verify the identity of the vehicle	✓	✓	
Check each failed item	✓	✓	
Check operation of vehicle lighting	✓	✓	
Check tyres still meet requirements	✓	✓	
Check the vehicle has not been modified since initial inspection	✓	✓	
Brake roller test <b>(Note 2)</b>	✓	✓	
Verification of specialist certification as required.		✓	
Complete full entry-level certification inspection <b>(Note 1)</b> <ul style="list-style-type: none"><li>This includes using a new check sheet.</li></ul>			✓

**Note 1**

The only exceptions to this requirement is if the vehicle has been held within the entry certifier's or a repair certifier's quarantine system.

**Note 2**

A brake performance test is required following any brake system repair or component replacement

## 8-2 Inspection specifications

- Technical information
- Procedure**
- Tables and images

## Re-checking brakes that fail inspection

~~If a vehicle is failed due to brake imbalance on one or more axles, each axle in question must be re-checked, as the failure may have occurred on either side, not just the side where brake force was lower.~~

~~If a vehicle is failed due to poor performance, the whole brake system must be re-checked to ensure that the repair has not affected other brakes and impaired the vehicle's braking performance.~~

A brake performance test is required following any brake system repair or component replacement.

Vehicles returning for recheck following brake repair are not expected to be dismantled again for invasive inspection if a declaration from a recognised brake repairer is supplied. A sample Brake repair declaration is shown in **Reference material 42**.