
VIRM: In-service certification amendment 1 June 2018

May 2018

List of changes and preview pages (WoF and CoF)

In this amendment

- New section on rechecks/reinspections
- What to do if a VIN/chassis number is missing or unreadable.
- Clarification that a headlamp must be fitted with a light source that is specified by the vehicle manufacturer or the headlamp manufacturer
- Clarification around static roll thresholds
- Incorporation of the heavy vehicle modification interim amendment.

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LIST OF CHANGES

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

SECTION	CHANGE DESCRIPTION
Introduction	
3-6 Checksheets	<ul style="list-style-type: none"> Link to new section 3-11 added
3-9 Collecting fees	<ul style="list-style-type: none"> Link to new section 3-11 added
3-11 Rechecks	<ul style="list-style-type: none"> New section putting the recheck and reinspection information in one place
General vehicles	
1-1 VIN and chassis number	<ul style="list-style-type: none"> What to do if a VIN/chassis number is missing or unreadable.
4-1 Headlamps	<ul style="list-style-type: none"> New reason for rejection added to mirror summary of legislation 22 that a headlamp must be fitted with a light source that is specified by the vehicle manufacturer or the headlamp manufacturer.
7-1 seats and seat anchorages	<ul style="list-style-type: none"> Note 20 from the Seatbelts and seatbelt anchorages section added as Note 6.
Heavy vehicles	
1-1 VIN and chassis number	<ul style="list-style-type: none"> What to do if a VIN/chassis number is missing or unreadable.
3-1 Structure	<ul style="list-style-type: none"> Incorporation of the heavy vehicle modification interim amendment. Note that there have been some slight tweaks to the original wording to include sub frames.
4-1 Headlamps	<ul style="list-style-type: none"> New reason for rejection added to mirror summary of legislation 22 that a headlamp must be fitted with a light source that is specified by the vehicle manufacturer or the headlamp manufacturer.
Light passenger service vehicles	
1-1 VIN and chassis number	<ul style="list-style-type: none"> What to do if a VIN/chassis number is missing or unreadable.
4-1 Headlamps	<ul style="list-style-type: none"> New reason for rejection added to mirror summary of legislation 22 that a headlamp must be fitted with a light source that is specified by the vehicle manufacturer or the headlamp manufacturer.
7-1 seats and seat anchorages	<ul style="list-style-type: none"> Note 20 from the Seatbelts and seatbelt anchorages section added as Note 6.
14-6 PSV baggage restraints	<ul style="list-style-type: none"> Clarification about baggage restraint performance requirements

Heavy passenger service vehicles	
1-1 VIN and chassis number	<ul style="list-style-type: none"> What to do if a VIN/chassis number is missing or unreadable.
4-1 Headlamps	<ul style="list-style-type: none"> New reason for rejection added to mirror summary of legislation 22 that a headlamp must be fitted with a light source that is specified by the vehicle manufacturer or the headlamp manufacturer.
Motorcycles	
1-1 VIN and chassis number	<ul style="list-style-type: none"> What to do if a VIN/chassis number is missing or unreadable.
4-1 Headlamps	<ul style="list-style-type: none"> New reason for rejection added to mirror summary of legislation 20 that a headlamp must be fitted with a light source that is specified by the vehicle manufacturer or the headlamp manufacturer.
Heavy trailers	
3-1 Structure	<ul style="list-style-type: none"> Incorporation of the heavy vehicle modification interim amendment. Note that there have been some slight tweaks to the original wording to include sub frames.
3-2 Stability	<ul style="list-style-type: none"> Clarification around static roll thresholds that a vehicle must be capable of achieving a load height exceeding 2.8m from the ground does not have proof of Static Roll Threshold (SRT) certification at 0.35g

PREVIEW PAGES

Introduction

3-6 Checksheets

For information on rechecks and reinspections see [3-11 Rechecks](#).

3-9 Collecting fees

- For more information on rechecks and reinspections see [3-11 Rechecks](#).

3-11 Rechecks

Information

If a vehicle fails a WoF inspection, there is no fee for any subsequent inspection as long as it is done:

- within 28 days of the first inspection where the vehicle failed, and
- at the same inspecting organisation (does not have to be the same site if the inspecting organisation operates at more than one site).

Notes

- In the case of split testing for heavy vehicle brakes at CoF, the 28 days start from the completion of the second phase of the split test.
- A fee may be charged for CoF reinspections.

A fee is payable, and a new WoF or CoF inspection is required if the vehicle is presented after the 28 days have passed.

Legislation

[Land Transport \(Certification and Other Fees\) Regulations 2014](#)

General vehicles

1-1 VIN and chassis

Reasons for rejection	Tables and images	Summary of legislation
<p>Mandatory requirements</p> <ol style="list-style-type: none"> 1. A vehicle first registered or re-registered in New Zealand before 1 April 1994 does not have a VIN or chassis number (Note 1) (Note 3). 2. A vehicle first registered or re-registered in New Zealand from 1 April 1994 does not have a VIN number (Note 1) (Note 3). 3. A VIN number is not valid (Note 1) (Note 2). <p>Condition</p> <ol style="list-style-type: none"> 4. A VIN or chassis number has been (Note 1) (Note 3): 		
<p>Note 3</p> <p>If the vehicle is failed because the VIN/chassis is missing or unreadable, then 'not found' must be recorded in place of the VIN number on the check sheet.</p>		

4-1 Headlamps

Reasons for rejection	Tables and images	Summary of legislation
<p>16. A headlamp is fitted with a type of light source other than that specified by the vehicle manufacturer or the headlamp manufacturer (eg a headlamp designed for a halogen bulb is fitted with any other type of light source such as an HID or LED bulb, or any other light source such as LED strips or non-OEM angel eyes) (Note 8).</p>		

7-1 Seats and seat anchorages

<p>Note 6</p> <p>Where a seat has been removed, a seatbelt is not required for that position, and 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:</p> <ul style="list-style-type: none"> • 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. <p>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.</p>		
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Heavy vehicles

1-1 VIN and chassis

Reasons for rejection

Tables and images

Summary of legislation

Mandatory requirements

1. A vehicle first registered or re-registered in New Zealand before 1 April 1994 does not have a VIN or chassis number ([Note 1](#)) ([Note 3](#)).
2. A vehicle first registered or re-registered in New Zealand from 1 April 1994 does not have a VIN number ([Note 1](#)) ([Note 3](#)).
3. A VIN number is not valid ([Note 1](#)) ([Note 2](#)).

Condition

4. A VIN or chassis number has been ([Note 1](#)) ([Note 3](#)):

Note 3

If the vehicle is failed because the VIN/chassis is missing or unreadable, then 'not found' must be recorded in place of the VIN number on the check sheet.

3-1 Structure (interim amendment)

Reasons for rejection	Tables and images	Summary of legislation				
<p>Table 3-1-2. Requirements for HVS certification</p> <table border="1"> <thead> <tr> <th>HVS certification is required</th> <th>HVS certification is not required</th> </tr> </thead> <tbody> <tr> <td> <p>vi. hoist, hydraulic cylinder of a tipping body or any other device that may place a concentrated load on the chassis.</p> <p>3. Repairs to a coaming rail that supports a certified load anchorage point or J-hook, or that secures a load-rated curtain.</p> <p>4. Modifications carried out on or after 1 April 2005 that may result in increased stress to a localised area of the chassis or significant redistribution of the load over the chassis (eg fitting of a hoist, crane, tipping body or other special equipment, etc.).</p> <p>For modifications carried out before 1 April 2005 it is up to the vehicle inspector to determine if certification is required. Individual certification is only required when the vehicle inspector determines, on reasonable grounds, that the component presents a safety risk.</p> </td> <td> <p>6. Any Japanese-market imported used 4x2 (or 4x4) vehicle that has had its tipper body or tail lift mounted as original equipment does not require HVS certification, provided the vehicle inspector is satisfied that the vehicle was registered in Japan in that configuration. This applies to all makes of vehicles. The vehicle and body should be free from damage, repairs or modifications when presented (Note 6).</p> </td> </tr> </tbody> </table>			HVS certification is required	HVS certification is not required	<p>vi. hoist, hydraulic cylinder of a tipping body or any other device that may place a concentrated load on the chassis.</p> <p>3. Repairs to a coaming rail that supports a certified load anchorage point or J-hook, or that secures a load-rated curtain.</p> <p>4. Modifications carried out on or after 1 April 2005 that may result in increased stress to a localised area of the chassis or significant redistribution of the load over the chassis (eg fitting of a hoist, crane, tipping body or other special equipment, etc.).</p> <p>For modifications carried out before 1 April 2005 it is up to the vehicle inspector to determine if certification is required. Individual certification is only required when the vehicle inspector determines, on reasonable grounds, that the component presents a safety risk.</p>	<p>6. Any Japanese-market imported used 4x2 (or 4x4) vehicle that has had its tipper body or tail lift mounted as original equipment does not require HVS certification, provided the vehicle inspector is satisfied that the vehicle was registered in Japan in that configuration. This applies to all makes of vehicles. The vehicle and body should be free from damage, repairs or modifications when presented (Note 6).</p>
HVS certification is required	HVS certification is not required					
<p>vi. hoist, hydraulic cylinder of a tipping body or any other device that may place a concentrated load on the chassis.</p> <p>3. Repairs to a coaming rail that supports a certified load anchorage point or J-hook, or that secures a load-rated curtain.</p> <p>4. Modifications carried out on or after 1 April 2005 that may result in increased stress to a localised area of the chassis or significant redistribution of the load over the chassis (eg fitting of a hoist, crane, tipping body or other special equipment, etc.).</p> <p>For modifications carried out before 1 April 2005 it is up to the vehicle inspector to determine if certification is required. Individual certification is only required when the vehicle inspector determines, on reasonable grounds, that the component presents a safety risk.</p>	<p>6. Any Japanese-market imported used 4x2 (or 4x4) vehicle that has had its tipper body or tail lift mounted as original equipment does not require HVS certification, provided the vehicle inspector is satisfied that the vehicle was registered in Japan in that configuration. This applies to all makes of vehicles. The vehicle and body should be free from damage, repairs or modifications when presented (Note 6).</p>					
<p>Note 6</p> <p>Some new trucks imported from Japan fitted with tipper bodies in Japan can be accepted without an LT400. See Technical bulletin (CoF) 8 for a list of the makes and models that can be accepted without an LT400.</p>						

4-1 Headlamps

Reasons for rejection	Tables and images	Summary of legislation
<p>16. A headlamp is fitted with a type of light source other than that specified by the vehicle manufacturer or the headlamp manufacturer (eg a headlamp designed for a halogen bulb is fitted with any other type of light source such as an HID or LED bulb, or any other light source such as LED strips or non-OEM angel eyes) (Note 8).</p>		

Light PSVs

1-1 VIN and chassis

Reasons for rejection	Tables and images	Summary of legislation
<p>Mandatory requirements</p> <ol style="list-style-type: none"> 1. A vehicle first registered or re-registered in New Zealand before 1 April 1994 does not have a VIN or chassis number (Note 1) (Note 3). 2. A vehicle first registered or re-registered in New Zealand from 1 April 1994 does not have a VIN number (Note 1) (Note 3). 3. A VIN number is not valid (Note 1) (Note 2). <p>Condition</p> <ol style="list-style-type: none"> 4. A VIN or chassis number has been (Note 1) (Note 3): 		
<p>Note 3</p> <p>If the vehicle is failed because the VIN/chassis is missing or unreadable, then 'not found' must be recorded in place of the VIN number on the check sheet.</p>		

4-1 Headlamps

Reasons for rejection	Tables and images	Summary of legislation
<p>16. A headlamp is fitted with a type of light source other than that specified by the vehicle manufacturer or the headlamp manufacturer (eg a headlamp designed for a halogen bulb is fitted with any other type of light source such as an HID or LED bulb, or any other light source such as LED strips or non-OEM angel eyes) (Note 8).</p>		

7-1 Seats and seat anchorages

<p>Note 6</p> <p>Where a seat has been removed, a seatbelt is not required for that position, and 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:</p> <ul style="list-style-type: none"> • 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. <p>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.</p>		
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14-6 PSV baggage and freight restraints

Reasons for rejection	Summary of legislation

Condition and performance

2. Baggage and freight cannot be safely secured or contained to protect occupants, pedestrians and other road users from its possible movement, for example, the compartment, barrier or securing device is unlikely to be strong enough to **restrain the cargo and prevent it from entering the passenger area during:**

- normal driving operations, or
- an emergency stop, or
- a sudden change of direction (swerve) to avoid a collision.

Heavy PSVs

1-1 VIN and chassis

Reasons for rejection

Tables and images

Summary of legislation

Mandatory requirements

1. A vehicle first registered or re-registered in New Zealand before 1 April 1994 does not have a VIN or chassis number (**Note 1**) (**Note 3**).
2. A vehicle first registered or re-registered in New Zealand from 1 April 1994 does not have a VIN number (**Note 1**) (**Note 3**).
3. A VIN number is not valid (**Note 1**) (**Note 2**).

Condition

4. A VIN or chassis number has been (**Note 1**) (**Note 3**):

Note 3

If the vehicle is failed because the VIN/chassis is missing or unreadable, then 'not found' must be recorded in place of the VIN number on the check sheet.

4-1 Headlamps

Reasons for rejection

Tables and images

Summary of legislation

16. A headlamp is fitted with a type of light source other than that specified by the vehicle manufacturer or the headlamp manufacturer (eg a headlamp designed for a halogen bulb is fitted with any other type of light source such as an HID or LED bulb, or any other light source such as LED strips or non-OEM angel eyes) (**Note 8**).

Motorcycles

1-1 VIN and chassis

Reasons for rejection	Tables and images	Summary of legislation
<p>Mandatory requirements</p> <ol style="list-style-type: none"> 1. A vehicle first registered or re-registered in New Zealand before 1 April 1994 does not have a VIN or chassis number (Note 1) (Note 4). 2. A vehicle first registered or re-registered in New Zealand from 1 April 1994 does not have a VIN number (Note 1) (Note 4). 3. A VIN number is not valid (Note 2). <p>Condition</p> <ol style="list-style-type: none"> 4. A VIN or chassis number has been (Note 1) (Note 3) (Note 4): <p>Note 4</p> <p>If the vehicle is failed because the VIN/chassis is missing or unreadable, then 'not found' must be recorded in place of the VIN number on the checksheet.</p>		

4-1 Headlamps

Reasons for rejection	Tables and images	Summary of legislation
<p>13. A headlamp is fitted with a type of light source other than that specified by the vehicle manufacturer or the headlamp manufacturer (eg a headlamp designed for a halogen bulb is fitted with any other type of light source such as an HID or LED bulb, or any other light source such as LED strips or non-OEM angel eyes).</p>		

Heavy trailers

1-1 VIN and chassis

Reasons for rejection	Tables and images	Summary of legislation
<p>Mandatory requirements</p> <ol style="list-style-type: none"> 1. A vehicle first registered or re-registered in New Zealand before 1 April 1994 does not have a VIN or chassis number (Note 1) (Note 5). 2. A vehicle first registered or re-registered in New Zealand from 1 April 1994 does not have a VIN number (Note 1) (Note 5). 3. A VIN number is not valid (Note 2). <p>Condition</p> <ol style="list-style-type: none"> 4. A VIN or chassis number has been (Note 1) (Note 3) (Note 5): <p>Note 5</p> <p>If the vehicle has failed because the VIN?chassis is missing or unreadable, then 'not found' must be recorded in place of the VIN number on the checksheet.</p>		

3-1 Structure (interim amendment)

Reasons for rejection	Tables and images	Summary of legislation				
<p>Table 3-1-1. Requirements for HVS certification</p> <table border="1"> <thead> <tr> <th style="background-color: #003366; color: white;">HVS certification is required</th> <th style="background-color: #003366; color: white;">HVS certification is not required</th> </tr> </thead> <tbody> <tr> <td style="vertical-align: top;"> <p>4. Modifications carried out on or after 1 April 2005 that may result in increased stress to a localised area of the chassis or significant redistribution of the load over the chassis (eg fitting of a hoist, crane, tipping body or other special equipment, etc.).</p> <p>For modifications carried out before 1 April 2005 it is up to the vehicle inspector to determine if certification is required. Individual certification is only required when the vehicle inspector determines, on reasonable grounds, that the component presents a safety risk.</p> </td> <td style="background-color: #d3d3d3;"></td> </tr> </tbody> </table>			HVS certification is required	HVS certification is not required	<p>4. Modifications carried out on or after 1 April 2005 that may result in increased stress to a localised area of the chassis or significant redistribution of the load over the chassis (eg fitting of a hoist, crane, tipping body or other special equipment, etc.).</p> <p>For modifications carried out before 1 April 2005 it is up to the vehicle inspector to determine if certification is required. Individual certification is only required when the vehicle inspector determines, on reasonable grounds, that the component presents a safety risk.</p>	
HVS certification is required	HVS certification is not required					
<p>4. Modifications carried out on or after 1 April 2005 that may result in increased stress to a localised area of the chassis or significant redistribution of the load over the chassis (eg fitting of a hoist, crane, tipping body or other special equipment, etc.).</p> <p>For modifications carried out before 1 April 2005 it is up to the vehicle inspector to determine if certification is required. Individual certification is only required when the vehicle inspector determines, on reasonable grounds, that the component presents a safety risk.</p>						

3-2 Stability

Reasons for rejection	Tables and images	Summary of legislation
<p>Mandatory requirement</p> <p>1. A class TD trailer, other than one listed in Table 3-2-1, that is presented with a body capable of achieving a load height exceeding 2.8m from the ground does not have proof of Static Roll Threshold (SRT) certification at 0.35g .</p>		