
VIRM: In-service certification amendment 1 November 2018

October 2018

List of changes and preview pages (WoF and CoF)

In this amendment

- Clarifications around retrofitting headlamps and standards
- Update to headlamp sections to align with the rule and other lighting sections 'Where a headlamp comprises an array of light sources (eg LEDs) fewer than 75% of these operate'.
- Clarification of the definition of bumper bar (including a new image)
- Clarification around when HVS certification may be required with regard to wheelchair ramps and hoists
- Clarification about wastegates and silenced exhaust systems
- Update to tyres sections to include further examples of fail items when tyre information is removed or concealed
- New motorcycles section: Electric and hybrid electrical systems
- Other Electric and hybrid electrical systems sections updated to say that specialist certification is always required for changes to the high voltage electrical system
- New skid plate requirements.
- New technical bulletin on the inspection of light bars.

Contents

List of changes	4
Preview pages	8
General vehicles.....	8
3-1 Structure.....	8
4-1 headlamps	9
4-9 End-outline marker lamps.....	10
4-13 Rear reflectors	10
4-15 Other lighting	11
10-1 Tyres and wheels	12
7-7 Interior impact	14
11-1 Exhaust system.....	14
13-5 Electric and hybrid vehicle electrical system.....	14
Heavy vehicles	15
3-1 Structure.....	15
4-1 headlamps	15
4-9 End-outline markers lamps.....	15
4-9 Rear reflectors	15
4-15 Other lighting	16
13-5 Electric and hybrid vehicle electrical system.....	18
Light PSVs.....	18
4-1 headlamps	18
4-9 End-outline marker lamps.....	18
4-13 Rear reflectors	18
4-15 Other lighting	18
10-1 Tyres and wheels	18
13-5 Electric and hybrid vehicle electrical system.....	18
Heavy PSVs.....	19
2-1 External projections	19
4-1 headlamps	19
4-9 End-outline marker lamps.....	19
4-13 Rear reflectors	19
4-15 Other lighting	19
6-3 PSV entry and exit steps, ramps and hoists	20
13-5 Electric and hybrid vehicle electrical system.....	20

Motorcycles	21
4-1 headlamps	21
4-13 Rear reflectors	21
4-15 Other lighting	22
10-1 Tyres and wheels	23
13-5 Electric and hybrid vehicle electrical system.....	24
General trailers.....	26
7-1 Tyres and wheels	26
Heavy trailers.....	26
5-1 Brakes.....	28
8-7 Heavy vehicle kingpin or socket coupling (for towing a semi-trailer)	28
Technical bulletins	30
14 Lightbars	30

LIST OF CHANGES

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

SECTION	CHANGE DESCRIPTION
General vehicles	
3-1 Structure	<ul style="list-style-type: none"> Clarification around the definition of a bumper bar including new figure 3-1-3
4-1 Headlamps	<ul style="list-style-type: none"> Clarifications around retrofitting headlamps and standards New Rfr and Sol to align with rule where a lamp comprises an array of light sources (eg LEDs), it is a fail if fewer than 75% of these operate. Some re-ordering of Rfrs into a <i>Modification</i> section Rfr 18 reworded to clarify that retrofitted headlamps must be fitted in pairs
4-9 End-outline marker lamps	<ul style="list-style-type: none"> New notes added regarding the treatment of original equipment
4-13 Rear reflectors	<ul style="list-style-type: none"> A rearward facing reflector must reflect light as red
4-15 Other lighting	<ul style="list-style-type: none"> Section renamed from 'Cosmetic lamps' Specifications around work lamp switches and circuits Two new Rfrs regarding forward-facing reflectors Table 4-15-1. Lamps that are not cosmetic lamps: Reflective material, work lamps, scene lamps and alley lamps removed from 'Other lighting equipment not requiring inspection' Definitions added to Note 1
10-1 Tyres and wheels	<ul style="list-style-type: none"> Update to include further examples of fail items when tyre information is removed or concealed, including extra images
11-1 Exhaust system	<ul style="list-style-type: none"> Clarification in Note 6 about wastegates and silenced exhaust systems
13-5 Electric and hybrid electrical systems	<ul style="list-style-type: none"> Specialist certification is always required for changes to the high voltage electrical system
Heavy vehicles	
3-1 Structure	<ul style="list-style-type: none"> Clarification that modification to the occupant protection structure of a cab require HVS certification unless those modifications are type approved
4-1 Headlamps	<ul style="list-style-type: none"> Clarifications around retrofitting headlamps and standards New Rfr and Sol to align with rule where a lamp comprises an array of light sources (eg LEDs), it is a fail if fewer than 75% of these operate. Some re-ordering of Rfrs into a <i>Modification</i> section Rfr 18 reworded to clarify that retrofitted headlamps must be fitted in pairs
4-9 End-outline marker lamps	<ul style="list-style-type: none"> New notes added regarding the treatment of original equipment

4-15 Other lighting	<ul style="list-style-type: none"> Section renamed from 'Cosmetic lamps' Specifications around work lamp switches and circuits Two new Rfrs regarding forward-facing reflectors Table 4-15-1. Lamps that are not cosmetic lamps: Reflective material, work lamps, scene lamps and alley lamps removed from 'Other lighting equipment not requiring inspection' Definitions added to Note 1
13-5 Electric and hybrid electrical systems	<ul style="list-style-type: none"> Specialist certification is always required for changes to the high voltage electrical system
Light passenger service vehicles	
4-1 Headlamps	<ul style="list-style-type: none"> Clarifications around retrofitting headlamps and standards New Rfr and Sol to align with rule where a lamp comprises an array of light sources (eg LEDs), it is a fail if fewer than 75% of these operate. Some re-ordering of Rfrs into a <i>Modification</i> section Rfr 18 reworded to clarify that retrofitted headlamps must be fitted in pairs
4-9 End-outline marker lamps	<ul style="list-style-type: none"> New notes added regarding the treatment of original equipment
4-13 Rear reflectors	<ul style="list-style-type: none"> A rearward facing reflector must reflect light as red
4-15 Other lighting	<ul style="list-style-type: none"> Section renamed from 'Cosmetic lamps' Specifications around work lamp switches and circuits Two new Rfrs regarding forward-facing reflectors Table 4-15-1. Lamps that are not cosmetic lamps: Reflective material, work lamps, scene lamps and alley lamps removed from 'Other lighting equipment not requiring inspection' Definitions added to Note 1
10-1 Tyres and wheels	<ul style="list-style-type: none"> Update to include further examples of fail items when tyre information is removed or concealed
13-5 Electric and hybrid electrical systems	<ul style="list-style-type: none"> Specialist certification is always required for changes to the high voltage electrical system
Heavy passenger service vehicles	
2-1 External projections	<ul style="list-style-type: none"> Roof racks on heavy PSVs <i>do</i> require specialist certification
4-1 Headlamps	<ul style="list-style-type: none"> Clarifications around retrofitting headlamps and standards New Rfr and Sol to align with rule where a lamp comprises an array of light sources (eg LEDs), it is a fail if fewer than 75% of these operate. Some re-ordering of Rfrs into a <i>Modification</i> section Rfr 18 reworded to clarify that retrofitted headlamps must be fitted in pairs
4-9 End-outline marker lamps	<ul style="list-style-type: none"> New notes added regarding the treatment of original equipment
4-13 Rear reflectors	<ul style="list-style-type: none"> A rearward facing reflector must reflect light as red
4-15 Other lighting	<ul style="list-style-type: none"> Section renamed from 'Cosmetic lamps'

	<ul style="list-style-type: none"> • Specifications around work lamp switches and circuits • Two new Rfrs regarding forward-facing reflectors • Table 4-15-1. Lamps that are not cosmetic lamps: Reflective material, work lamps, scene lamps and alley lamps removed from 'Other lighting equipment not requiring inspection' • Definitions added to Note 1
6-3 PSV entry and exit steps, ramps and hoists	<ul style="list-style-type: none"> • Clarification around when HVS certification may be required
13-5 Electric and hybrid electrical systems	<ul style="list-style-type: none"> • Specialist certification is always required for changes to the high voltage electrical system
Motorcycles	
4-1 Headlamps	<ul style="list-style-type: none"> • Clarifications around retrofitting headlamps and standards • New Rfr and Sol to align with rule where a lamp comprises an array of light sources (eg LEDs), it is a fail if fewer than 75% of these operate.
4-15 Other lighting	<ul style="list-style-type: none"> • Section renamed from 'Cosmetic lamps' • Specifications around work lamp switches and circuits • Table 4-15-1. Lamps that are not cosmetic lamps: Reflective material, work lamps, scene lamps and alley lamps removed from 'Other lighting equipment not requiring inspection' • Definitions added to Note 1
10-1 Tyres and wheels	<ul style="list-style-type: none"> • Update to include further examples of fail items when tyre information is removed or concealed
13-5 Electric and hybrid electrical systems	<ul style="list-style-type: none"> • New section added. Aligns the motorcycle section with general vehicles, heavy vehicles, LPSV, HPSV.
General trailers	
7-1 Tyres and wheels	<ul style="list-style-type: none"> • Update to include further examples of fail items when tyre information is removed or concealed
Heavy trailers	
4-9 End-outline marker lamps	<ul style="list-style-type: none"> • New notes added regarding the treatment of original equipment
4-13 Rear reflectors	<ul style="list-style-type: none"> • A rearward facing reflector must reflect light as red
4-15 Other lighting	<ul style="list-style-type: none"> • Section renamed from 'Cosmetic lamps' • Specifications around work lamp switches and circuits • Two new Rfrs regarding forward-facing reflectors • Table 4-15-1. Lamps that are not cosmetic lamps: Reflective material, work lamps, scene lamps and alley lamps removed from 'Other lighting equipment not requiring inspection' • Definitions added to Note 1
5-1 Brakes	<ul style="list-style-type: none"> • New electric bakes subsection – class TC trailer with electric brakes must be HVEK certified • New Rfr 41: A trailer in a dedicated combination does not have a brake certification plate listing both vehicles' VINs.

8-7 Heavy vehicle kingpin or socket coupling (for towing a semi-trailer)	<ul style="list-style-type: none">• New Rfr around presentation of the <i>4085B Operator statement of skidplate maintenance</i> form
Technical bulletins (general)	
13 Light bars	<ul style="list-style-type: none">• How to treat light bars when treated as headlamps, and how to treat them when fitted as work lamps

PREVIEW PAGES

General vehicles

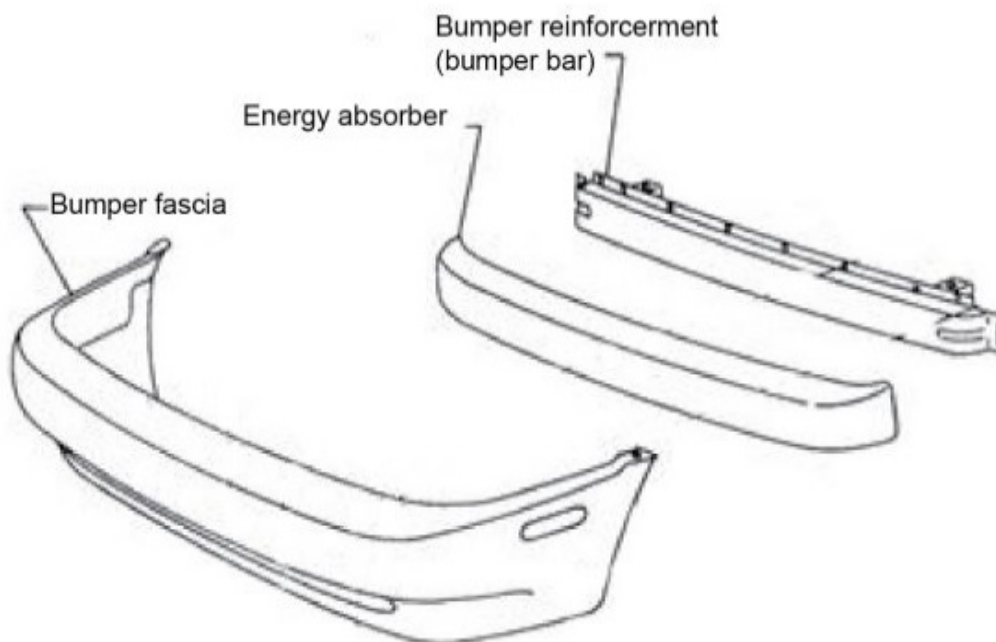
3-1 Structure

Note 2

Corrosion damage is where the metal has been eaten away, which is evident by pitting. The outward sign of such corrosion damage is typically displayed by the lifting or bubbling of paint. In extreme cases, the area affected by the corrosion damage will fall out and leave a hole.

Bumper bar means either the structural part inside a plastic bumper or a complete metal bumper as used on older vehicles. The bumper fascia (bumper cover) is not part of the bumper structure. It is the bumper reinforcement (also known as the bumper beam) that is the actual bumper bar for inspection purposes (see **Figure 3-1-3**).

Figure 3-1-3. Bumper structure



The bumper fascia (bumper cover) is not part of the bumper structure. It is the bumper reinforcement (also known as the bumper beam) that is the actual bumper bar for inspection purposes.

4-1 headlamps

Reasons for rejection

Tables and images

Summary of legislation

17. Where a headlamp comprises an array of light sources (eg LEDs) fewer than 75% of these operate.

Modifications

18. A headlamp is **retrofitted** 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**).

19. Retrofitted headlamps are not fitted:

- a) as a pair, or
- b) symmetrically, or
- c) as far towards each side of the vehicle as is practicable.

20. A retrofitted dipped-beam headlamp on a vehicle with a GVM of 12,000 kg or less is positioned at a height exceeding 1.2m from the ground (**Note 9**).

Note 8

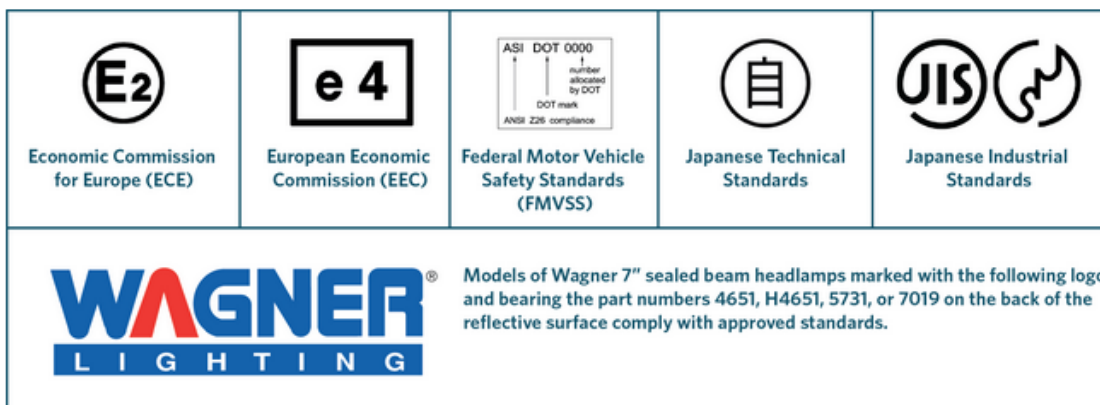
A high-intensity discharge (HID or Xenon HID) conversion kit consists of an HID bulb with a high voltage power output or 'ballast' which fits into the original headlamp unit in place of the original bulb with no change to the headlamp lens, reflector or housing.

It is illegal to fit an HID conversion kit to a vehicle as it brings the headlamp out of standards compliance by producing poor beam patterns and light that is far too bright to be safe. The bulbs can also produce light that is noticeably blue and not the required substantially white or amber colour. Vehicle and headlamp manufacturers do not permit this modification, and these kits cannot be LVV certified.

It is permitted to replace a complete halogen headlamp unit with a complete HID or LED headlamp unit. **If the vehicle is required to meet an approved safety standard for headlamps, only approved headlamps can be retrofitted (see Figure 4-1-1).**

Figure 4-1-1. Approved headlamp standard markings

The following standard markings may assist in determining compliance with approved standards.



Vehicles required to comply with an approved headlamp standard are:

- vehicles of class MA and NA manufactured on or after 1 January 1992
- vehicles of class MB, MC, MD1, MD2, MD3, MD4, ME, NB and NC manufactured on or after 1 January 1996.

- Reasons for rejection
- Tables and images
- Summary of legislation

- 5. A vehicle required to meet an approved safety standard for lighting must continue to meet an approved safety standard for lighting.
- 22. Where a headlamp comprises an array of light sources (eg LEDs), at least 75% of these must operate.

4-9 End-outline marker lamps

Note 3
 A vehicle originally manufactured with an end-outline marker lamp arrangement that differs from what is required or permitted in this section may retain the original end-outline marker lamps provided they remain fitted in their original position and perform as intended by the vehicle manufacturer. Lamps visible from the front and from the rear on the same side of the vehicle may be combined into one device.

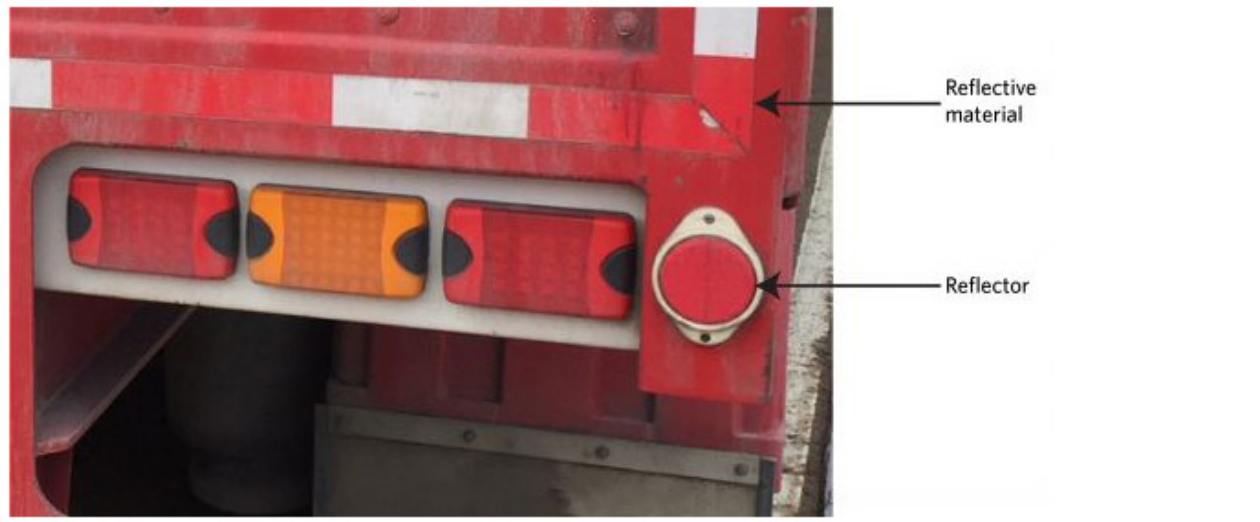
Note 4
Vehicle manufacturer means the original vehicle manufacturer and the final stage manufacturer in the case of certain modified vehicles (see **Technical bulletin 13: Acceptable overseas proof of modification**).

4-13 Rear reflectors

- Reasons for rejection
- Summary of legislation

- 9. A rearward-facing reflector on a vehicle reflects white light shining on it as anything other than red light (this does not apply to reflective material such as conspicuity/reflective tape).

Figure 4-13-1. Reflector vs reflective material



4-15 Other lighting

Reasons for rejection	Tables and images	Summary of legislation
2. A work lamp that is fitted to a vehicle is wired in such a way that the switch or circuit for any mandatory or optional lamp controls it.		
4. A forward-facing reflector on a vehicle reflects white light shining on it as anything other than white or amber light.		
5. A side-facing reflector on a vehicle reflects white light shining on it as anything other than white or amber light.		

Note 2 Definitions

Lamp means a device designed to emit light, and includes an array of separate light sources that appear as a continuous illuminated surface.

Work lamp means a high-intensity lamp that is not necessary for the operation of the vehicle but is designed to illuminate the area or scene and include scene lamps, spot lamps and alley lamps.

Scene lamp means a work lamp designed to provide a fixed or movable beam of light to illuminate the area around the vehicle or the vehicle itself.

Alley lamp means a work lamp designed primarily to provide a fixed or movable beam of light to the side of the vehicle it is fitted to.

Reflective material (or **retroreflective material**) means any material that is designed to reflect incident light back towards a light source or in a specific direction; but does not include a reflector.

Reasons for rejection	Tables and images	Summary of legislation																			
<p>Table 4-15-1. Lamps that are not cosmetic lamps</p> <table border="1"> <thead> <tr> <th style="background-color: #003366; color: white;">Lamps covered in the VIRM</th> <th style="background-color: #003366; color: white;">Other lighting equipment not requiring inspection</th> </tr> </thead> <tbody> <tr> <td>Headlamps</td> <td rowspan="2">Interior lamps <i>Designed to illuminate the interior of the vehicle for the convenience of passengers</i></td> </tr> <tr> <td>Stop lamps</td> </tr> <tr> <td>High-mounted stop lamps</td> <td>Flashing or revolving beacons</td> </tr> <tr> <td>Direction indicator lamps</td> <td rowspan="2">Illuminated vehicle-mounted signs <i>Includes PSV destination signs, taxi signs and variable message signs operated by enforcement officers, under a traffic management plan or permitted by other legislation</i></td> </tr> <tr> <td>Position lamps (includes side-marker lamps and end-outline marker lamps)</td> </tr> <tr> <td>Rear-registration-plate illumination lamps</td> <td rowspan="10">A light source that is a necessary part of equipment required or permitted by any enactment to be fitted to a vehicle <i>Includes LEDs that indicate status on eRUC labels</i></td> </tr> <tr> <td>Rear reflectors</td> </tr> <tr> <td>Fog lamps</td> </tr> <tr> <td>Daytime running lamps</td> </tr> <tr> <td>Cornering lamps</td> </tr> <tr> <td>Reversing lamps</td> </tr> <tr> <td>PSV interior lamps</td> </tr> <tr> <td style="background-color: #ffff00;">Work lamps</td> </tr> </tbody> </table>			Lamps covered in the VIRM	Other lighting equipment not requiring inspection	Headlamps	Interior lamps <i>Designed to illuminate the interior of the vehicle for the convenience of passengers</i>	Stop lamps	High-mounted stop lamps	Flashing or revolving beacons	Direction indicator lamps	Illuminated vehicle-mounted signs <i>Includes PSV destination signs, taxi signs and variable message signs operated by enforcement officers, under a traffic management plan or permitted by other legislation</i>	Position lamps (includes side-marker lamps and end-outline marker lamps)	Rear-registration-plate illumination lamps	A light source that is a necessary part of equipment required or permitted by any enactment to be fitted to a vehicle <i>Includes LEDs that indicate status on eRUC labels</i>	Rear reflectors	Fog lamps	Daytime running lamps	Cornering lamps	Reversing lamps	PSV interior lamps	Work lamps
Lamps covered in the VIRM	Other lighting equipment not requiring inspection																				
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Cornering lamps																					
Reversing lamps																					
PSV interior lamps																					
Work lamps																					

Reasons for rejection	Tables and images	Summary of legislation
<p>2. A cosmetic lamp must be fitted in a fixed position on the vehicle and positioned so that no part of the light source is situated within 250mm of a mandatory lamp.</p> <p>3. A work lamp that is fitted to a vehicle is wired in such a way that the switch or circuit for any mandatory or optional lamp controls it.</p> <p>4. A vehicle may be fitted with reflective material to improve the visibility of the vehicle to other drivers and other road users, but the material must not dazzle, confuse or otherwise endanger their safety.</p>		

Performance

5. A cosmetic lamp must:

- a) only emit light that is diffuse, and
- b) not emit light that flashes or otherwise varies in intensity or colour, and
- c) be fitted in a way, and be of a luminance that ensures, that it does not dazzle, confuse or distract other road users, and
- d) not emit a light that revolves, rotates or otherwise moves, and
- e) not cause confusion as to the orientation of the vehicle, and
- f) not emit a red light that is directly visible from the front of the vehicle, and
- g) not emit a light other than red or amber if the light is directly visible from the rear of the vehicle.

6. A forward-facing reflector on a vehicle must reflect white light shining on it as white or amber light.

7. A side-facing reflector on a vehicle must reflect white light shining on it as white or amber light.

10-1 Tyres and wheels

Reasons for rejection	Tables and images	Summary of legislation
<p>9. A tyre has had any of the following information removed or concealed so that the tyre can no longer be identified (Figure 10-1-4):</p> <ul style="list-style-type: none"> • manufacturer • brand • model • load rating • speed rating • standards markings (where applicable) • direction of rotation (where applicable). 		

Figure 10-1-4. Example of tyres with information removed/concealed/obscured

Example of tyre with information obscured



The white tape overlay on the tyre obscures all of the important information.

Example of tyre with information removed



7-7 Interior impact

Reasons for rejection	Tables and images	Summary of legislation
Additional accelerator pedal (for driving school vehicles)		<ul style="list-style-type: none"> the operation of the primary accelerator pedal is not affected, and no modifications to the primary accelerator pedal or any other part of the primary accelerator system has occurred, and adequate clearance is maintained between all pedals.

11-1 Exhaust system

Note 6

Externally venting wastegates (screamer pipes) are not permitted and cannot be certified as they are not adequately muffled and the exhaust gasses do not exit behind the passenger compartment. However, wastegates that feed gasses into their own muffled exhaust system exiting behind the passenger compartment, or feed gasses back into the vehicle's exhaust system, are permitted.

13-5 Electric and hybrid vehicle electrical system

Reasons for rejection	Tables and images	Summary of legislation								
<p>Table 13-5-1. Modifications that do not require specialist certification</p> <table border="1"> <thead> <tr> <th>Fitting of or modification to:</th> <th>Specialist certification is not required provided that:</th> </tr> </thead> <tbody> <tr> <td>Fuel system changes and modifications</td> <td> <ul style="list-style-type: none"> no structural modifications have occurred to the vehicle during the installation or modification. <p>Note: Specialist certification is always required for changes to the high voltage electrical system.</p> </td> </tr> <tr> <th>Fitting of or modification to:</th> <th>Specialist certification is never required:</th> </tr> <tr> <td>Any modification for the purposes of law enforcement or the provision of emergency services</td> <td> <ul style="list-style-type: none"> in-service requirements for condition and performance must be met. </td> </tr> </tbody> </table>			Fitting of or modification to:	Specialist certification is not required provided that:	Fuel system changes and modifications	<ul style="list-style-type: none"> no structural modifications have occurred to the vehicle during the installation or modification. <p>Note: Specialist certification is always required for changes to the high voltage electrical system.</p>	Fitting of or modification to:	Specialist certification is never required:	Any modification for the purposes of law enforcement or the provision of emergency services	<ul style="list-style-type: none"> in-service requirements for condition and performance must be met.
Fitting of or modification to:	Specialist certification is not required provided that:									
Fuel system changes and modifications	<ul style="list-style-type: none"> no structural modifications have occurred to the vehicle during the installation or modification. <p>Note: Specialist certification is always required for changes to the high voltage electrical system.</p>									
Fitting of or modification to:	Specialist certification is never required:									
Any modification for the purposes of law enforcement or the provision of emergency services	<ul style="list-style-type: none"> in-service requirements for condition and performance must be met. 									

Heavy vehicles

3-1 Structure

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>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>5. Modification to structural reinforcements of the cab/body likely to affect occupant protection (eg cut-outs through pillars, roof rails, reinforcements (not merely stiffeners), etc) for modifications such as campervan, crewcab, truck/bus conversions.</p> </td> <td> <p>vehicles. The vehicle and body should be free from damage, repairs or modifications when presented (Note 6).</p> <p>7. There is evidence of certification of the modification from the company that carried out the modification (ie a statement of compliance or a second stage certification plate or label). See Technical bulletin 13: Acceptable overseas proof of modification.</p> </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> <p>5. Modification to structural reinforcements of the cab/body likely to affect occupant protection (eg cut-outs through pillars, roof rails, reinforcements (not merely stiffeners), etc) for modifications such as campervan, crewcab, truck/bus conversions.</p>	<p>vehicles. The vehicle and body should be free from damage, repairs or modifications when presented (Note 6).</p> <p>7. There is evidence of certification of the modification from the company that carried out the modification (ie a statement of compliance or a second stage certification plate or label). See Technical bulletin 13: Acceptable overseas proof of modification.</p>
HVS certification is required	HVS certification is not required					
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4-1 headlamps

Same content as general vehicles.

4-9 End-outline markers lamps

Note 4

A vehicle originally manufactured with an end-outline marker lamp arrangement that differs from what is required or permitted in this section may retain the original end-outline marker lamps provided they remain fitted in their original position and perform as intended by the vehicle manufacturer. Lamps visible from the front and from the rear on the same side of the vehicle may be combined into one device.

Note 5

Vehicle manufacturer means the original vehicle manufacturer and the final stage manufacturer in the case of certain modified vehicles (see **Technical bulletin 13: Acceptable overseas proof of modification**).

4-13 Rear reflectors

Reasons for rejection	Summary of legislation
<p>4. A rearward-facing reflector on a vehicle reflects white light shining on it as anything other than red light (this does not apply to reflective material such as conspicuity/reflective tape).</p>	

Figure 4-13-1. Reflector vs reflective material



4-15 Other lighting

Reasons for rejection	Tables and images	Summary of legislation
2. A work lamp that is fitted to a vehicle is wired in such a way that the switch or circuit for any mandatory or optional lamp controls it.		
4. A forward-facing reflector on a vehicle reflects white light shining on it as anything other than white or amber light.		
5. A side-facing reflector on a vehicle reflects white light shining on it as anything other than white or amber light.		
Note 3 Definitions		
Lamp means a device designed to emit light, and includes an array of separate light sources that appear as a continuous illuminated surface.		
Cosmetic lamp means any lamp that is not listed in Table 4-15-1 .		
Work lamp means a high-intensity lamp that is not necessary for the operation of the vehicle but is designed to illuminate the area or scene and include scene lamps, spot lamps and alley lamps.		
Scene lamp means a work lamp designed to provide a fixed or movable beam of light to illuminate the area around the vehicle or the vehicle itself.		
Alley lamp means a work lamp designed primarily to provide a fixed or movable beam of light to the side of the vehicle it is fitted to.		
Reflective material (or retroreflective material) means any material that is designed to reflect incident light back towards a light source or in a specific direction; but does not include a reflector		

Table 4-15-1. Lamps that are not cosmetic lamps

Lamps covered in the VIRM	Other lighting equipment not requiring inspection
Headlamps	Interior lamps <i>Designed to illuminate the interior of the vehicle for the convenience of passengers</i>
Stop lamps	
High-mounted stop lamps	Flashing or revolving beacons
Direction indicator lamps	Illuminated vehicle-mounted signs <i>Includes PSV destination signs, taxi signs and variable message signs operated by enforcement officers, under a traffic management plan or permitted by other legislation</i>
Position lamps (includes side-marker lamps and end-outline marker lamps)	
Rear-registration-plate illumination lamps	A light source that is a necessary part of equipment required or permitted by any enactment to be fitted to a vehicle <i>Includes LEDs that indicate status on eRUC labels</i>
Rear reflectors	
Fog lamps	
Daytime running lamps	
Cornering lamps	
Reversing lamps	
PSV interior lamps	
Work lamps	

2. A cosmetic lamp must be fitted in a fixed position on the vehicle and positioned so that no part of the light source is situated within 250mm of a mandatory lamp.

3. A work lamp that is fitted to a vehicle is wired in such a way that the switch or circuit for any mandatory or optional lamp controls it.

Performance

3. A cosmetic lamp must:

- a) only emit light that is diffuse, and
- b) not emit light that flashes or otherwise varies in intensity or colour, and
- c) be fitted in a way, and be of a luminance that ensures, that it does not dazzle, confuse or distract other road users, and
- d) not emit a light that revolves, rotates or otherwise moves, and
- e) not cause confusion as to the orientation of the vehicle, and
- f) not emit a red light that is directly visible from the front of the vehicle, and
- g) not emit a light other than red or amber if the light is directly visible from the rear of the vehicle.

6. A forward-facing reflector on a vehicle must reflect white light shining on it as white or amber light.

7. A side-facing reflector on a vehicle must reflect white light shining on it as white or amber light.

13-5 Electric and hybrid vehicle electrical system

Same content as general vehicles

Light PSVs

4-1 headlamps

Same content as general vehicles.

4-9 End-outline marker lamps

Same content as general vehicles.

4-13 Rear reflectors

Same content as general vehicles.

4-15 Other lighting

Same content as general vehicles.

10-1 Tyres and wheels

Same content as general vehicles.

13-5 Electric and hybrid vehicle electrical system

Same content as general vehicles

Heavy PSVs

2-1 External projections

Reasons for rejection	Tables and images	Summary of legislation												
<table border="1"> <thead> <tr> <th>Fitting of or modification to:</th> <th>Specialist certification is never required:</th> </tr> </thead> <tbody> <tr> <td>Aerials</td> <td rowspan="10"> <ul style="list-style-type: none"> in-service requirements for conditions and performance must be met. </td> </tr> <tr> <td>Engine hood emblems</td> </tr> <tr> <td>Engine hood pins</td> </tr> <tr> <td>Towbars</td> </tr> <tr> <td>Trunk racks</td> </tr> <tr> <td>Roof-mounted wheelchair winch</td> </tr> <tr> <td>Roof racks (except heavy PSVs)</td> </tr> <tr> <td>Additional or substituted rear-view mirrors</td> </tr> <tr> <td>Any modification for the purposes of law enforcement or the provision of emergency services</td> </tr> </tbody> </table>		Fitting of or modification to:	Specialist certification is never required:	Aerials	<ul style="list-style-type: none"> in-service requirements for conditions and performance must be met. 	Engine hood emblems	Engine hood pins	Towbars	Trunk racks	Roof-mounted wheelchair winch	Roof racks (except heavy PSVs)	Additional or substituted rear-view mirrors	Any modification for the purposes of law enforcement or the provision of emergency services	
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Any modification for the purposes of law enforcement or the provision of emergency services														

4-1 headlamps

Same content as general vehicles.

4-9 End-outline marker lamps

Same content as heavy vehicles.

4-13 Rear reflectors

Same content as general vehicles.

4-15 Other lighting

Same content as heavy vehicles.

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

Reasons for rejection	Summary of legislation
	<p>Mandatory requirement</p> <p>1. A wheelchair hoist fitted to a PSV that entered service as a PSV in New Zealand on or after 1 July 2000 or a wheelchair hoist fitted to a PSV on or after 1 July 2000 does not have evidence of HVS certification, ie:</p> <ul style="list-style-type: none"> a) the hoist was fitted before the last CoF inspection and no LANDATA record has been entered, or b) the hoist was fitted after the last CoF inspection and: <ul style="list-style-type: none"> i. a valid LT400 form has not been presented, or ii. the HVS certifier was not of the category, HVEC, HVIC or HVMC. <p>Wheelchair ramps (Note 2)</p> <p>A wheelchair ramp and its fitting to the vehicle must comply with all of the requirements specified below. HVS certification is required if the vehicle inspector has reason to doubt the safety of the wheelchair ramp and its fitting to the vehicle.</p>

13-5 Electric and hybrid vehicle electrical system

Same content as general vehicles

Motorcycles

4-1 headlamps

Reasons for rejection	Tables and images	Summary of legislation
14. Where a headlamp comprises an array of light sources (eg LEDs) fewer than 75% of these operate.		
Modifications		
15. A headlamp is retrofitted 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).		
16. A retrofitted pair of headlamps is not fitted: <ul style="list-style-type: none"> a) symmetrically, or b) as far towards each side of the motorcycle as practicable. 		
17. A retrofitted dipped-beam headlamp is positioned at a height exceeding 1.2m from the ground.		

Reasons for rejection	Tables and images	Summary of legislation
3. A vehicle required to meet an approved safety standard for lighting must continue to meet an approved safety standard for lighting.		
22. Where a headlamp comprises an array of light sources (eg LEDs), at least 75% of these must operate.		

4-13 Rear reflectors

Reasons for rejection	Summary of legislation
8. A rearward-facing reflector on a vehicle reflects white light shining on it as anything other than red light.	

Reasons for rejection	Summary of legislation
8. A rearward-facing reflector on a vehicle must reflect white light shining on it as red light.	

2. A work lamp that is fitted to a vehicle is wired in such a way that the switch or circuit for any mandatory or optional lamp controls it.

Performance

3. When switched on, a cosmetic lamp with a light-emitting surface not visible within the shaded areas in **Figure 4-15-1** emits a light that:

- a) is not diffuse, or
- b) flashes or otherwise varies in intensity or colour, or
- c) revolves, rotates or otherwise moves, or
- d) is too bright, and likely to dazzle other road users, or
- e) is likely to cause confusion about the orientation of the vehicle, or
- f) is red when seen directly from the front, or
- g) is not red or amber when seen directly from the rear.

4-15 Other lighting

Reasons for rejection	Tables and images	Summary of legislation
5. A forward-facing reflector on a vehicle reflects white light shining on it as anything other than white or amber light.		
6. A side-facing reflector on a vehicle reflects white light shining on it as anything other than white or amber light.		

Reasons for rejection	Tables and images	Summary of legislation																		
<p>Table 4-15-1. Lamps that are not cosmetic lamps</p> <table border="1"> <thead> <tr> <th style="background-color: #003366; color: white;">Lamps covered in the VIRM</th> <th style="background-color: #003366; color: white;">Other lighting equipment not requiring inspection</th> </tr> </thead> <tbody> <tr> <td>Headlamps</td> <td rowspan="2">Interior lamps - <i>Designed to illuminate the interior of the vehicle for the convenience of passengers.</i></td> </tr> <tr> <td>Stop lamps</td> </tr> <tr> <td>High-mounted stop lamps</td> <td>Flashing or revolving beacons</td> </tr> <tr> <td>Direction indicator lamps</td> <td rowspan="13">Illuminated vehicle-mounted signs - <i>Includes PSV destination signs, taxi signs, and variable message signs operated by enforcement officers, under a traffic management plan or permitted by other legislation.</i></td> </tr> <tr> <td>Position lamps (includes side-marker lamps and end-outline marker lamps)</td> </tr> <tr> <td>Rear registration-plate illumination lamps</td> </tr> <tr> <td>Rear reflectors</td> </tr> <tr> <td>Fog lamps</td> </tr> <tr> <td>Daytime running lamps</td> </tr> <tr> <td>Cornering lamps</td> </tr> <tr> <td>Reversing lamps</td> </tr> <tr> <td>PSV interior lamps</td> </tr> <tr> <td style="background-color: #ffffcc;">Work lamps</td> </tr> </tbody> </table>			Lamps covered in the VIRM	Other lighting equipment not requiring inspection	Headlamps	Interior lamps - <i>Designed to illuminate the interior of the vehicle for the convenience of passengers.</i>	Stop lamps	High-mounted stop lamps	Flashing or revolving beacons	Direction indicator lamps	Illuminated vehicle-mounted signs - <i>Includes PSV destination signs, taxi signs, and variable message signs operated by enforcement officers, under a traffic management plan or permitted by other legislation.</i>	Position lamps (includes side-marker lamps and end-outline marker lamps)	Rear registration-plate illumination lamps	Rear reflectors	Fog lamps	Daytime running lamps	Cornering lamps	Reversing lamps	PSV interior lamps	Work lamps
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Cornering lamps																				
Reversing lamps																				
PSV interior lamps																				
Work lamps																				

Reasons for rejection

Tables and images

Summary of legislation

Performance

5. A cosmetic lamp must:

- a) only emit light that is diffuse, and
- b) not emit light that flashes or otherwise varies in intensity or colour, and
- c) be fitted in a way, and be of a luminance that ensures, that it does not dazzle, confuse or distract other road users, and
- d) not emit a light that revolves, rotates or otherwise moves, and
- e) not cause confusion as to the orientation of the vehicle, and
- f) not emit a red light that is directly visible from the front of the vehicle, and
- g) not emit a light other than red or amber if the light is directly visible from the rear of the vehicle.

7. A forward-facing reflector on a vehicle must reflect white light shining on it as white or amber light.

8. A side-facing reflector on a vehicle must reflect white light shining on it as white or amber light.

10-1 Tyres and wheels

Reasons for rejection

Tables and images

Summary of legislation

6. A tyre has had any of the following information removed or concealed so that the tyre can no longer be identified (Figure 10-1-3):

- manufacturer
- brand
- model
- load rating
- speed rating
- standards markings (where applicable)
- direction of rotation (where applicable).

13-5 Electric and hybrid vehicle electrical system

Reasons for rejection	Tables and images	Summary of legislation
<p>Condition (Note 1)</p> <p>1. High voltage wiring is:</p> <ul style="list-style-type: none"> a) insecure or not adequately secured b) damaged or deteriorated (including insulation) c) likely to touch: <ul style="list-style-type: none"> i. hot components of the vehicle ii. sharp edges iii. rotating parts iv. the ground. <p>2. High voltage batteries are:</p> <ul style="list-style-type: none"> a) insecure or not adequately secured b) damaged or deteriorated (including components and electrical insulation) c) leaking, or showing signs of leaking. <p>3. High voltage battery shields are damaged or not in place.</p> <p>Modification</p> <p>4. A modification affects the electrical system, and:</p> <ul style="list-style-type: none"> a) is not excluded from the requirements for specialist certification (Table 13-5-1), or b) is missing proof of specialist certification, that is: <ul style="list-style-type: none"> i. the vehicle is not fitted with a valid certification plate (eg low volume vehicle plate or heavy vehicle certification plate/label), or ii. the operator is not able to produce a valid modification declaration or authority card iii. The vehicle has not been certified to an accepted overseas system as described in Technical bulletin 13. <p>Note 1</p> <p>Vehicle inspectors are only required to do a visual check. An invasive check is not required.</p>		

Reasons for rejection	Tables and images	Summary of legislation								
<p>Table 13-5-1. Modifications that do not require specialist certification</p> <table border="1"> <thead> <tr> <th style="background-color: #004a7c; color: white;">Fitting of or modification to:</th> <th style="background-color: #004a7c; color: white;">Specialist certification is not required provided that:</th> </tr> </thead> <tbody> <tr> <td style="background-color: #d9d9d9;">Fuel system changes and modifications</td> <td style="background-color: #d9d9d9;"> <ul style="list-style-type: none"> • no structural modifications have occurred to the vehicle during the installation or modification. <p>Note: Specialist certification is always required for changes to the high voltage electrical system.</p> </td> </tr> <tr> <th style="background-color: #004a7c; color: white;">Fitting of or modification to:</th> <th style="background-color: #004a7c; color: white;">Specialist certification is never required:</th> </tr> <tr> <td style="background-color: #d9d9d9;">Any modification for the purposes of law enforcement or the provision of emergency services</td> <td style="background-color: #d9d9d9;"> <ul style="list-style-type: none"> • in-service requirements for condition and performance must be met. </td> </tr> </tbody> </table>			Fitting of or modification to:	Specialist certification is not required provided that:	Fuel system changes and modifications	<ul style="list-style-type: none"> • no structural modifications have occurred to the vehicle during the installation or modification. <p>Note: Specialist certification is always required for changes to the high voltage electrical system.</p>	Fitting of or modification to:	Specialist certification is never required:	Any modification for the purposes of law enforcement or the provision of emergency services	<ul style="list-style-type: none"> • in-service requirements for condition and performance must be met.
Fitting of or modification to:	Specialist certification is not required provided that:									
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Fitting of or modification to:	Specialist certification is never required:									
Any modification for the purposes of law enforcement or the provision of emergency services	<ul style="list-style-type: none"> • in-service requirements for condition and performance must be met. 									

Reasons for rejection

Tables and images

Summary of legislation**Applicable legislation**

- **Land Transport Rule: Vehicle Standards Compliance Rule 2002**, section 7.4

Condition and performance

1. The vehicle must be safe to be operated.
2. The components and materials must be fit for their purpose and within safe tolerance of their state when manufactured or modified.

Modifications

3. A modification that affects the electrical system must be inspected and certified by a specialist certifier, unless the vehicle:

- a) is excluded from the requirement for specialist certification (**Table 13-5-1**), and
- b) has been inspected in accordance with the requirements in this manual, including those for equipment, condition and performance.

General trailers

7-1 Tyres and wheels

Reasons for rejection

Tables and images

Summary of legislation

7. A tyre has had any of the following information removed or concealed so that the tyre can no longer be identified (**Figure 7-1-3**):

- manufacturer
- brand
- model
- load rating
- speed rating
- standards markings (where applicable)
- direction of rotation (where applicable).

Heavy trailers

4-9 End-outline marker lamps

Same content as heavy vehicles.

4-13 Rear reflectors

6. A rearward-facing reflector on a trailer reflects white light shining on it as anything other than red light (this does not apply to reflective material such as conspicuity/reflective tape).

Figure 4-13-1. Reflector vs reflective material



4-15 Other lighting

Reasons for rejection	Tables and images	Summary of legislation
2. A work lamp that is fitted to a vehicle is wired in such a way that the switch or circuit for any mandatory or optional lamp controls it.		
4. A side-facing reflector on a vehicle reflects white light shining on it as anything other than white or amber light		
<p>Work lamp means a high-intensity lamp that is not necessary for the operation of the vehicle but is designed to illuminate the area or scene and include scene lamps, spot lamps and alley lamps.</p>		
<p>Scene lamp means a work lamp designed to provide a fixed or movable beam of light to illuminate the area around the vehicle or the vehicle itself.</p>		
<p>Alley lamp means a work lamp designed primarily to provide a fixed or movable beam of light to the side of the vehicle it is fitted to.</p>		
<p>Reflective material (or retroreflective material) means any material that is designed to reflect incident light back towards a light source or in a specific direction; but does not include a reflector.</p>		

Reasons for rejection	Tables and images	Summary of legislation
<p>Table 4-15-1. Lamps that are not cosmetic lamps</p>		
Lamps covered in the VIRM	Other lighting equipment not requiring inspection	
Headlamps	Interior lamps	
Stop lamps	Designed to illuminate the interior of the vehicle for the convenience of passengers	
High-mounted stop lamps	Flashing or revolving beacons	
Direction indicator lamps	Illuminated vehicle-mounted signs	
Position lamps (includes side-marker lamps and end-outline marker lamps)	Includes PSV destination signs, taxi signs, and variable message signs operated by enforcement officers, under a traffic management plan or permitted by other legislation	
Rear-registration-plate illumination lamps		
Rear reflectors		
Fog lamps		
Daytime running lamps		
Cornering lamps		
Reversing lamps		
PSV interior lamps		
Work lamps		

Reasons for rejection	Tables and images	Summary of legislation
<p>2. A cosmetic lamp must be fitted in a fixed position on the vehicle and positioned so that no part of the light source is situated within 250mm of a mandatory lamp.</p> <p>3. A work lamp that is fitted to a vehicle is wired in such a way that the switch or circuit for any mandatory or optional lamp controls it.</p> <p>Performance</p> <p>4. A cosmetic lamp must:</p> <ul style="list-style-type: none"> a) only emit light that is diffuse, and b) not emit light that flashes or otherwise varies in intensity or colour, and c) be fitted in a way, and be of a luminance that ensures that it does not dazzle, confuse or distract other road users, and d) not emit a light that revolves, rotates or otherwise moves, and e) not cause confusion as to the orientation of the vehicle, and f) not emit a red light that is directly visible from the front of the vehicle, and g) not emit a light other than red or amber if the light is directly visible from the rear of the vehicle. <p>5. A side-facing reflector on a vehicle must reflect white light shining on it as white or amber light.</p>		

5-1 Brakes

Reasons for rejection	Tables and images	Summary of legislation
<p>Electric brakes</p> <p>15. A class TC trailer with electric brakes has not been certified by a heavy vehicle specialist certifier with the brakes category HVEK.</p> <p>41. A trailer in a dedicated combination does not have a brake certification plate listing both vehicles' VINs.</p>		

8-7 Heavy vehicle kingpin or socket coupling (for towing a semi-trailer)

Reasons for rejection	Tables and images	Summary of legislation
<p>10. An NZTA 4085B Operator statement of skidplate maintenance form is:</p> <ul style="list-style-type: none"> a) not presented, or b) not complete (Note 3), or c) not current (ie more than 30 days have lapsed or 15,000km has been travelled, whichever occurred sooner, since the most recent inspection recorded on the form). <p>See also the Heavy vehicle servicing: skid plate inspection guide.</p> <p>Note 3</p> <p>Where the service history is incomplete (except for pass/fail checks and signature), the CoF inspector must note this on the CoF checksheet, but the vehicle is not required to be failed for this reason alone. The CoF inspector can accept a form signed either by a technician or operator.</p>		

Reasons for rejection

Tables and images

Summary of legislation

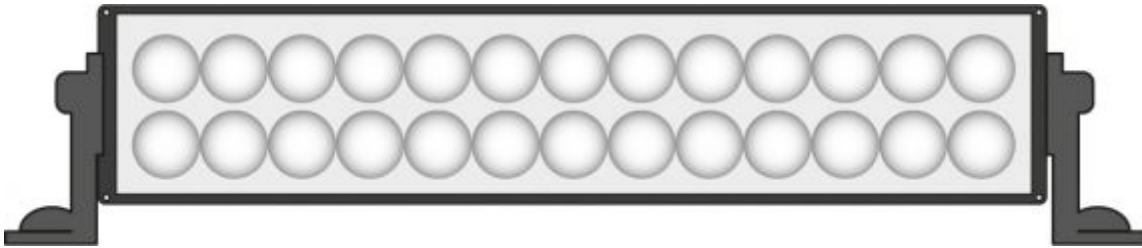
12. A skidplate and kingpin must remain in safe tolerance of the state of manufacture or last modification.

Technical bulletins

14 Lightbars

A number of automotive LED light bars are readily available on the market and are being fitted to vehicles. Light bars are long lamps that consist of an array of LEDs, and that project a beam of light. These are generally intended to be fitted as a single lamp to the front centre of a vehicle.

These light bars typically resemble the following:



and



Light bars can be fitted as either headlamps or work lamps, but there are some very specific requirements around each type of fitting and use.

Light bars fitted as headlamps

- On cars and trucks, all headlamps **must be fitted as a pair** (eg not a single centred headlamp). This means that a **centre-mounted single light bar cannot be considered a headlamp**.
- Cars and trucks must be fitted with only one pair of dipped-beam headlamps and up to a maximum of two pairs of main-beam headlamps. Since vehicles come with an OEM dipped-beam headlamp, **a light bar cannot be added for dipped-beam use** (because a second pair is not allowed).
- On mopeds and motorcycles, headlamps can be fitted singly or in pairs, to a maximum of two dipped-beam headlamps and two main-beam headlamps.
- The headlamps cannot dazzle, confuse, or distract so as to endanger the safety of other road users.
- The centre of the beam pattern must be pointed horizontally or down (not upwards) and to the centre or left (not to the right).
- The main-beam headlamps must still be able to be dipped or extinguished from the driver's seating position.
- All headlamps must meet an approved safety standard unless fitted to older vehicles (before 1992 for class MA and NA, before 1996 for others (excluding group L, which are before 2006)).

Note: because many light bars on the New Zealand market do not comply with approved standards for headlamps, they cannot be fitted to a vehicle as headlamps.

Light bars fitted as work lamps

- A vehicle, other than a moped, may be fitted with one or more work lamps, which are defined as follows:
 - **Work lamp** means a high intensity lamp, which is not necessary for the operation of the vehicle but is designed to illuminate a work area or scene; and includes:
 - (a) a scene lamp; and

- (b) a spot lamp; and
- (c) an alley lamp.

- A work lamp isn't for normal on-road driving.
- Work lamps may only be used when the vehicle to which they're fitted is stationary or travelling slowly; and to illuminate a work area or scene.
- A work lamp must not be wired into the head lamps and must be switched to operate independently of other lighting equipment.

Note: a work lamp:

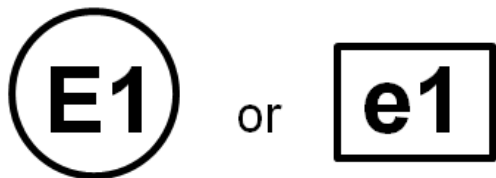
- cannot be fitted to a moped
- doesn't need to meet a lighting standard (as it is for off-road use only)

How to treat light bars at WoF/CoF when fitted as headlamps

Note: because many light bars on the New Zealand market do not comply with approved standards for headlamps, they cannot be fitted to a vehicle as headlamps.

The first step is to determine if the lamp complies with an approved standard. Standards compliant lamps on sale in New Zealand should carry standards markings on the lens.

- European markings will consist of a circle containing a capital "E" followed by a number, or a rectangle containing a lower case "e" followed by a number (it does not matter what the number is)



- American markings will be the letters DOT, for example:

DOT

If one of these markings is found, the lamp can be accepted as standards compliant (Note: The Transport Agency is not aware of any of these lamps that have Japanese standards compliance).

If there are no markings on the lamp, it is likely to be non-compliant. The Transport Agency is not aware of any compliant light bars without standards markings at this time, but will update this bulletin if any are found on the market.

How to treat light bars at WoF/CoF when fitted as work lamps

A non-standards compliant light bar, or a standards compliant light bar that is fitted as a single lamp might be classified as a work lamp if it were switched independently of all other lighting equipment.

In this case, the owner/operator of the vehicle should be advised that it is illegal to use the lamp for normal on-road driving.

If a non-compliant light bar is fitted, and it does not meet the criteria for being considered a work lamp, it must be failed a WoF/CoF.