

Correct as at 23rd November 2013. It may be superseded at any time.

Extract taken from: NZTA Vehicle Portal > VIRMs > In-service certification (WoF) > General vehicles > Vehicle interior

7 Vehicle interior

7-1 Seats and seat anchorages

Reasons for rejection

Mandatory equipment

1. The vehicle is not fitted with a driver's seat.
2. A seat is not attached to the vehicle structure by seat anchorages.

Condition and performance

3. A seat frame or seat structure has been weakened, eg due to damage, corrosion or excessive wear.
4. The adjustment mechanism of a driver's seat:
 - a) does not operate, or
 - b) is worn, causing excessive movement of the seat.
5. The attachment of the seat to the seat anchorage is loose or weakened by damage.
6. The attachment of the seat anchorage to the vehicle structure is loose or weakened by damage.
7. There is corrosion damage within 150mm of a seat anchorage ([Note 4](#)).
8. There is corrosion damage within 300mm of the anchorage of a seat with integrated seatbelt anchorages ([Note 4](#)).
9. A driver's seat is in such a condition that it does not allow the driver to have proper control of the vehicle.

Modification

10. A modification ([Note 3](#)) carried out after 1 March 1999 affects a seat or seat anchorage, and:
 - a) is not excluded from the requirements for LVV specialist certification ([Table 7-1-1](#)), and
 - b) is missing proof of LVV specialist certification, ie:
 - i. the vehicle is not fitted with a valid low volume vehicle certification plate, or
 - ii. the operator is not able to produce a valid modification declaration or authority card.

Note 1

A seat may be able to be rotated or placed to face in different directions.

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.

Note 3 Definitions

Modify means to change a vehicle from its original state by altering, substituting, adding or removing a structure, system, component or equipment, but does not include repair.

Repair means to restore a damaged or worn vehicle, its structure, systems, components or equipment to within safe tolerance of its condition when manufactured, including replacement with undamaged or new structures, systems, components or equipment.

Seat means an assembly, or part of an assembly, intended to seat at least one person, which may or may not be integral to the structure of the vehicle, and includes components, such as rails and runners, that attach to the seat anchorages.

Seat anchorages means the parts of the vehicle structure to which a seat is attached.

Note 4

Where the inspector is presented with a Nissan Terrano or Nissan Mistral vehicle of the type that is fitted with a two-layer (double skin) floor panel, the inspection procedure in [Technical bulletin 2](#) must be followed.

Note 5

Where a seat with an integrated airbag is fitted with a seat cover that is not airbag compatible, this modification is allowed (a pass), but the inspector should advise the operator, for example by putting a note on the checksheet, that the seat airbag may not work properly in a crash. Airbag compatible seat covers are now readily available.

Table 7-1-1. Modifications that do not require LVV certification

Fitting of or modification to:	LVV certification is not required provided that:
Aftermarket 'Retro' brand child seats designed for children 5–12 years old (up to 38kg)	<ul style="list-style-type: none"> the seat is identified as complying with the Australian Federal Code of Practice VSB-5A (category 2 and 3) and installed by Auckland Auto Trimmers or their agents before 1 June 2012.
Seats – modification or replacement or installation of a seat anchorage after 1 March 1999	<ul style="list-style-type: none"> the seat is either an unmodified OE seat from another vehicle or of a known and reputable aftermarket brand, and <ul style="list-style-type: none"> the seat is fitted to unmodified OE seat anchorages, and the seatbelt anchorage or operation is not affected, and the seat components (including brackets, runners and rails) are compatible with each other, ie they are either OE components from a production vehicle or of a known and reputable aftermarket brand, and are not fitted together by welding, and the relationship between seat, seat occupant, front airbag and location of the seatbelt anchorages is not affected. <p>Note LVV certification is not required where the only modification is the removal of seats and/or seatbelts. However, a class change and a new load rating may be required in some cases.</p>
Campervan conversions	<ul style="list-style-type: none"> The conversion was completed before 1/3/1999, or The conversion was completed on or after 1/3/1999, and No modifications were carried out to the vehicle roof or rear wall, and No seats or seatbelt anchorages were retrofitted. <p>Note This means that a campervan conversion completed on or after 1/3/1999, other than a camper box fitted to an unmodified cab and chassis, always requires LVV certification.</p>

Fitting of or modification to:	LVV certification is never required:
Seat pads or covers (see Note 5 for seats with integrated airbags)	<ul style="list-style-type: none"> in-service requirements for condition and performance must be met.
Any modification for the purpose of law enforcement or the provision of emergency services	

Summary of legislation

Applicable legislation

- [Land Transport Rule: Seats and Seat Anchorages 2002.](#)

Mandatory equipment

1. A motor vehicle must be fitted with a driver's seat.
2. A seat in a motor vehicle must be fitted to the vehicle structure by means of seat anchorages.

Condition and performance

3. Seats and seat anchorages must be safe, strong, in sound condition and compatible in strength with each other and with the vehicle structure.
4. The driver's seat and its anchorages must be designed, constructed and maintained to enable the driver to have proper control of the vehicle.
5. Seats and seat anchorages must be securely attached to the vehicle structure.
6. When a seatbelt or any part of the seatbelt is integral to a seat, the seat and seat anchorages must be compatible in strength with the seatbelt or with that part of the seatbelt attached to the seat.

Modification

7. A modification, on or after 1 March 1999 to a seat or seat anchorage must be inspected and certified by an LVV specialist certifier, unless the vehicle:
 - a) is excluded from the requirement for LVV specialist certification (**Table 7-1-1**), and
 - b) has been inspected in accordance with the requirements in this manual, including those for equipment, condition and performance.

Page amended **14 October 2013** (see [amendment details](#)).

7-3 Head restraints

Reasons for rejection

Condition and performance

1. The external surfaces and padding of a head restraint have deteriorated to the extent that they are likely to injure a vehicle occupant.
2. An adjustable head restraint is unable to remain locked in its adjusted position.

Modification

3. A modification ([Note 1](#)) affects a head restraint, and
 - a) is not excluded from the requirements for LVV specialist certification (**Table 7-3-1**), and
 - b) is missing proof of LVV specialist certification, ie:
 - i. the vehicle is not fitted with a valid LVV certification plate, or
 - ii. the operator is not able to produce a valid modification declaration or authority card.

Note 1 Definitions

Modify means to change a vehicle from its original state by altering, substituting, adding or removing a structure, system, component or equipment, but does not include repair.

Repair means to restore a damaged or worn vehicle, its structure, systems, components or equipment to within safe tolerance of its condition when manufactured, including replacement with undamaged or new structures, systems, components or equipment.

Table 7-3-1. Modifications that do not require LVV certification

Fitting of or modification to:	LVV certification is not required provided that:
Head restraint removal	<ul style="list-style-type: none"> • A front-seat head restraint must not be removed from a vehicle required to comply with a frontal impact occupant protection standard. These vehicles are the following with a GVM of 2500 kg or less: <ul style="list-style-type: none"> – a class MA motor vehicle manufactured from 1 March 1999 – a class MA motor vehicle that was less than 20 years old when it was first registered in New Zealand on or after 1 April 2002, – a class MB or MC motor vehicle manufactured from 1 October 2003.
Fitting of aftermarket LCD screens to head restraints	<ul style="list-style-type: none"> • the performance of the head restraint is not affected, eg the head restraint still provides sufficient padding for the seat occupant, and • the screen is fitted in a suitable manner, eg it appears similar to OE fitments in other vehicles, or • the screen can be easily attached or removed.

Fitting of or modification to:	LVV certification is never required:
Any modification for the purpose 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.

Summary of legislation

Applicable legislation

- [Land Transport Rule: Head Restraints 2001](#)
- [Land Transport Rule: Frontal Impact 2001](#).

Permitted equipment

1. A motor vehicle may be fitted with head restraints.

Condition and performance

2. The external surfaces and padding of a head restraint must not have deteriorated to the extent that the likelihood of injury to an occupant of the vehicle is increased.
3. An adjustable head restraint must remain able to be adjusted and locked into position.

Modification

4. A modification that affects a head restraint must be inspected and certified by an LVV specialist certifier, unless the vehicle is:
 - a) excluded from the requirement for LVV specialist certification (**Table 7-3-1**), and
 - b) has been inspected in accordance with the requirements in this manual, including those for equipment, condition and performance.

7-5 Seatbelts and seatbelt anchorages

Reasons for rejection

Mandatory equipment

1. A seatbelt (**Note 1**) of the type specified in **Table 7-5-1** (first registered in NZ before 1/1/1991), **Table 7-5-2** (first registered in NZ between 1/1/1991 and 31/3/2002) and **Table 7-5-3** (first registered in NZ from 1/4/2002) has not been fitted (see (**Note 18**) for permitted specialist seatbelts), and

a) the requirements for specific motor vehicles in **Table 7-5-4** are not met, or

b) the requirements for modification in **Table 7-5-5** are not met.

2. A seat that can be rotated or reversed to face in different directions, for which seatbelts are not provided for all directions, has no notice easily visible by the seat occupant that indicates the direction the seat must (or must not) face when the vehicle is moving.

Condition

Seatbelts

3. The seatbelt assembly is not securely fixed to a seatbelt anchorage.

4. A seatbelt component (eg protective plastic cover on buckle, tongue or retractor system) is damaged so that foreign objects may enter the interior components, or that they may cause damage to the interior components, mechanisms or webbing.

5. The seatbelt webbing (including webbing attached to the buckle) has:

a) a cut, including a cut on the surface, or

b) a rip or tear, or

c) fraying, or

d) stretching (eg the belt has unusual web patterns or the webbing is deformed, will not lie flat, or is curled or rippled), or

e) fading so that most of the colour has been bleached, and:

i. shows signs of chalking, or a powdery residue is evident on the webbing, or

ii. it has become stiff

f) been dyed to conceal fading, or

g) contamination from grease, paint, solvents or similar products.

h) been replaced or shows other signs of repair ([Note 14](#)) and there is no evidence of approval from the seatbelt manufacturer.

Note Such approval is very unlikely.

6. The seatbelt stitching:

a) is damaged or insecure, or

b) shows signs of home repair, eg gluing, stitching by hand or home sewing machine, staples, bolts, or rivets, or

c) indicates that the 'rip stitch' system has been activated, ie the stitching is broken and a 'REPLACE BELT' label has been exposed near the lower seatbelt anchorage, or this label has been cut off.

7. A buckle and tongue:

a) are mismatched, or

b) do not lock, or

c) do not remain locked, or

d) do not release easily, or

e) are insecure when coupled.

8. A component is missing ([Note 19](#)), or is cracked, distorted, damaged or deteriorated in such a way that:

a) its strength or integrity is reduced, or

b) it may damage another component or the webbing, or

c) foreign matter may enter the interior of the mechanism, or

d) the seatbelt or a seatbelt component cannot function as intended.

9. A seatbelt stalk:

a) (wire-cable type) shows broken wires, or

b) (plastic-covered webbing type) webbing has deteriorated, or is frayed, cut or faded, or

c) (solid metal type) is corroded, cracked or buckled, or

d) is not the correct type for the vehicle or the seating position.

10. A seatbelt pretensioning system has not been replaced after activation.

Seatbelt anchorages

11. A seatbelt anchorage ([Note 12](#)):

a) is not securely fixed to the vehicle structure, or

b) is not securely fixed to the seat if the seatbelt is an integral part of the seat, or

c) is corroded, damaged or shows signs of tampering, or

d) has evidence of corrosion damage (Note 13 and Note 17) or structural damage within 150 mm of a lower seatbelt anchorage mounted in a wheel arch, or within 300 mm of any other seatbelt anchorage.

Performance

12. The seatbelt webbing of a retractor-type seatbelt does not easily pull out from the retractor.

13. The seatbelt webbing of a retractor-type seatbelt has difficulty retracting, eg is slow or intermittent, or does not fully retract.

14. A static seatbelt cannot be adjusted to fit a variety of persons.

15. The seatbelt is not of sufficient length to fit a variety of persons.

16. A seatbelt is located so that it cannot be readily fastened or released by the wearer.

17. The web and/or vehicle sensitivity of a dual-sensitive retractor type seatbelt fitted in a front seating position does not function correctly.

18. The vehicle sensitivity of a single-sensitive retractor type seatbelt fitted in a front seating position does not function correctly.

19. The web sensitivity of a dual-sensitive retractor type seatbelt fitted in a rear seating position does not function correctly.

20. The vehicle sensitivity of a single-sensitive retractor type seatbelt fitted in a rear seating position does not function correctly.

Modification

21. A modification affects a seatbelt or seatbelt anchorage – including fitting of an alternative type of seatbelt, or a modification (since 1 January 1992) that affects a seatbelt anchorage, and

a) is not excluded from the requirements for LVV specialist certification (**Table 7-5-5**), and

b) is missing proof of LVV specialist certification, ie:

i. the vehicle is not fitted with a valid LVV certification plate, or

ii. the operator is not able to produce a valid modification declaration or authority card.

Note 1

Seatbelt means an assembly of straps made of webbing or metal with a securing buckle, adjusting devices and attachments, including any device for absorbing energy or for retracting the webbing, that is:

a) able to be anchored to the interior of a vehicle, and

b) designed to diminish the risk of injury to its wearer in the event of a collision or abrupt deceleration of the vehicle by limiting the mobility of the wearer's body.

Note 2

Retractor means a device to accommodate parts, or all, of the webbing of a seatbelt.

Note 3

Single-sensitive means a seatbelt retractor that, during normal driving conditions, allows freedom of movement by the wearer of the seatbelt by means of length-adjusting components that automatically adjust the seatbelt to the wearer, and that comprises a locking mechanism activated in an emergency by deceleration of the vehicle (ie the seatbelt is vehicle sensitive).

Note 4

Dual-sensitive means a seatbelt retractor that, during normal driving conditions, allows freedom of movement by the wearer of the seatbelt by means of length-adjusting components that automatically adjust the strap to the wearer, and that is activated by two or more of the following:

a) deceleration of the vehicle, or

b) acceleration of the strap from the retractor, or

c) other means of activation.

Note 5

Seating position means a seat or part of a seat that is of a suitable size and shape for one person.

Note 6

Outer seating position means a seating position next to a side wall of a vehicle where there is no more than 500mm between the longitudinal centre of the seat and the side wall.

Note 7

Middle seating position means a seating position in a vehicle that is not an outer seating position.

Note 8

Rear seating position means a seating position in a vehicle behind the driver.

Note 9

Monocoque, in relation to a motor vehicle, means that the chassis of the vehicle is integral to the body.

Note 10

Retrofit, in relation to a seatbelt or seatbelt anchorage in a motor vehicle, means to fit a seatbelt or seatbelt anchorage in a location where a seatbelt or seatbelt anchorage has not been fitted before.

Note 11

Motorhome means a motor vehicle, other than a trailer, that is permanently equipped with features intended to make the vehicle suitable as a dwelling place, and must include at least one sleeping berth and one table, both of which may be of a design that allows them to be retracted or folded away.

Note 12

Seatbelt anchorage means the parts of a vehicle structure, seat structure or any other part of the vehicle to which a seatbelt assembly is attached.

Note 13

Corrosion damage is where the metal has been eaten away, which is evident by pitting. The outward signs 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.

Note 14

Modify means to change a vehicle from its original state by altering, substituting, adding or removing a structure, system, component or equipment, but does not include repair.

Repair means to restore a damaged or worn vehicle, its structure, systems, components or equipment to within safe tolerance of its condition when manufactured, including replacement with undamaged or new structures, systems, components or equipment.

- Any repairs, such as webbing or retractor replacement, must be approved by the seatbelt manufacturer. Any modification, such as fitting a different type of seatbelt or a seatbelt extension, must be approved by the seatbelt or vehicle manufacturer. It is very unlikely that a repair or modification will be approved by the vehicle or seatbelt manufacturer. Where such approval is claimed, the inspector must request appropriate evidence.

Note 15

Specialist seatbelt means a seatbelt that is designed for specialist purposes, and includes a full harness seatbelt used for motorsport activities.

Note 16

Permanent structure means a non-removable structure capable of sustaining loads associated with seatbelts and seatbelt anchorages.

Note 17

Where the inspector is presented with a Nissan Terrano or Nissan Mistral vehicle of the type that is fitted with a two-layer (double skin) floor panel, the inspection procedure in [Technical bulletin 2](#) must be followed.

Note 18

A vehicle may be fitted with seatbelts other than of type L, S, R1 or R2 only if the seatbelts are of a specialist type (eg full

harness seatbelts), and:

- a) the specialist seatbelts are the vehicle manufacturer's original equipment specification, or
- b) the specialist seatbelts have been fitted for a specific purpose (eg motorsport), and the operator produces a valid LVV authority card, or
- c) the vehicle is scratchbuilt and the specialist seatbelts are noted on the LVV plate.

Note 19

Some vehicles (such as the Peugeot 307 SW) are designed with rear OE seats that can be placed in any of the rear seating positions provided by the vehicle manufacturer (4 or 5 positions in two rear rows). However, vehicle manufacturers may supply rear seats only for one rear row, leaving two positions with only the upper seatbelt parts, but no seats and attached seatbelt buckles.

If you are presented with such a vehicle with incomplete seatbelts, these incomplete seatbelts must be inspected as far as practicable as presented (ie a seat/buckle is not required to be fitted in these positions). The vehicle may be passed only if these incomplete seatbelts, including the webbing, retractor mechanism and anchorages, meet the condition and performance requirements, and only if the vehicle is fitted with at least the number of seats to fit the first rear row of seats.

Key to Table 7-5-1, Table 7-5-2 and Table 7-5-3: Types of seatbelts¹

–	No seatbelt required
L	Lap seatbelt
S	Static lap-and-diagonal seatbelt without a retractor (Note 2)
R1	Single-sensitive emergency-locking retractor (ELR) lap and diagonal seatbelt (Note 3)
R2	Multiple- (dual-) sensitive emergency-locking retractor lap-and-diagonal seatbelt (Note 4)

¹ A requirement for a specified type of seatbelt may be met by the type specified or another type below it in the key.

Table 7-5-1. Vehicles first registered in New Zealand before 1 January 1991

Vehicle class	Seating position (Note 5)	First registered anywhere	
		1/1/1955–31/10/1979	1/11/1979–31/12/1990
MA, MB, MC LE (without motorcycle controls) (tare <2000 kg)	Front outer and driver's (Note 6)	S ²	R2 ^{1, 3}
	Front middle (Note 7)	–	L
	Rear outer (Note 8)	–	R2 or R1 or S
	Rear middle	–	L
NA (tare <2000 kg)	Front outer and driver's	S ²	R2 ¹
	Front middle	–	L

¹ A four-wheel-drive vehicle may be fitted with type S or type R1 seatbelts in the front outer seating position.

² May retain OE seatbelts, but replacement seatbelts must be of type S, R1 or R2.

³ A class MA vehicle must have a type R2 webbing clamp seatbelt in a front outer seating position, when a type R1 or R2 seatbelt in that position failed an in-service inspection on or after 1 April 2003 because of its condition or performance.

Refer to [Technical bulletin 5](#) for requirements and exceptions.

Key to Table 7-5-1, Table 7-5-2 and Table 7-5-3: Types of seatbelts¹

–	No seatbelt required
L	Lap seatbelt
S	Static lap-and-diagonal seatbelt without a retractor (Note 2)
R1	Single-sensitive emergency-locking retractor (ELR) lap and diagonal seatbelt (Note 3)
R2	Multiple- (dual-) sensitive emergency-locking retractor lap-and-diagonal seatbelt (Note 4)

¹ A requirement for a specified type of seatbelt may be met by the type specified or another type below it in the key.

Table 7-5-2. Vehicles first registered in New Zealand 1 January 1991 to 31 March 2002

Vehicle class	Seating position	First registered anywhere	
		1/1/1955–31/12/1960	1/1/1961–31/3/2002
MA, MB, MC LE (without motorcycle controls)	Front outer and driver's	S ^{1, 2}	R2 ^{5, 6}
	Front middle	–	L
	Rear outer	–	R2 or R1 or S ¹
	Rear middle	–	L or S or R1 or R2
NA	Front outer and driver's	S ^{1, 2}	R2 ⁵
	Front middle	–	L
MD1, MD2	Front outer and driver's	–	R2 ^{3, 4, 5}
	Front middle	–	L ⁴

¹ Tare weight less than 2000 kg.

² May retain OE belts, but replacement belts must be of type S, R1 or R2.

³ Applies to MD2 only if of monocoque construction ([Note 9](#)).

⁴ If seatbelts are not fitted, but anchorages are fitted, must have seatbelts fitted from 1 October 2002. If anchorages are not fitted, seatbelts must be retrofitted from 1 October 2003.

⁵ Front type R1 seatbelts may remain fitted if they were fitted as OE and have a declaration issued by a TSD agent, or a plate affixed to the vehicle in a position approved by the NZTA (see [Figure 7-5-2](#), [Figure 7-5-3](#), [Figure 7-5-4](#), [Figure 7-5-5](#) and [Figure 7-5-6](#)). If missing, refer the vehicle to a TSD agent.

⁶ A class MA vehicle must have a type R2 webbing clamp seatbelt in a front outer seating position, when a type R1 or R2 seatbelt in that position failed an in-service inspection on or after 1 April 2003 because of its condition or performance. Refer to [Technical bulletin 5](#) for requirements and exceptions.

Key to Table 7-5-1, Table 7-5-2 and Table 7-5-3: Types of seatbelts¹

–	No seatbelt required
L	Lap seatbelt
S	Static lap-and-diagonal seatbelt without a retractor (Note 2)
R1	Single-sensitive emergency-locking retractor (ELR) lap and diagonal seatbelt (Note 3)
R2	Multiple- (dual-) sensitive emergency-locking retractor lap-and-diagonal seatbelt (Note 4)

¹ A requirement for a specified type of seatbelt may be met by the type specified or another type below it in the key.

Table 7-5-3. Vehicles first registered in New Zealand from 1 April 2002

Vehicle class	Seating position	Manufactured		
		1/1/1955– 31/10/1979	1/11/1979– 30/9/2003	1/10/2003–
MA, MB, MC LE (without motorcycle controls)	Front outer and driver's	S ^{1, 2}	R2 ^{5, 6}	R2 ^{5, 6}
	Front middle	–	L	L
	Rear outer	–	R2 or R1 or S ¹	R2 or R1
	Rear middle	–	L or S or R1 or R2	L or S or R1 or R2
NA (excluding motorhomes manufactured from 1 October 2003, refer to Table 7-5-4)	Front outer and driver's	S ^{1, 2}	R2 ⁵	R2 ⁵
	Front middle	–	L	L
	Rear outer	–	–	R2 or R1
	Rear middle	–	–	L or S or R1 or R2
MD1, MD2 ⁷	Front outer and driver's	–	R2 ^{3, 4, 5}	R2 ⁵
	Front middle	–	L ^{3, 4}	L
	Rear outer	–	–	R2 or R1
	Rear middle	–	–	L or S or R1 or R2

¹ Tare weight less than 2000 kg.

² May retain OE belts, but replacement belts must be of type S, R1 or R2.

³ Applies to MD2 only if of monocoque construction ([Note 9](#)).

⁴ If seatbelts are not fitted, but anchorages are fitted, must have seatbelts fitted from 1 October 2002. If anchorages are not fitted, seatbelts must be retrofitted from 1 October 2003 ([Note 10](#)).

⁵ Front type R1 seatbelts may remain fitted if they were fitted as OE and have a declaration issued by a TSD agent, or a plate affixed to the vehicle in a position approved by the NZTA (see Figures 7-5-2 to 7-5-6). If missing, refer the vehicle to a TSDA.

⁶ A class MA vehicle must have a type R2 webbing clamp seatbelt in a front outer seating position, when a type R1 or R2 seatbelt in that position failed an in-service inspection on or after 1 April 2003 because of its condition or performance. Refer to [Technical bulletin 5](#) for requirements and exceptions.

⁷ MD2 vehicles must be issued with a CoF, please refer the vehicle to the nearest CoF testing station.

Table 7-5-4. Requirements for specific motor vehicles

Specific vehicles	Mandatory equipment
Sideways-facing seating positions	<p>1. A Land Rover manufactured before 1 January 1991 does not require a seatbelt to be fitted.</p> <p>2. A vehicle first registered in New Zealand before 1 October 2002 must have a seatbelt of any type fitted.</p> <p>3. A vehicle first registered in New Zealand on or after 1 October 2002 must have a lap seatbelt fitted.</p>
Vehicles without a structure to fit required seatbelts	<p>4. A vehicle manufactured before 1 October 2003 may be fitted with lap belts in any seating position if the vehicle has a permanent structure that ends less than 500mm above the top of the uncompressed seat cushion (measured from a point 150mm forward of the lowest part of the back cushion), and OE upper seatbelt anchorages are not fitted.</p> <p>5. An class MA or MC vehicle manufactured before 1 October 2003 may be fitted with static lap-and-diagonal seatbelts in outer seating positions instead of R2 type seatbelts if the vehicle has a permanent structure that ends less than 500mm above the top of the uncompressed seat cushion (measured from a point 150mm forward of the lowest part of the back cushion).</p> <p>6. An class MA or MC vehicle first registered outside New Zealand before 1 November 1979 that does not have B-pillars, and does not have seatbelts or seatbelt anchorages fitted for the front-outer seating positions, may be fitted with lap belts if the inspector has determined that it is not practicable to retrofit upper anchorages for static lap-and-diagonal seatbelts, and the lower anchorages have been certified to the LVV Code if retrofitted after 1 April 2002, or LVV code or ST120395 if retrofitted prior to 1 April 2002.</p> <p>Note The vehicle inspector may accept documentation issued by the LVVTA (see Figure 7-5-5) that verifies that the vehicle does not have a suitable structure to fit required seatbelts.</p>
Motorhomes (Note 11)	<p>7. Motorhomes manufactured prior to 1 October 2003 or motor vehicles converted to motorhomes prior to 1 October 2003 must have seatbelts fitted that are appropriate for the class of vehicle in which the vehicle was registered when it was registered as a motorhome.</p> <p>8. Motorhomes manufactured from 1 October 2003 or motor vehicles converted to motorhomes from 1 October 2003 must be fitted with the following seatbelts and notice:</p> <ul style="list-style-type: none"> a) front seating positions: seatbelts must be fitted as specified for class MB vehicles in Table 7-5-3 b) rear seating positions: as many or more lap belts as there are sleeping berths which exceed the number of front seating positions. c) a notice must be displayed in a prominent location that recommends, on safety grounds, that when the vehicle is travelling, passengers use seats that are fitted with seatbelts, and that advises passengers that it is compulsory to wear fitted seatbelts.
Motor vehicles that transport detained persons	<p>9. A motor vehicle designed exclusively for transporting a person detained by the NZ Police or the Department of Corrections or a person acting on their behalf must comply with requirements for front seating positions, but does not have to comply with requirements for other seating positions.</p>

Table 7-5-5. Modifications that do not require LVV certification

Fitting of or modification to:	LVV certification is not required provided that:
Seatbelts	<ul style="list-style-type: none"> • the modification is approved by the seatbelt or vehicle manufacturer (note that such approval is unlikely, but the inspector must ask for proof if approval is claimed) (Note 14), or • the modification is temporary for the accommodation of a child restraint, and does not: <ul style="list-style-type: none"> – affect the performance of the child restraint, or – cause injury to a vehicle occupant, or – cause damage to the seatbelt.
Top-tether anchorage for a child seat or harness	<ul style="list-style-type: none"> • the installation has been carried out in accordance with the instructions of the seat or harness manufacturer.
Stereo equipment and speakers	<p>If fitted to the rear parcel shelf:</p> <ul style="list-style-type: none"> • no upper seatbelt anchorage is attached to the shelf or any shelf support bracket, and • in the case of a top tether point for a child seat attached to the rear shelf, the top tether point is not located within 150 mm of a modification to a rear parcel shelf, and • the removal of any material from the rear shelf is minimal and is unlikely to have weakened the vehicle structure to which a seatbelt anchorage is attached. <p>If fitted to a part of the vehicle other than the rear parcel shelf:</p> <ul style="list-style-type: none"> • no structural material has been removed from within 300 mm of a seatbelt anchorage, and • any material removed is minimal and is unlikely to have weakened the vehicle structure (including a seatbelt anchorage structure).
Campervan conversions	<ul style="list-style-type: none"> • The conversion was completed before 1/3/1999, or • The conversion was completed on or after 1/3/1999, and • No modifications were carried out to the vehicle roof or rear wall, and • No seats or seatbelt anchorages were retrofitted. <p>Note This means that a campervan conversion completed on or after 1/3/1999, other than a camper box fitted to an unmodified cab and chassis, always requires LVV certification.</p>

Fitting of or modification to:	LVV certification is never required:
Retrofitted type-tested rear seatbelt anchorages	<ul style="list-style-type: none"> • in-service requirements for condition and performance must be met.
Rear seatbelts fitted to class MD1, MD2 and NA vehicles before 1 March 1999	
Removal of non-mandatory seatbelts	
Replacing a type R1 or R2 seatbelt with a webclamp R1 or R2 seatbelt (eg where Technical bulletin 5 applies)	
Any modification for the purposes of law enforcement or the provision of emergency services	

Table 7-5-6. Specific seatbelt exemptions

Key to exemption codes	
Front out-board seating positions	
F1	Seatbelts may be static or single sensitive.
F2	Seatbelts may be single sensitive, that is web or vehicle sensitive.
F3	Seatbelts may be vehicle sensitive only.
F4	Seatbelts may be web sensitive only.
F5	Driver's seatbelt may be approved lap belt.
Seating positions behind the driver	
R1	All seatbelts may be approved lap belts.
R2	Forward-facing folding seats may be fitted with approved lap belts.
R3	Side-facing folding seats behind the driver are not required to have seatbelts fitted.
R4	Rear seats occupied by prisoners are not required to have seatbelts.

Note Exemptions (other than R4 and F5) are only available for vehicles first registered in New Zealand before 1 January 1991.

The following exemptions are applicable only to vehicles first registered in New Zealand before 1 January 1991:

Bedford CF: Exemption code F1: Serial numbers: 97360JZ7: 860638, 860640, 860641, 860643, 860644. 97560JZ7: 859025, 859026, 859027, 859029, 859031, 859032, 859035, 860581. 97370JZ7: 855826, 855827, 855835, 855836, 856133, 856769, 856733, 856775, 858021, 858026, 858027, 859127, 858593, 858594, 858596, 858599, 859200, 859469, 859471, 859473, 859474, 859475, 859477, 859479, 859529, 859531, 859533, 859535, 859536, 860163, 860837, 860848, 860938, 860939, 860941, 860944, 862061, 862067. 97G70JZ7: 856782, 860142, 860144, 860147, 860148, 860150, 860152, 861858, 861859, 861860, 861861, 861862, 861863, 861868, 862265, 862266, 862267, 862268, 862270, 862271, 862273, 862274, 862276. 97570JZ7: 853277, 855402, 855405, 855407, 855408, 855409, 855410, 855411, 855412, 856702, 856709, 856711, 856713, 858402, 858404, 858408, 858410, 858641, 858642, 858643, 858644, 859087, 859088, 859089, 959093, 859096, 861456, 861457, 861459, 861953, 861954. 97770JZ7: 851548. 97360JZ7: 800842, 860634, 860644, 861767. 97370JZ7: 851296, 853467, 854403, 854404, 854529, 854836, 855418, 855729, 855734, 855735, 855766, 855826, 856051, 856133, 856261, 856616, 856653, 856769, 856917, 857154, 857157, 858024, 858593, 858594, 859014, 859020, 859024, 859196, 859197, 859474, 859530, 860160, 860848, 860933, 860942, 862061, 862065, 862288, 862458, 862468, 862653, 863080, 863204, 863205, 863208, 863210, 863211, 863212, 864817. 97G70JZ7: 854097, 855062, 855063, 856783, 856790, 857907, 859349, 859350, 859358, 860141, 860142, 860144, 860148, 861858, 861860, 861867, 862265, 862276, 862271. 97560JZ7: 859035. 87570JZ7: 852305, 854309, 854310, 854314, 854319, 854463, 854544, 855774, 855780, 855783, 857463, 857714, 858406, 858412, 861460. 97670JZ7: 860145. 97770JZ7: 852373, 856250

Citroen 2CV: Exemption code R1

Chrysler Avenger: Exemption code R1: Vehicles with model prefix: BP

Daihatsu Charade: Exemption codes F1, R1: Serial numbers: XTE: G10-GMG: 830230, 830331, 830379, 830388, 830402, 830416, 830442, 830453, 830490, 830518, 830540, 830558, 830571, 830579, 830602, 830611, 830631, 830646, 830663, 830672, 830697, 830713, 830733, 830747, 830761, 830792, 830801, 830815, 823244, 823291, 823313, 823428, 831579, 831609, 831630, 831643, 831679, 831747, 831777, 831833, 831849, 831885, 831917, 831963, 831973, 832018, 832064, 854309. XG: G10-GMD: 830280, 830305, 830393, 830510, 830599, 830617, 830654, 830691, 830711, 830719, 830764, 830798, 830820. XG: G10-GKD: 830345, 830526, 830637, 830683, 830770

Daihatsu Delta: Exemption code F1: Serial numbers: VT24T-C: 90990, 91015, 91016, 91028, 91029, 91032, 91033, 91054, 91091, 91094-91099, 91100-91128, 91165-91200. V24W-C: 91129, 91131, 91133-91138. S60P: 022366

Daihatsu Rocky: Exemption codes R2, R3: Models: F75RV-BG, F75RV-MBGT and F85-VBG

Datsun 180SX: Exemption code F4: Serial numbers: KHS110: 000074, 000124, 000580, 000583, 000585, 000589, 000591, 000594, 000597, 000603, 000607, 000611, 000615, 000618, 000621, 000624, 000630, 000640, 000644, 000645, 000649, 000651, 000655, 000658, 000660, 000663, 000680, 000687, 000689, 000695, 000697, 000699

Datsun Cherry: Exemption code F1: Series: BF10

Fiat 128: Exemption code F2: FA289 to FA336

Ford Cortina wagon: Exemption code R1: Serial numbers: CLBNVJ: 35642, 38051, 38052, 38053. CLBNVL: 30889, 31516. CLBNVT: 32987, 32998, 35480, 35488, 35498, 35502, 35503, 35504, 35505, 35507, 35508, 35511, 35514, 35524, 35526, 35532, 35533, 35545, 35581, 36548. CLBNVY: 32881, 32885, 32909, 32925, 32926, 32969

Ford Cortina sedan: Exemption code R1: CLBFVE: 28977, 29656. CLBFVJ: 37727, 37745, 37758, 37761, 37798, 37799, 37808, 37818, 37855, 37890, 37906, 37957, 37958, 37984, 38354, 38373, 38374. CLBFVL: 29738, 30749, 30845, 31404, 31429, 31448, 32172, 32313, 32688. CLBFVY: 30320, 30815, 31448, 32629, 32374, 32391, 32680, 35024, 35030. CLBFVS: 32352, 32361, 32796, 32840, 32844, 32852, 32861, 34220, 34248, 34255, 34258, 34262, 34264, 34265, 34267, 34269, 34272, 34274, 34280, 34296, 34298, 34299, 34310, 34322, 34328, 34341, 34962, 34963, 34986, 35173, 35183, 35233, 35246, 35267, 35271, 35277, 35280, 35281, 35282, 35285, 35291, 35330, 35333, 35340, 35367, 35369, 35370, 35384, 35395, 35396, 35401, 35402, 35407, 35408, 35410, 35411, 35412, 35416, 35419, 35420, 35430, 35434, 35442, 35444, 35450, 35452, 35454, 35457, 35612, 35728, 36589, 36590, 36591, 36593, 36598, 36600, 36604, 36605, 36607, 36608, 36614, 36615, 36616, 36618, 36623, 36630, 36631, 36633, 36892, 36893, 36894, 36896, 36898, 36900, 36901, 36908, 36911, 36921, 37451, 37593, 37595, 37627, 37642. CLBFVT: 35534, 35566, 36539, 36541, 36546, 36547, 36549, 36553, 36554, 36555, 36556, 35564, 36565, 36569, 36571, 36577, 36923, 36925, 36926, 36927, 36929, 36941, 36946, 36950, 36951, 36952, 36953, 36956, 36960, 36964, 36965, 36966, 36972, 36975, 36979, 36980, 36981, 36982, 36983, 3685, 36990, 37641, 37642, 37644, 37645, 37649, 37651, 37652, 37653, 37656, 37657, 37659, 37660, 37661, 37664, 37666, 37670, 37674, 37675, 37676, 37677, 37679, 37680, 37686, 37692, 37694, 37697, 37698, 3799, 37700, 37701, 37702, 37704, 37705, 37706, 37707, 37708, 37710, 37711, 37714, 37716, 37733, 37736, 37737, 37775, 37992, 37994, 37996, 37997, 37999, 38000, 38001, 38002, 38004, 38007, 38008, 38011, 38012, 38013, 38018, 38022, 38024, 38028, 38030, 38032, 38035, 38037, 38038, 38039, 39648. BABFWD: 44439, 44444, 44446, 44449, 44450

Ford Escort wagon: Exemption code R1: Serial numbers: CLADVS: 30987, 30998, 31001, 31018, 31022, 31024, 31025, 31033, 39140. CLADVT: 37320

Holden HZ utility: Exemption code F1: Serial numbers: 8N80TJZ7: 0048Z, 00049, 00053, 00059, 00065, 00904, 00907, 00913, 00918, 00923, 00929, 00931, 00934, 00941, 00949, 00950, 00951, 00953, 00954, 00956. 8N80DJZ7: 99950Z, 99956, 99959, 99966, 99969, 99977, 99981, 99984, 99985, 99987, 99991. 8N80JZ7: 00891, 00893, 00898, 00902, 00903, 00905, 00908, 00911, 00916, 00917, 00947, 00948, 00986, 00993, 00996, 01002, 01003, 01008, 01038, 01042, 01062, 01100, 01101, 01102, 01103, 01026, 01050, 01070, 01074, 01090, 01085, 01087, 01092, 01093, 01094, 01152, 99951, 99955. 8N80DJZ7: 98169Z. 8N80LJZ7: 0128Z, 01990Z, 97844Z, 97854Z, 98216Z, 99259Z, 99276Z. 8N80TJZ7: 00051Z, 00893Z, 00922Z, 00932Z, 00946Z, 00957Z, 97107Z

Holden One Ton chassis/cab: Exemption code F1: Serial numbers: 8M60JZ7: 01113, 01117, 01121, 01123Z, 01124, 01125, 01136, 01138, 01141, 01142, 01145, 01146, 01169, 98821, 98833, 98846, 98851. 8M60LJZ7: 01105Z, 01124Z, 01136Z, 01141Z, 96554Z, 98725Z, 98801Z, 98857Z, 98861Z, 99902Z

Isuzu Gemini model PF50: Exemption code F3: Serial numbers: 6709544 to 548, 6709806 to 810, 6714557 to 576, 6715252 to 261, 6715835 to 844, 6720255 to 264, 6702417 to 436, 6720675 to 681, 6725925 to 934, 6726142 to 151, 6726286 to 295, 6726536 to 545, 6731789 to 791, 6732010 to 017, 6732219 to 227, 6732425 to 432, 6732635 to 642, 6732826 to 829, 6736172 to 181

Isuzu KAG51 light commercial: Exemption code F1

Isuzu Space cab TFR17HPRRML: Exemption code R1

Isuzu TLD23: Exemption code F1

Kawasaki KAP-300 Mule 500: Exemption code F5

Land Rover all models: Exemption code R3

Mitsubishi L300 all types (includes Delica): Exemption codes F1, R1

Mitsubishi Colt 1400 light commercial: Exemption code F1

Mitsubishi Galant Sigma Estate: Exemption code R1: Any chassis number less than GQ7445 1753

NZ Police prisoner vans: Exemption code R4

Renault Alpine V6 GT D50005: Exemption code R1

Renault Alpine V6 GT Turbo D50105: Exemption code R1

Subaru 1600 GFT: Exemption code R1: Serial numbers: 002019, 002121, 002122, 002123, 002124, 002127, 002128, 002129, 002130, 002131, 002132, 002133, 002134, 002135, 002136, 002137, 002138, 002139, 002140, 002144, 002149, 002150, 002151, 002153, 002158, 002161, 002162, 002163, 002164, 002169, 002172, 002173, 002174, 002175, 002176, 002177, 002178, 002180, 002182, 002183, 002184, 002185, 002186, 002187, 002188, 002191, 002192, 002197, 002201, 002202, 002430, 002431, 002432, 002433, 002436, 002443, 002444, 002446, 002447, 002448, 002449, 002453, 002454, 002455, 002456, 002457, 002458, 002459, 002460, 002461, 002465, 002469, 002470, 002476, 002478

Subaru Domingo van: Exemption code R1: 1986 and 1987 models

Subaru 700 van: Exemption code R1: 1986 and 1987 models

Suzuki ST80: Exemption code F1: ST80 KRA: 0003, 0010, 0034, 0036, 0044, 0049, 0050, 0079, 0096

Suzuki ST90: Exemption code F1: ST90 KRA: 0097 to 0132. ST90 VRA: 0133 to 0493

Toyota Corolla mode: Exemption code F4: Serial numbers: KE 35R-KSB: up to serial number 3681

Toyota Corona estate: Exemption code R1: Serial numbers: TT132RG-TWKDS: up to unit number 781. TT132RG-TWHDS: up to unit number 381

Toyota Dyna chassis/cab: Exemption code F1: Serial numbers: RU20R-QRBT3 (petrol): up to serial number 171. RU30R-QRDHT3 (diesel): up to serial number 151

Toyota Hi-Ace van: Exemption code F1: Serial numbers: RH20RV-JRE: up to serial number 1381

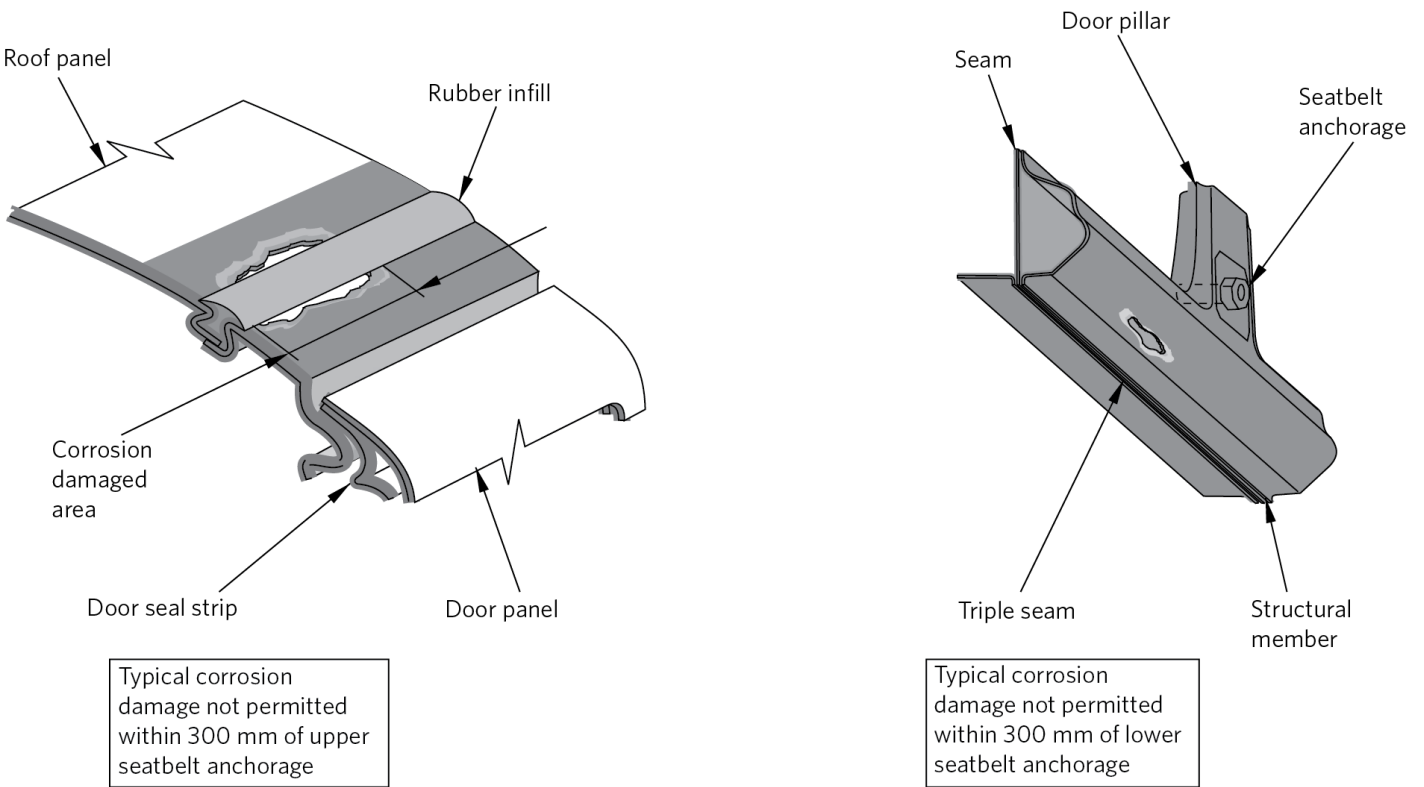
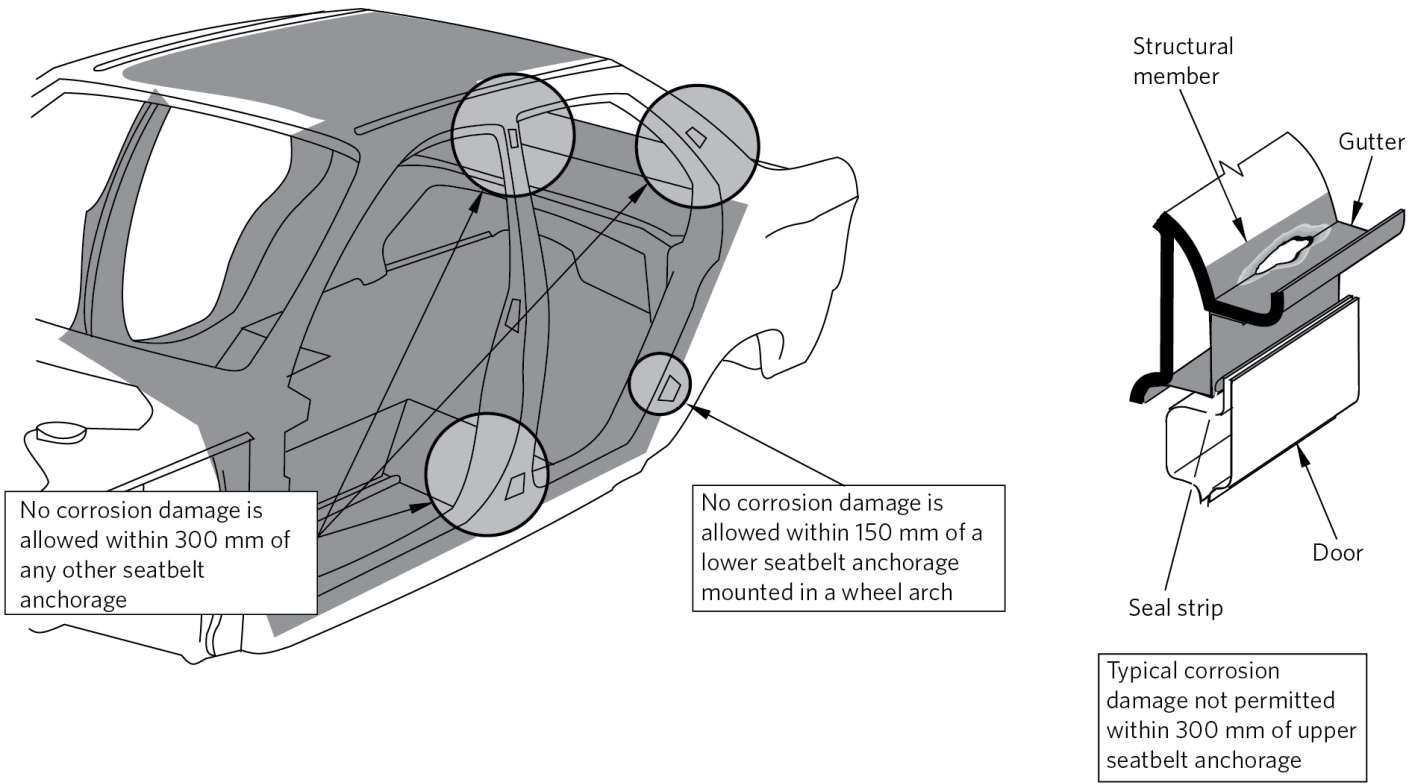
Toyota Hi-Ace chassis/cab: Exemption code F1: Serial numbers: RH11R-JR3: up to serial number 391

Toyota Hilux chassis/cab: Exemption code F1: Serial numbers: RN40R-JRS3: up to serial number 401. RN41R-JR3 up to serial number 171

Toyota Hilux 850 double cab: Exemption code R1: Serial numbers: YN 65: 0002226, 0002916 to 0002925, 0002946 to 0002955, 0002993 to 0003002, 0003235 to 0003264, 0003306 to 0003335, 0003489 to 0003498, 0003733 to 0003742, 0003827 to 0003836, 0003951 to 0003960, 0003994 to 0004003, 0004075 to 0004084.

Toyota Lite Ace: Exemption code R1: Model: KM20RV-JRZ or YM20RV-MR

Figure 7-5-1. Corrosion limits around seatbelt anchorages



>

See also figures for corrosion limits to structure ([section 3-1](#)), hinge and latch anchorages ([section 6-1](#)), and front or rear suspension anchorages ([section 9-1](#)).

Figure 7-5-2. Example of seatbelt declaration: Approved Certifier's Declaration

Approved Certifier's Declaration

The exemption notice copied on reverse, as published in the New Zealand Gazette No. 26 of 12 February 1998, page 574, and referenced as 'au986', is applicable to the following vehicle:

Make: _____
Model: _____
Year of manufacture: _____
VIN/Chassis number: _____

This vehicle complies with the following approved frontal impact standard:

The seat belts installed in the vehicle are the vehicle manufacturer's original equipment, or original equipment placement, and identifiable by the following part/identification numbers:

Row	Left outer seat belt	Middle seat belt	Right outer seat belt
Front:	_____	_____	_____
First rear:	_____	_____	_____
Second rear:	_____	_____	_____

I declare that:

- (a) I have personally examined the vehicle specified above; and
- (b) the above information is true.

Signed: _____ Name: _____
Address: _____
Date: _____ Stamp: _____

VIN Agent's Validation:

I am satisfied with the evidence provided in support of this exemption.

Signed: _____ Name: _____
Address: _____
Date: _____ Stamp: _____

EXEMPTIONS FROM THE TRAFFIC REGULATIONS 1976 AND THE TRANSPORT (VEHICLE STANDARDS) REGULATIONS 1990 WITH RESPECT TO SEATBELTS IN VEHICLES THAT COMPLY WITH APPROVED FRONTAL IMPACT STANDARDS

Extract from *N.Z. Gazette*, 12 February 1998, No. 26, p. 574

Exemption from Specified Seat Belt Requirements of the Traffic Regulations 1976 and the Transport (Vehicle Standards) Regulations 1990, Subject to Frontal Impact Standards

Pursuant to regulation 90 (1) of the Traffic Regulations 1976 and regulation 36 of the Transport (Vehicle Standards) Regulations 1990, I, John Andrew Justice, Senior Engineer, hereby exempt seat belts in motor vehicles of Classes MA, MB, MC, and NA from the requirement in regulation 78A of the Traffic Regulations 1976 of having to be approved, and from the requirements of regulation 29 (2) and (3) of the Transport (Vehicle Standards) Regulations 1990, subject to the conditions specified in Schedule 1 of this notice.

Schedule 1

Conditions

- (i) This exemption only applies to vehicles manufactured on or after 1 January 1993 that comply with, and are certified to comply with, one or more of the frontal impact standards listed in Schedule 2 of this notice, in the versions in force at the time of manufacture;
- (ii) This exemption only applies to original equipment seat belts, and replacement seat belts approved by the vehicle manufacturer that are identifiable by part numbers or identification numbers identical to the original equipment seat belts;
- (iii) This exemption is only valid if declared by an approved certifier as being applicable to a particular vehicle, and if validated by a VIN agent;
- (iv) The declaration must be on the reverse of a copy of this notice and contain the following information:
 - (a) Vehicle make, model, year of manufacture, and VIN or chassis number,
 - (b) The frontal impact standard with which the vehicle complies,
 - (c) The part numbers or identification numbers of the seat belts in each seating position,
 - (d) A statement to the effect that this exemption notice applies to the vehicle,

- (e) Date, and certifier's signature and contact details;
- (v) The declaration specified in (iv) must be validated by a VIN agent, but only if the VIN agent is satisfied with the evidence provided by the certifier that this exemption is applicable to the specified vehicle;
- (vi) This notice is only valid as long as an exempted vehicle continues to comply with the approved frontal impact standard to which it was certified;
- (vii) A copy of this notice, including the declaration and validation specified in (iii), (iv) and (v), must be carried in all exempted vehicles at all times and must be readily available for inspection;
- (viii) This exemption may be revoked at any time.

Schedule 2

Approved frontal impact standards

- (i) Directive 96/79/EC of the European Parliament and of the Council of 16 December 1996 on the protection of occupants of motor vehicles in the event of a frontal impact [which, for the purpose of occupant protection in the event of a frontal impact, amends the Council Directive of 6 February 1970 on the approximation of the laws of the Member States relating to the type-approval of motor vehicles and their trailers (70/156/EEC)];
- (ii) Federal Motor Vehicle Safety Standard No. 208, Occupant Crash Protection in Passenger Cars, Multipurpose Passenger Vehicles, Trucks and Buses;
- (iii) Australian Design Rule 69/00, Full Frontal Impact Occupant Protection;
- (iv) Technical Standard for Occupant Protection in Frontal Collision, Jisha Circular No. 899 of October 1, 1983.

Signed at Wellington this 10th day of February 1998.

JOHN ANDREW JUSTICE, Senior Engineer, acting under the authority delegated to me by way of instrument of delegation dated 23 December 1996.

au986

Figure 7-5-3. Example of seatbelt declaration: TSD Agent's Declaration

TSD Agent's Declaration

The exemption notice copied on reverse, as published in the *New Zealand Gazette* of 29 March 2001, page 781, and referenced as 'au2141', is applicable to the following vehicle:

Make: _____

Model: _____

Year of manufacture: _____

VIN/Chassis number: _____

The vehicle [tick applicable box]:

- complies with the following approved frontal impact standard:

- is fitted with airbags that are the vehicle manufacturer's original equipment specification;
- has seatbelts with features that are specifically designed to operate in conjunction with other parts of an integrated occupant protection system. The features are:

The seatbelts installed in the vehicle are the vehicle manufacturer's original equipment specification and identifiable by the following part/identification numbers:

Row	Left outer seatbelt	Middle seatbelt	Right outer seatbelt
Front:	_____	_____	_____
First rear:	_____	_____	_____
Second rear:	_____	_____	_____

I declare that:

- (a) I have personally examined the vehicle specified above; and
- (b) the above information is true.

Signed: _____ Name: _____

Address: _____

Date: _____ Stamp: _____

**Exemption from Specified Seatbelt Requirements of the
Traffic Regulations 1976 and the
Transport (Vehicle Standards) Regulations 1990**

Pursuant to regulation 90 (1) of the *Traffic Regulations 1976* and pursuant to regulation 36 of the *Transport (Vehicle Standards) Regulations 1990*, I, Jörg Simon Mager, Senior Engineer Vehicle Policy, hereby exempt any motor vehicle that is required to be fitted with seatbelts from the requirement in regulation 78A of the *Traffic Regulations 1976* of having to have seatbelts of an approved type, and from the requirements in regulation 29 (2) and 29 (3) of the *Transport (Vehicle Standards) Regulations 1990*, in respect of specified seatbelts in the vehicle, subject to the conditions specified in the schedule of this notice.

The following notice in the *New Zealand Gazette* is hereby revoked: 12 February 1998, No. 26, p. 574, (au986) is hereby revoked.

Schedule: *Conditions*

- (i) This exemption applies only to a vehicle that:
 - (a) complies with a frontal impact standard approved under *Land Transport Rule: Frontal Impact*, or
 - (b) is fitted with airbags that are the vehicle manufacturer's original equipment specification, or
 - (c) has seatbelts with features, such as pretensioners or load limiters, that are specifically designed to operate in conjunction with other parts of an integrated occupant protection system;
- (ii) The exemption applies only in respect of seatbelts that are the vehicle manufacturer's original equipment specification;
- (iii) This exemption is valid only if a declaration, as specified in (iv) below, is issued by a Transport Services Delivery Agent, declaring the exemption to be applicable to a particular vehicle;
- (iv) The declaration must be on the reverse of a copy of this exemption notice and contain the following information:
 - (a) Vehicle make, model, year of manufacture, and VIN or chassis number,
 - (b) Part numbers or identification numbers of the seatbelts in each seating position,
 - (c) A statement to the effect that the vehicle qualifies for the exemption and meets the conditions of the exemption,
 - (d) Date of issue, and inspector's name, contact details and signature.

Signed at Wellington this 22nd day of March 2001.

JÖRG SIMON MAGER, Senior Engineer Vehicle Policy, acting under an authority delegated to me by the Director of Land Transport Safety by way of instrument of delegation dated 3 May 1999.

Figure 7-5-4. Example of plate fitted to a vehicle that may retain single-sensitive front seatbelts



Figure 7-5-5. FS012 Upper seatbelt anchorage request form



FS012 Upper Seatbelt Anchorage Request Form

**Low Volume Vehicle Certifiers' Declaration of Inspection and Approval
for Non-requirement of Retro-fitted Upper Seatbelt Anchorages**

This declaration may only be applied to MA and MC-class vehicles manufactured before 1 November 1979.

LVV Certifier's declaration:

I (LVV certifier's name): _____ (certifier ID): _____

declare that, in relation to the following motor vehicle, I have personally inspected the vehicle and its structure in relation to the suitability of the retro-fitting of upper seatbelt anchorages (*photographs of vehicle are to accompany application*)

Vehicle Make: _____ Model: _____

Year: _____ Chassis No./VIN: _____

I declare that: (*fill out either (A) or (B), as applicable*)

(A) No fixed roof, B-pillar, or other permanent structure:

The vehicle specified above does not incorporate a fixed roof, B-pillar, or other permanent structure capable of supporting a retro-fitted upper seatbelt anchorage, that is within the permitted area required by 2.3(2) of LVV Standard 175-00 (Seatbelt Anchorages) for the installation of an upper seatbelt anchorage, in the following seating positions: _____

or;

(B) Unsuitable pillar/cant-rail size or design:

The vehicle specified above does have a fixed roof or other permanent structure that is within the permitted area specified in 2.3(2) of LVV Standard 175-00 (Seatbelt Anchorages) for the installation of an upper seatbelt anchorage, however that structure is of insufficient dimensions, or is of a design, that precludes the correct installation of seatbelt anchorage doubler plates as required by 2.6(2) of LVV Standard 175-00 (Seatbelt Anchorages), for the installation of an upper seatbelt anchorage, in the following seating positions: _____

General comments: _____

LVV Certifier's signature: _____ Date: _____

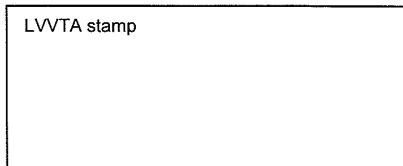
LVVTA's validation:

I am satisfied that this declaration is appropriate for the vehicle in question, taking into account the vehicle's age, design, and construction type (*TSDA should contact LVVTA [09-268-9550] in the first instance if there are any concerns about the use of this declaration for this vehicle*).

LVVTA representative: _____

Signature: _____ Date: _____

Form Approval Number: _____



Summary of legislation

Applicable legislation

- [Land Transport Rule: Seatbelts and Seatbelt Anchorages 2002](#).

Mandatory equipment

1. A motor vehicle must be fitted with seatbelts as specified in **Table 7-5-1**, **Table 7-5-2** and **Table 7-5-3**, or as specified for specific vehicles in **Table 7-5-4**, or as specified in requirement 2 below, unless an exemption in **Table 7-5-5** applies.
2. A seat that can be rotated or reversed to face in different directions: if seatbelts are not provided for all directions, a notice easily visible by the seat occupant must be placed inside the vehicle, indicating the direction the seat must face so that a seatbelt may be worn while the vehicle is moving.

Permitted equipment

3. A vehicle fitted with a seatbelt and seatbelt anchorage in a position where these are not required must meet the condition and performance requirements for seatbelts and seatbelt anchorages.

Condition

Seatbelts

4. A seatbelt must be of a design suitable for the vehicle, and must be strong, secure and in sound condition.
5. Seatbelt webbing must not be cut, stretched, frayed or faded, or have otherwise deteriorated so as to reduce the performance of the seatbelt.
6. Seatbelt webbing must be securely attached to the tongue or the adjusting buckle and to any fittings that secure a seatbelt to the seatbelt anchorages.
7. The strands of the steel cables of a seatbelt stalk must not be damaged or have deteriorated, and the seatbelt stalk must not have any other weaknesses that could reduce its performance.
8. Seatbelt buckles, retractor mechanisms or any other fittings intended to ensure the safe use of the seatbelt must not have deteriorated below safe tolerance.

Seatbelt anchorages

9. A seatbelt anchorage and its mounting location:
 - a) must be of a strength appropriate to both the motor vehicle and the attached seatbelt
 - b) must be structurally sound and free of corrosion, and
 - c) must not be damaged or distorted.
10. When a seatbelt or part of a seatbelt is integral to a seat, the seat and seat anchorages must be compatible in strength with the seatbelt or with that part of the seatbelt attached to the seat.

Performance

11. A seatbelt must be in good working order.
12. A seatbelt must be able to be adjusted by the wearer.
13. A seatbelt must be able to be readily fastened and released by the wearer.

Modification

14. A seatbelt must not have been modified ([Note 14](#)) since 1 January 1992, except where:
 - a) the modification is approved by the seatbelt or vehicle manufacturer
 - b) the seatbelt has been modified temporarily to accommodate a child restraint, provided the modification:
 - i. does not affect the performance of the child restraint, and
 - ii. is not likely to cause injury to a vehicle occupant, and
 - iii. does not cause damage to the seatbelt.
15. The fitting of an alternative type of seatbelt ([Note 15](#)) or a modification that affects a seatbelt anchorage must be inspected and certified by an LVV specialist certifier, unless the vehicle is:
 - a) excluded from the requirement for LVV specialist certification (**Table 7-5-5**), and
 - b) has been inspected in accordance with the requirements in this manual, including those for equipment, condition and

performance.

7-6 Frontal impact airbags

Reasons for rejection

Mandatory equipment

1. A deployed frontal impact airbag has not been replaced.
2. An OE airbag warning light system has been removed from a vehicle fitted with airbags.
3. A motor vehicle has a sign, light or other device that indicates the vehicle is fitted with an airbag when it is not fitted with an airbag.

Condition and performance

4. An airbag cover:
 - a) is damaged, or
 - b) has deteriorated, or
 - c) shows signs of tampering or inadequate repair.
5. Additional equipment has been fitted that may affect the proper performance of the airbag.
6. The airbag warning light:
 - a) does not operate, or
 - b) indicates a fault in the system.

Modification

7. A modification ([Note 2](#)) affects an airbag system (eg an airbag has been removed, or made inoperable, including retrofitting a switch), and:
 - a) is not excluded from the requirements for LVV specialist certification (**Table 7-6-1**), and
 - b) is missing proof of LVV specialist certification, ie:
 - i. the vehicle is not fitted with a valid LVV certification plate, or
 - ii. the operator is not able to produce a valid modification declaration or authority card.
8. A motor vehicle that has had an airbag system removed or made inoperable and been certified as above does not:
 - a) have all OE signs, lights, or other devices that indicated the vehicle was fitted with an airbag removed, or
 - b) if the signs, lights, or other devices cannot be readily removed, have a label that indicates an airbag has been removed permanently attached in a prominent location where it is clearly visible to any occupant of the seating position that was previously protected by the airbag.

Note 1 Definitions

Modify means to change a vehicle from its original state by altering, substituting, adding or removing a structure, system, component or equipment, but does not include repair.

Repair means to restore a damaged or worn vehicle, its structure, systems, components or equipment to within safe tolerance of its condition when manufactured, including replacement with undamaged or new structures, systems, components or equipment.

Note 2

Some modifications are permitted, but they must always be LVV certified. The only modifications permitted are:

1. fitting a switch to render an airbag temporarily inoperable, and
2. the removal or permanent deactivation of an airbag in a vehicle that:
 - is at least 14 years old, or
 - has been adapted for a person with a disability, or
 - has been extensively modified for motorsport use.

Table 7-6-1. Modifications that do not require LVV certification

Fitting of or modification to:	LVV 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.

Summary of legislation

Applicable legislation

- [Land Transport Rule: Frontal Impact 2001](#).

Mandatory equipment

- A frontal impact airbag and its operating system must remain operational if the vehicle was originally manufactured with a frontal impact airbag.
- An airbag warning light system must remain operational if it was fitted by the vehicle manufacturer.
- A motor vehicle must not have a sign, light, or other device that indicates the vehicle is fitted with an airbag if it is not fitted with an airbag.
- A motor vehicle must not have a light or other device indicating an airbag operating system is operable if it is inoperable.

Permitted equipment

- A switch may be installed as OE to render an airbag temporarily inoperable.

Condition and performance

- An airbag and its operating system must be safe and in good condition.
- An airbag warning light fitted by the manufacturer must remain operational.

Modification

- A motor vehicle that has had an airbag removed or made inoperable must either:
 - have all OE signs lights, or other devices that indicated the vehicle was fitted with an airbag removed, or
 - if the signs, lights, or other devices cannot be readily removed, have a label that indicates an airbag has been removed permanently attached in a prominent location where it is clearly visible to any occupant of the seating position that was previously protected by the airbag.
- A modification that affects an airbag system must be inspected and certified by an LVV specialist certifier, unless the vehicle is:
 - excluded from the requirement for LVV specialist certification (**Table 7-6-1**), and
 - has been inspected in accordance with the requirements in this manual, including those for equipment, condition and performance.

7-7 Interior impact

Reasons for rejection

Mandatory equipment

- Where an interior fitting, control or surface has been added, removed, substituted or has deteriorated, the likelihood of injury to occupants has not been minimised.

Modification

- A modification ([Note 1](#)) affects an interior fitting, control or surface, and:
 - is not excluded from the requirements for LVV specialist certification (**Table 7-7-1**), and
 - is missing proof of LVV specialist certification, ie:
 - the vehicle is not fitted with a valid LVV certification plate, or
 - the operator is not able to produce a valid modification declaration or authority card.

Note 1 Definitions

Modify means to change a vehicle from its original state by altering, substituting, adding or removing a structure, system, component or equipment, but does not include repair.

Repair means to restore a damaged or worn vehicle, its structure, systems, components or equipment to within safe tolerance of its condition when manufactured, including replacement with undamaged or new structures, systems, components or equipment.

Table 7-7-1. Modifications that do not require LVV certification

Fitting of or modification to:	LVV certification is not required provided that:
Cargo hoists and tail-lifters in goods vans	<ul style="list-style-type: none"> the vehicle is not adapted for the transportation of a person in a wheelchair, and the hoist or tail lifter is positioned to the rear of any vehicle occupants and adequately mounted.
Disability adaptive controls	<p>For disability adaptive hand control systems:</p> <ul style="list-style-type: none"> the hand control operates the accelerator system only, and the presence of the hand control system does not significantly increase the risk of injury to occupants in the event of a crash. <p>For an additional accelerator pedal fitted to the left of the brake pedal:</p> <ul style="list-style-type: none"> the vehicle is equipped with automatic transmission, and the additional accelerator pedal does not affect the operation of the brake pedal or any other part of the brake system, and the vehicle retains the original equipment accelerator pedal to the right of the brake pedal, and adequate clearance is maintained between all pedals, and the accelerator system is protected from accidental application, eg by shielding the right hand accelerator pedal or ability to fold away either accelerator pedal when not in use, and there is a warning notice easily visible to the driver warning that the foot controls are not as provided by the vehicle manufacturer. <p>For a steering wheel spinner to assist in the operation of the steering wheel:</p> <ul style="list-style-type: none"> the spinner is contained within the outer circumference of the steering wheel.
Stereo equipment and speakers	<p>If fitted to the rear parcel shelf:</p> <ul style="list-style-type: none"> no upper seatbelt anchorage is attached to the shelf or any shelf support bracket, and in the case of a top tether point for a child seat attached to the rear shelf, the top tether point is not located within 150 mm of a modification to a rear parcel shelf, and the removal of any material from the rear shelf is minimal and is unlikely to have weakened the vehicle structure to which a seatbelt anchorage is attached. <p>If fitted to a part of the vehicle other than the rear parcel shelf:</p> <ul style="list-style-type: none"> no structural material has been removed from within 300 mm of a seatbelt anchorage, and any material removed is minimal and is unlikely to have weakened the vehicle structure (including a seatbelt anchorage structure).
Steering wheels	<ul style="list-style-type: none"> the vehicle does not have an airbag installed as OE, and the vehicle is not required to comply with a frontal impact occupant protection standard¹. The following vehicles with a GVM of 2500 kg or less are required to comply with such a standard: <p>– class MA motor vehicles manufactured from 1 March 1999, and</p>

	<ul style="list-style-type: none"> – class MA motor vehicles that were less than 20 years old when they were first registered in New Zealand on or after 1 April 2002, and – class MB or MC motor vehicles manufactured from 1 October 2003, and • the steering wheel is: <ul style="list-style-type: none"> – a direct substitute without shaft modification, and – a non-OE item of a reputable brand or an OE item from another vehicle.
Additional and substituted items such as instruments, switches, cellphone installations and navigation equipment or an OE item from another vehicle	<ul style="list-style-type: none"> • the items are: <ul style="list-style-type: none"> – mounted flush with, or protected by, the dashboard surface, or – fitted forward of the steering wheel, or between the steering wheel and the nearest door, or – fitted between and forward of the front seats (where no centre seat exists), and within 140 mm either side of the vehicle centreline.
Roll-bar or roll-cage structures (roll protection or cosmetic)	<ul style="list-style-type: none"> • each seating position is fitted with an effective head restraint, and • the bars are positioned: <ul style="list-style-type: none"> – behind, following a plane extending upward, parallel to the back of the backrest on the rear-most seat, and – in such a way that the head restraint would provide protection from head contact with any bar section during a crash.
Gear shift lever relocation	<ul style="list-style-type: none"> • no substantial modifications have occurred to the floor or gearbox tunnel area, other than provision for gear-shift mechanism.

¹A vehicle that cannot comply with this clause cannot be LVV certified unless it has been issued with an LVV authority card or is at least 14 years old.

Fitting of or modification to:	LVV certification is never required:
Modified accelerator pedal	<ul style="list-style-type: none"> • in-service requirements for condition and performance must be met.
Roof and door lining replacement	
Cargo barriers	
Any modification for the purpose of law enforcement or the provision of emergency services	

Summary of legislation

Applicable legislation

- [Land Transport Rule: Interior Impact 2001](#).

Condition and performance

1. Interior fittings, controls and surfaces in the passenger compartments must be such that the likelihood of injury to occupants is minimised.

Modification

2. A modification that affects the interior fittings, controls or surfaces must be inspected and certified by an LVV specialist certifier, unless the vehicle:

- a) is excluded from the requirement for LVV specialist certification (**Table 7-7-1**), and
- b) has been inspected in accordance with the requirements in this manual, including those for equipment, condition and performance.

7-12 Speedometer

Reasons for rejection

Mandatory equipment

1. A vehicle first registered in New Zealand on or after 1 December 1951 that is capable of a speed exceeding 50km/h is not fitted with a speedometer, and the vehicle operator cannot produce acceptable written evidence (**Note 2**) that:

- a) the speedometer has been removed for repair, or
- b) there are no undue delays by the vehicle owner in having the speedometer replaced.

Condition and performance

2. The speedometer:

- a) does not operate as intended when the vehicle is moving forward, or
- b) is obscured from the driver's position, or
- c) does not indicate the vehicle's speed in km/h or mph.

3. Reason for rejection 2(a), 2(b) or 2(c) applies and the vehicle operator cannot produce acceptable written evidence (**Note 2**) that repair of the speedometer or associated equipment is impracticable or that a suitable replacement is not available.

Note 1

Speedometer means an instrument in a motor vehicle that continuously indicates to the driver the forward speed of the vehicle in either kilometres per hour (km/h) or miles per hour (mph). For clarification: This definition does not include the speed provided by a GPS system.

Note 2

Acceptable written evidence is documentation provided by the speedometer repairer or supplier. A copy of the documentation must be kept on file with the checksheet.

Summary of legislation

Applicable legislation

- [Land Transport Rule: Vehicle Equipment 2004](#).

Mandatory equipment

1. A vehicle first registered in New Zealand on or after 1 December 1951 that is capable of a speed exceeding 50km/h must be fitted with a speedometer (**Note 1**).

2. A vehicle is not required to have a speedometer if the speedometer or associated equipment:

- a) has been removed for repair and there are no undue delays by the vehicle owner in having it replaced, or
- b) is out of repair, repair is impracticable and a suitable replacement is not available.

Condition and performance

3. The speedometer must be in good working order and operate while the vehicle is moving forward.

Modification

4. A speedometer that is affected by a modification:

- a) must meet the requirements for equipment, condition and performance, and
- b) does not require LVV specialist certification.

7-13 Audible warning devices

Reasons for rejection

Mandatory equipment

1. A motor vehicle is:
 - a) not fitted with a horn, or
 - b) fitted with a bell or whistle ([Note 2](#)), or
 - c) not an emergency vehicle ([Note 1](#)) and is fitted with a siren ([Note 2](#)).
2. A horn cannot be easily operated from the driver's seating position.

Performance

3. The horn does not operate when activated.
4. The horn operates when not activated.
5. The sound from the horn is not steady and continuous, eg the horn plays a tune.
6. The horn is not audible at a distance of 100 m.
7. A siren fitted to an emergency vehicle operates when not activated.

Note 1

Emergency vehicle means a vehicle used for the attendance of emergencies and operated:

- a) by an enforcement officer, or
- b) by an ambulance service, or
- c) as a fire service vehicle, or
- d) as a civil defence emergency vehicle, or
- e) as a New Zealand Defence Force emergency vehicle.

Note 2

A vehicle may be fitted with a bell, whistle or siren that is part of an anti-theft car alarm, personal security alarm or reversing warning device.

Summary of legislation

Applicable legislation

- [Land Transport Rule: Vehicle Equipment 2004](#).

Mandatory equipment

1. A vehicle must be fitted with a device (horn) that is audible to other road users.

Permitted equipment

2. A vehicle may be fitted with a bell, whistle or siren only as follows:
 - a) a siren fitted to an emergency vehicle ([Note 1](#)), or
 - b) a siren, bell or whistle that is part of an anti-theft car alarm, personal security alarm or a reversing warning device.

Performance

3. The device must be in good working order.
4. The device must be capable of giving a warning that is audible under normal traffic conditions from a distance of at least 100 m.

Modification

5. An audible warning device that is affected by a modification:

a) must meet the requirements for equipment and performance, and

b) does not require LVV specialist certification.