

31st August 2020

Autosafe Limited
 200 Antigua Street
 Christchurch
 New Zealand

Exemption from specified requirements of: Land Transport Rule: Seatbelts and Seatbelt Anchorages 2002 and Land Transport Rule: Vehicle Repair 1998

Pursuant to Section 166 of Land Transport Act 1998, and pursuant to the powers delegated to me, I, Fiona Waititi, Senior Case Officer, hereby exempt Autosafe Limited from the requirements of Land Transport Rule: Seatbelts and Seatbelt Anchorages 2002 in Schedule 2 and the motor vehicle listed in Schedule 1 from the requirements of Land Transport Rule: Vehicle Repair 1998 in Schedule 2, subject to the conditions in Schedule 3.

SCHEDULE 1: Exempted vehicle (see conditions (b) and (c))

Number #	VIN	Seating Position	Re-webbing Date	Original Standard

SCHEDULE 2: Exempted Requirements

Land Transport Rule: Seatbelts and Seatbelt Anchorages 2002

4.2 Repair and replacement

4.2(2) A seatbelt may be repaired only by the seatbelt manufacturer or the manufacturer’s agent, except if the repair consists only of a replacement of the seatbelt.

Land Transport Rule: Vehicle Repair 1998

2.2(5) If a repair to a motor vehicle affects a system that is required to meet an approved vehicle standard, the individual components or items of equipment must be such that they ensure the system complies with the approved vehicle standard.

SCHEDULE 3: Conditions of this exemption:

- a) This exemption may be revoked at any time by the NZ Transport Agency; and
- b) A copy of this exemption:
 - i. Must be published online with the list of all vehicles covered, or
 - ii. With Schedule 1 completed by Autosafe, retained with the vehicle and be produced on request by a NZ Transport Agency-appointed vehicle inspector, NZ Police officer or NZ Transport Agency enforcement officer; and
- c) The list of vehicles covered by this exemption must be completed by Autosafe and returned to the NZ Transport Agency at the soonest possible date; and
- d) In each case, prior to the re-webbing of a seatbelt, the entire assembly must be cleaned and inspected for any signs of damage or deterioration. If any such damage or deterioration is found to anything other than its webbing, re-webbing cannot be performed; and

- e) In each case, prior to the re-webbing of a seatbelt, condition assessments must be undertaken, including checking the retracting performance and web-sensitive and vehicle-sensitive locking mechanisms, as applicable. If any problems are identified, re-webbing cannot be performed; and
- f) In each case, if there is any evidence or knowledge that the seatbelt has been subject to loading from a crash, re-webbing cannot be performed; and
- g) In each case the seatbelt must meet all in-service conditions and performance requirements of the Vehicle Inspection Requirements Manual (VIRM); and
- h) In each case the replacement webbing must comply with AS/NZS 1753 (or technical equivalent); and
- i) In each case the thread used must be compatible with the replacement webbing; and
- j) In each case the replacement stitching pattern must adhere to a pre-programmed stitch pattern and be performed on a machine fit for purpose; and
- k) A strength test to verify the pre-programmed stitch pattern must be carried out every 50 belts or 2 weeks, whichever comes sooner, and records of the test must be retained. Any change in the pre-programmed stitch pattern must also be confirmed by a strength test. The tested sample must not show any signs of damage when subject to these test conditions; and
- l) Access to Autosafe's site and requests for files must be granted to NZ Transport Agency staff for the purposes of conducting quality audits; and
- m) In each case a label must be attached to the webbing included that identifies, at a minimum:
 - i. Autosafe as the re-webbing company; and
 - ii. the standard of the webbing; and
 - iii. the date of re-webbing; and
 - iv. a traceable serial number that includes the last 6 digits of the vehicle's VIN; and
 - v. the original standard to which the seatbelt complied; and
 - vi. this exemption number
- n) In each case the repaired seatbelt must be recorded in a tracking system that records all items in condition (m) the repair technician/s, webbing batch and previous test result for that webbing and stitch type.
- o) In each case a check-sheet is to be completed for each seatbelt assembly to ensure it complies with the exemption conditions and the VIRM
- p) For strength tests record the batch numbers from the webbing and thread used in making the test sample along with the stitch type.
- q) Formal training records to be created and maintained for all staff. These must be signed by the trainee and the trainer. Competency in each process step and equipment type shall be included in the training record.
- r) A record must be kept of all seat belt assemblies are rejected for repair. The record of those rejected should include the reason they were rejected.
- s) Autosafe must hold appropriate insurance for the work they are undertaking. Evidence of this must be provided to the Agency.
- t) All records are to be retained for a minimum of 7 years for audit purposes.

In each case the repaired seatbelt must be recorded in a tracking system that records all items in condition (m) the repair technician/s, webbing batch and previous test result for that webbing and stitch type.

Signed at Wellington this 31st day of August 2020

Senior Case Officer Exemptions & Registers Integrity
Te Rōpū Waeture/Regulatory Services Group
Waka Kotahi/NZ Transport Agency