

Autosafe Ltd
PO Box 33230
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Christchurch 8244

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

Pursuant to Section 168D of Land Transport Act 1998, and pursuant to the powers delegated to me, I, Sharon Cousins, Senior Case Officer, NZ Transport Agency Waka Kotahi (NZTA), hereby exempt **Autosafe Ltd** 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))

EXEMPTION NUMBER	YEAR	MAKE	MODEL	VIN	REGISTRATION OR CHASSIS	SEATING POSITION	RE-WEB DATE	ORIGINAL STANDARD	INTERNAL JOB # if required	CUSTOMER NAME

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

1. NZTA reserves the right to revoke this exemption at any time; and
2. A copy of this exemption must either be published online with the list of covered vehicles or, with Schedule 1 completed by **Autosafe Ltd**, kept with the vehicle and made available upon request by an NZTA-appointed inspector, NZ Police officer, or NZTA enforcement officer; and
3. **Autosafe Ltd** must complete and return the list of vehicles covered by this exemption to the NZTA within three months of completing the specified batch numbers. This list must include the following:
 - a. YEAR, MAKE, MODEL, VIN, REGISTRATION, SEATING POSITION, RE-WEB DATE and ORIGINAL STANDARD; and
4. Industrial sewing machines and strength testing equipment must be maintained and calibrated in accordance with the manufacturer's specifications, including recommended intervals; and
5. **Autosafe Ltd** shall obtain public liability insurance in its name and shall at all times during the period of Appointment maintain and keep in full force such insurances. Such insurance policies must be sufficient having regard to the Activities the Organisation has been appointed to carry out; and
6. Before re-webbing, the entire seatbelt assembly must be cleaned and thoroughly inspected for damage or wear. If any issues are found beyond the webbing itself, re-webbing must not proceed; and

7. 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
8. 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
9. In each case the seatbelt must meet all in-service conditions and performance requirements of the Vehicle Inspection Requirements Manual (VIRM); and
10. In each case the thread used must be compatible with the replacement webbing; and
11. All equipment used will be maintained to the manufacturer's standard; and
12. 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
13. A strength test to verify the pre-programmed stitch pattern and repair materials must be carried out whenever a new version, or combination, of the following are used in a seatbelt repair:
 - a) The webbing batch/roll or reel
 - b) The webbing type
 - c) The stitch pattern
 - d) The stitching material
 - e) The stitching material spool; and
14. Strength testing must be conducted every 150 seatbelts — or every three months, whichever occurs first — to validate the stitch pattern and repair materials. Test records must be maintained. The tested sample must not show signs of damage when subject to these test conditions; and
15. Access to **Autosafe Ltd** site and requests for files must be granted to NZTA staff, for the purposes of conducting audits; and
16. Each re-webbed seatbelt must include a label specifying:
 - a) **Autosafe Ltd** as the re-webbing provider
 - b) The webbing standard
 - c) The re-webbing date
 - d) A traceable serial number (including the last six digits of the vehicle's VIN)
 - e) The original compliance standard
 - f) The exemption number; and
17. In each case the repaired seatbelt must be recorded in a tracking system that records all items in condition (n) the repair technician/s, webbing batch and previous test result for that webbing and stitch type; and
18. 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; and
19. For strength tests record the batch numbers from the webbing and thread used in making the test sample along with the stitch type; and
20. In each case the replacement webbing must comply with AS/NZS 1753 (or technical equivalent); and
21. Formal training records must be established and maintained for all staff. Staff training on Vehicle Inspection Requirements Manual (VIRM) requirements is mandatory. These records must be signed by both the trainee and trainer and must document competency in each process and equipment type; and
22. 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; and
23. All records must be retained for a minimum of five years for audit purposes.

Yours sincerely

Senior Case Officer - Exemptions
Te Rōpū Waeture/Vehicle Regulation
NZ Transport Agency /Waka Kotahi