VIRM: ENTRY CERTIFICATION AMENDMENT

December 2019 List of changes and preview pages

OCTOBER 2019

LIST OF CHANGES

Note: Thee are two sets of changes in this amendment – general amendments and fuel consumption changes. The fuel consumption changes are listed together from page 5 of this document.

SECTION	CHANGE DESCRIPTION
Pre-registration and VIN	
2-1 Recording vehicle attributes (fuel consumption change)	• Requirements for test regime and fuel consumption replaced with a link to section 11-2 Summary of legislation for mandatory requirements and exceptions
2-2 Vehicle attributes definitions (fuel consumption change)	• 26 Test regime Rewording of content and addition of table 2-2-13 listing the Test Regime codes that were previously in Technical bulletin 28 • 27 Fuel consumption information Steps for verifying and entering information amended. How to enter information where the fuel consumption value is less than 2.0 added.
Inspection and certification	
2-1 External projections	• New ADR added to Table 2-1-1. List of approved external projection standards ○ ADR 92 (for new modes introduced after 1 July 2019)
3-4 Threshold for requiring specialist repair certification	• An update to the words to allow for other ways of saying a vehicle is written off.
11-2 Exhaust emissions (fuel consumption change)	• Notes on vehicles exempt from meeting a standard moved from RfR to moved to the Summary of Legislation New section created for Low Volume Vehicles, previous under new vehicles

Technical bulletins	
28 Exhaust emissions standards compliance (fuel consumption change)	• Recording information and test regime codes removed and added to 2-2 Vehicle attributes definitions
37	• The original wording of the page could be misinterpreted to mean any LVV vehicle does not need electronic stability control. This has been clarified to the original intent that only LVV vehicles manufactured, assembled or scratch-built in quantities of 500 or less in any one year (ie, not a uniquely modified low volume vehicle) that was not originally fitted with an electronic stability control system and is certified in accordance with the Low Volume Vehicle Code
41 Entry certification procedures for certain modified vehicles	• The VIRM currently states that any European vehicle, including a motorhome, that has been modified and type certified to the European Community Whole Vehicle Type Approval (ECWVTA) system must have an ECWVTA Certificate of Conformity (CoC) and a corresponding label/plate on the vehicle. To clarify, the ECWVTA CoC must be **final stage (this may be second, third or fourth stage)**, not OEM.
Reference materials	
38 Sample fuel consumption statement (fuel consumption change)	• New sample statements added
69 Sample Auction invoices	• Sample Iron Planet invoice added
78 Fuel Consumption Import Statement System (fuel consumption change)	• Fuel consumption information for importers is moving to the the FuelSaver website. If you have any queries from importers or customers, direct them to https://importer.fuelsaver.govt.nz/

Inspection and certification

2-1 External projections

Reasons for rejection | **Tables and images** | Summary of legislation

Table 2-1-1. List of approved external projection standards*

UN-ECE Regulation no.	EEC/EC Directive	ADR	Japan
26 or 61 for commercial vehicles	74/483 79/488 87/354 2007/15 92/114 (for class N vehicles)	42, General Safety Requirements (section on external and internal protrusions) 92 (for new modes introduced after 1 July 2019)	Article 18 Technical Standard (TS) for impact reduction of outside rearview mirrors, and if fitted with an air spoiler, structural standard for air spoilers

* A vehicle of class MA, MB, MC, MD1 or NA manufactured on or after 1 March 1998 must comply with the standard(s) listed in at least one of the four columns.

3-4 Threshold for requiring specialist repair certification

Information

The following information gives guidance to vehicle inspectors in determining whether or not a light vehicle (including motorcycles and mopeds where applicable) and heavy vehicles undergoing entry certification in New Zealand requires repair certification by a specialist repair certifier.

Note 1

Specialist repair certifier in this case means a light vehicle repair certifier or heavy vehicle specialist certifier as applicable to the vehicle class.

Important: If the vehicle documentation (eg a registration document or invoice) contains the words 'statutory', 'written off', 'write-off', 'salvage', 'junked' or 'non-repairable' or similar the vehicle **must** be referred to a specialist repair certifier.

Technical bulletins

37 Identification of electronic stability control

Identification of an ESC fault

An ESC fault is normally identified by the tell-tale indicator lamp not extinguishing at the conclusion of the self-check process initiated when the vehicle's ignition is switched on.

Note 1

Similar to frontal impact and emissions requirements this provision will not apply to:

- an immigrant's vehicle, or
- a special interest vehicle, or
- a motorsport vehicle that is operated in accordance with the conditions of a valid low volume vehicle authority card issued for the vehicle in accordance with the Low Volume Vehicle Code, or
- a low volume vehicle manufactured, assembled or scratch-built in quantities of 500 or less in any one year (ie, not a uniquely modified low volume vehicle) that was not originally fitted with an electronic stability control system and is certified in accordance with the Low Volume Vehicle Code, or
- a motor vehicle manufactured, or first registered outside of New Zealand, twenty years or more before the date of its first certification for entry into service in New Zealand.

41 Entry certification procedures for certain modified vehicle

Overseas modification certification that can be accepted without referral to a specialist certifier

European vehicles

Any vehicle, including a motorhome, that has been modified and type certified to the European Community Whole Vehicle Type Approval (ECWVTA) system. The vehicle must have an ECWVTA final stage (this may be second, third or fourth stage) Certificate of Conformity (CoC) and a corresponding label/plate on the vehicle.

Note 1

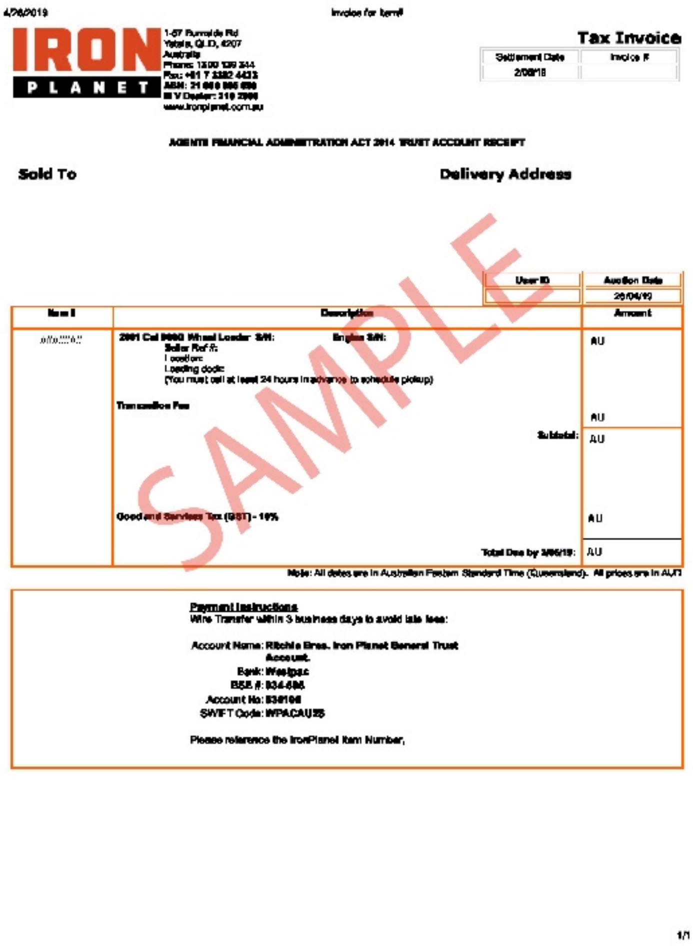
A motorhome may have final stage approval to 2001/116/EC provided it was approved to 2007/46/EC at an earlier approval stage (ie there is a base or second stage approval label listing 2007/46/EC in addition to the 2001/116/EC final stage label).

Note 2

If the vehicle doesn't have a first (or second - only in the case of the final stage being the third stage) approval to 2007/46/EC, it must be referred to a specialist certifier.

Reference materials

69 Sample auction invoices



4/26/2019 Invoice for Item#

IRON PLANET

1-57 Burnside Rd
Yatala, QLD, 4207
Australia
Phone: 1300 139 344
Fax: +61 7 3382 4433
ABN: [illegible]
MV Dealer: [illegible]
www.ironplanet.com.au

Tax Invoice

Settlement Date	Invoice #
2/05/19	

AGENTS FINANCIAL ADMINISTRATION ACT 2014 TRUST ACCOUNT RECEIPT

Sold To **Delivery Address**

User ID	Auction Date
	26/04/19

Item #	Description	Amount
[illegible]	2001 Cat 950G Wheel Loader S/N: Engine S/N: Seller Ref #: Location: Loading dock: (You must call at least 24 hours in advance to schedule pickup)	AU
	Transaction Fee	AU
	Subtotal:	AU
	Good and Services Tax (GST) - 10%	AU
	Total Due by 3/05/19:	AU

Note: All dates are in Australian Eastern Standard Time (Queensland). All prices are in AUD

Payment Instructions
Wire Transfer within 3 business days to avoid late fees:

Account Name: Ritchie Bros. Iron Planet General Trust Account.
Bank: Westpac
BSB #: 034-[illegible]
Account No: [illegible]
SWIFT Code: WPACAU2S

Please reference the IronPlanet Item Number,

1/1

FUEL CONSUMPTION CHANGES

Pre-registration and VIN 2-1 Recording vehicle attributes

2 Mandatory and optional attributes

Vehicle attributes can be classified as mandatory, optional or not applicable depending on the type of vehicle. **Table 11-2-4** and **Table 11-2-5** detail which vehicle attributes are mandatory, optional or not applicable for each vehicle type.

All mandatory vehicle attributes must be recorded on the vehicle attribute worksheet before proceeding.

- **Table 11-2-4. Approved exhaust emission standards for new petrol-, CNG- and LPG-powered vehicles**
- **Table 11-2-5. Approved exhaust emission standards for new diesel-powered vehicles**

Pre-registration and VIN 2-2 Vehicle attributes definitions

26 Test regime

The vehicle exhaust emissions standard to which the vehicle has been tested. See Technical bulletin 28: Exhaust emissions standard compliance and 11-2 Exhaust emissions for further information on determining exhaust emissions compliance.

Codes to be used

- Where Fuel Consumption information is mandatory the Test Regime code is entered as provided by the Fuel Consumption Statement.
- For other vehicles
    - Imported from Japan where the Industry Model Code has a 1 to 3 character pre-fix the test regime will be the letter 'J', followed by the 1–3 character prefix of the industry model code recorded on the de-registration or export certificate.
    - Imported from other than Japan or from Japan but without the prefix on the Industry Model Code the appropriate test regime code must be used for the exhaust emissions standard recorded on the proof of standards compliance documentation. See **Table 2-2-13** for codes to be used.

27 Fuel consumption information

Fuel consumption and CO2 is mandatory for all MA, MB, MC, MD1, MD2, and NA class vehicles with petrol, diesel, LPG, or CNG engines and manufactured on or after 1 January 2000, except for special interest vehicles, motorsport vehicles, immigrant's vehicles or low volume vehicles. You need to verify that fuel consumption and CO2 information has been provided before entering the vehicle into service.

Note 1

Petrol, diesel, LPG or CNG includes hybrids that use one of these power sources.

Step one:

Go to https://importer.fuelsaver.govt.nz and:

- Login with your email address
- Create the Fuel Consumption Statement
- See the User Guide on how to use Fuel Saver

- If you have a complete and correct Fuel Consumption Statement print it off now for use in Step Two

Note 1

Statements headed ‘incomplete Fuel Consumption Statement’ cannot be used

Step Two:

Go to https://importer.fuelsaver.govt.nz/certifier/ and

- Confirm that the vehicle details are present and match the vehicle being certified and
- Confirm that the Fuel Consumption and CO2 values are recorded and
- Enter the VIN and the entry certifier's ID.
- sign and retain a copy of the fuel consumption statement.

Note 2

If the https://importer.fuelsaver.govt.nz/certifier/ website has the message ‘Warning: This vehicle cannot be certified because it has incomplete WLTP values. It requires an exemption to be certified’ and/or the Fuel Consumption Statement has the message ‘This Fuel Consumption Statement is only valid with an exemption issued by NZTA the vehicle cannot be certified until an exemption from section 2.2(2) of the Land Transport Rule: Fuel Consumption Information 2008 has been issued. A copy of the exemption must be held in the file. To find information about how to apply for an exemption in this case go to www.nzta.govt.nz/vehicles/importing-a-vehicle/step-2-evidence/used-vehicles-from-japan/.

Note 3

If there is no Fuel Consumption and CO2 values on https://importer.fuelsaver.govt.nz these will need to be sourced (from the below) and manually entered into the Statement of Compliance section of http://importer.fuelsaver.govt.nz and verified by the certifier before the vehicle is entered into service.

Fuel Consumption and CO2 values must be sourced from any one of:

- Statements of Compliance
- Type Approval Certificate
- Manufacturer’s website
- Australian Green Vehicle Guide (www.greenvehicleguide.gov.au
- US fuel economy website (www.fueleconomy.gov
- UK fuel data website (www.vcacarfueldata.org.uk .

Note 4

Statements headed ‘incomplete Fuel Consumption Statement’ cannot be used

Step three:

Enter fuel consumption information into LANDATA from the Fuel Consumption Statement.

There are three fields for recording fuel consumption information in LANDATA: FC urban, FC extra urban and FC combined.

Whether all 3 fields are required or only combined will depend on the Test Regime code. Table 2-2-13 shows the number of fields required for each code.

The value must be to one decimal place and be between 02.0 and 60.0. If presented with a fuel consumption statement that has value of less than 2.0, this value cannot be entered.

1. If the engine type code is 09 or above, key the test regime shown on the statement and FC values of zero

2. IF the engine type code is 08 or less, key the test regime as AZZZZZ or EZZZZZ or JZZZZZ or UZZZZZ as appropriate and FC values of zero

Note 5

Statements headed 'incomplete Fuel Consumption Statement' cannot be used.

Table 2-2-13. Test Regime Codes

LANDATA Test Regime Description	Tech Bulletin 28 description	LANDATA Code	# of FC values
Vehicles imported from Japan where the Industry Model Code has a 1 to 3 character pre-fix (eg DBA-ACM21W)		the test regime will be the letter 'J', followed by the 1–3 character prefix of the industry model code recorded on the de-registration or export certificate	1
Vehicles imported from Japan where the Industry Model Code has no pre-fix		Use the code for test regime as below	
AUSTRALIAN ADR 30/01	Smoke Emission Control for Diesel Vehicles	A30/01	1
AUSTRALIAN ADR 37/00	Emission Control for Light Vehicles	A37/00	3
AUSTRALIAN ADR 37/01	Emission Control for Light Vehicles	A37/01	3
AUSTRALIAN ADR 79/00	Emission Control for Light Vehicles	A79/00	1
AUSTRALIAN ADR 79/01	Emission Control for Light Vehicles	A79/01	1
AUSTRALIAN ADR 79/02	Emission Control for Light Vehicles	A79/02	1
AUSTRALIAN ADR 79/03	Emission Control for Light Vehicles	A79/03	1
AUSTRALIAN ADR 79/04	Emission Control for Light Vehicles	A79/04	1
AUSTRALIAN ADR 80/00	Emission Control for Heavy Vehicles	A80/00	1
AUSTRALIAN ADR 80/01	Emission Control for Heavy Vehicles	A80/01	1
AUSTRALIAN DESIGN RULE 80/02	Emission Control for Heavy Vehicles	A80/02	1

AUSTRALIAN DESIGN RULE 80/03	Emission Control for Heavy Vehicles	A80/03	1
AUSTRALIAN UNKNOWN	Only to be keyed if shown on a complete Fuel Consumption Statement or the Fuel Consumption statement has a value is less than 2.0	AZZZZZ	0
2001/1/EC	EU Directives Amendment	E01001	1
2001/27/EC	Amendment of Directive 88/77/EEC	E01027	3
2001/100/EC	EU Directives Amendment	E01100	1
2002/80/EC	EU Directives Amendment	E02080	1
2003/76/EC	EU Directives Amendment	E03076	1
ADAPTATION OF DIRECTIVE 72/306/EEC		E05021	1
ADAPTATION OF DIRECTIVE 70/220/EEC		E06096	1
595/2009		E59509	3
692/2008/EC		E69208	3
692/2008A/EC		E6928A	3
70/220/EEC	EU Base Directive	EXXXXX	0
715/2007/EC		E71507	3
72/306/EEC	Measures to be taken against the emission of pollutants from diesel engines for use in vehicles	E72306	3
88/76/EEC	Amendment of Directive 70/220/EEC	E88076	3
88/77/EEC	Measures to be taken against the emission of gaseous pollutants from diesel engines for use in vehicles	E88077	3
88/436/EEC	Amendment of Directive 70/220/EEC	E88436	3
89/458/EEC	Amendment of Directive 70/220/EEC	E89458	1
89/491/EEC	Adaptation of Directives 70/157/EEC, 70/220/EEC, 72/245/EEC, 72/306/EEC, 80/1268/EEC and 80/1269/EEC E89491	E89491	3
91/441/EEC	Amendment of Directive 70/220/EEC	E91441	1

91/542/EEC	Amendment of Directive 88/77/EEC	E91542	3
93/59/EEC	Amendment of Directive 70/220/EEC	E93059	1
94/12/EC	Amendment of Directive 70/220/EEC	E94012	1
96/1/EC	Amendment of Directive 88/77/EEC	E96001	3
96/44/EC	Amendment of Directive 70/220/EEC	E96044	1
96/69/EC	Amendment of Directive 70/220/EEC	E96069	1
97/20/EC	Adaptation of Directive 72/306/EEC	E97020	3
98/69/EC	Amendment of Directive 70/220/EEC	E98069	1
98/77/EC	Amendment of Directive 70/220/EEC	E98077	1
1999/96/EC	Amendment of Directive 88/77/EEC	E99016	3
1999/102/EC	EU Directives Amendment	E99102	1
UN/ECE 15	UN/ECE Regulations	ECE15	1
UN/ECE 24	UN/ECE Regulations	ECE24	1
UN/ECE 49	UN/ECE Regulations	ECE49	1
UN/ECE 83	UN/ECE Regulations	ECE83	1
EURO I		EUR1	1
EURO II		EUR2	1
EURO III		EUR3	3
EURO III COMBINED VALUE ONLY		EUR3A	1
EURO IV		EUR4	3
EURO IV COMBINED VALUE ONLY		EUR4A	1
EURO V		EUR5	3
EURO V COMBINED VALUE ONLY		EUR5A	1
EURO VI		EUR6	3
EURO VI COMBINED VALUE ONLY		EUR6A	1
EUROPEAN UNKNOWN	Only to be keyed if shown on a complete Fuel Consumption Statement or the Fuel Consumption statement has a value is less than 2.0	EZZZZZ	0
JAPAN 98	Japan 98 means Japan Safety Regulations for Road Vehicles, Article 31 – Emission Control Device, as revised by Japanese Ministry of	J98	1

	Transport Ordinance 22 issued on 31 March 1997		
JAPAN 00/02	Japan 00/02 means Japan Safety Regulations for Road Vehicles, Article 31 – Emission Control Device, as revised by Japanese Ministry of Transport Ordinance 65 issued on 30 September 1998	J00/02	1
JAPAN 02/04	Japan 02/04 means Japan Safety Regulations for Road Vehicles, Article 31 – Emission Control Device, as revised by Japanese Ministry of Transport Ordinance 31 issued on 5 September 2000	J02/04	1
JAPAN 05/07		J05/07	1
JAPAN 2008		JC2008	1
JAPAN 2009		J2009	1
JAPAN 2010		J2010	1
JAPAN 2016		J2016	1
JAPANESE UNKNOWN	Only to be keyed if shown on a complete Fuel Consumption Statement or the Fuel Consumption statement has a value is less than 2.0	JZZZZZ	0
US2001	Fed Reg 40 Light duty trucks OR Title 13, California Code of Regulations in force Dec 2001	US2001	3
US2004	Fed Ref 40 Light-duty vehicles, light-duty trucks and medium-duty passenger vehicles OR New and IN-Use highway vehicles and engines 2004 and later model year diesel heavy duty engines OR Title 13, California Code of Regulations in force Dec 2004	US2004	3
US STANDARD 2007		US2007	3
US STANDARD 2008		US2008	3

US96	Fed Reg 40 1996 and later model year Otto-cycle heavy – duty engines OR Title 13, California Code of Regulations in force 31 Dec1996	US96	1
US98D	Fed Reg 40 1998 and later model year diesel heavy – duty engines OR Title 13, California Code of Regulations in force Dec 1998	US98D	1
US98P	Fed Reg 40 1998 and later model year Otto-cycle heavy – duty engines OR Title 13, California Code of Regulations in force Dec 1998	US98P	1
UNITED STATES UNKNOWN	Only to be keyed if shown on a complete Fuel Consumption Statement or the Fuel Consumption statement has value is less than 2.0	UZZZZZ	0
2006 MODEL 2005 MANUFACTURE		05MANU	0
EXEMPTION ISSUED	Exemption issued from the Land Transport Rule: Vehicle Exhaust Emissions 2007 and/or the Land Transport Rule: Fuel Consumption Information 2008	EXEMPT	0
NEW VEHICLE NOT ON WEBSITE	Only to be keyed if shown on a complete Fuel Consumption Statement	J333	0
USED JAPANESE VEHICLE NOT ON WEB	Only to be keyed if shown on a complete Fuel Consumption Statement	J555	0
NO FUEL CONSUMPTION NOT ON WEB	Only to be keyed if shown on a complete Fuel Consumption Statement	J777	0
YOM 2000 BUT 1999 VEHICLE		J999	0
LOW VOLUME VEHICLE UNKNOWN (SCRATCHBUILT & MODIFIED PRODUCTION)	Only to be keyed if shown on a complete Fuel Consumption Statement and vehicle has an LVV plate.	LZZZZZ	0
REG POST 1990 MANUFACTURE PRE 1990		PRE90	0

11-2 Exhaust emissions

Reasons for rejection | Tables and images | **Summary of legislation**

4. The following vehicles are not required to meet an emissions standard:

- Class MA or MC motorsport vehicle
- Class MA special interest vehicles
- Immigrants' vehicles
- Mobile cranes (does not include a truck mounted with crane apparatus)
- Low volume scratchbuilt and modified production vehicles that comply with the emissions requirements of the Low Volume Vehicle Code.

5. A vehicle more than 20 years old is not required to comply with an exhaust emission standard

6.The Land Transport Rule: Vehicle Exhaust Emissions does not apply to ancillary engines that do not power the vehicle's wheels. eg refrigeration units, motorhome electricity generators

7. A vehicle used exclusively by the New Zealand Defence Force may be fitted with a defeat device to override an exhaust emissions control on the vehicle

Technical bulletin 28 Exhaust emissions standard compliance

https://vehicleinspection.nzta.govt.nz/virms/entry-certification/technical-bulletins/exhaust-emissions-standard-compliance#t3

Acceptable proof of exhaust emissions rule compliance for used vehicles from any country

- For a used vehicle imported from any country, a statement of compliance including an approved emissions standard is acceptable evidence of compliance. The emissions standard provided in the statement of compliance must be recorded on the vehicle checksheet.
- A Statement of Compliance containing one of the following statements is also acceptable: "This vehicle has been certified to UN/ECE Regulation 83.05 and complies with the limit values specified in Row B of the table to clause 5.3.1.4", or

  "This vehicle has been certified to 70/220/EC as amended by 98/69/EC [or later amendment if applicable] and complies with the limit values specified in Row B of the table to clause 5.3.1.4 of Annex 1"
- A Statement of Compliance with a quoted emissions standard of UN/ECE Regulation 83.05 or 98/69/EC [or later amendment], and containing a set of certified emissions values that fall below the limits set out in Table 28-1-1 (as applicable to petrol or diesel models).
- An emission certificate produced by TÜV SÜD or DEKRA that confirms that the vehicle is compliant with Euro 4 emissions standards. Each individual vehicle will be issued with an approved Exhaust Emissions Compliant Certificate. TÜV SÜD certificates can be issued by SOC NZ (until February 2017 Autohub issued the certificates) and DEKRA certificates can be issued by VTNZ. For a TÜV SÜD sample certificate see Reference Material 73c; for a DEKRA sample Certificate, see Reference Material 73b.

  SOC NZ Limited can supply TÜV SÜD full statements of compliance and emission certificates by visiting the SOC NZ Limited website or emailing: karen@socnz.co.nz or joe@socnz.co.nz.

  VTNZ certificates (DEKRA) can be ordered by contacting Paul Deans or David Thomson at technical@vtnz.co.nz.

  * the certifier must keep the original of this certificate on the vehicle file.

An emailed copy of a TÜV SÜD or DEKRA certificate can be accepted providing they are emailed directly to a KSDP email address.

Statements of compliance from Motor Industry Association manufacturers' representatives

Statements of compliance from the Motor Industry Association of New Zealand (MIA) manufacturers' representatives can use an abbreviated format to refer to emissions standards. In particular, this involves using the terms 'Euro 3' and 'Euro 4' and so on, instead of quoting the relevant UN/ECE regulation or EC directive in full, subject to the following conditions:

a) This terminology is to be used only on statements of compliance issued by the MIA representatives of the vehicle manufacturers.

b) By using the abbreviated term, the person signing the statement of compliance is certifying that the vehicle has been formally homologated to the UN/ECE regulation or EC Directive for exhaust emissions that is appropriate to the vehicle type.

c) The issuer of the statement of compliance must be able to provide, on request, the relevant certification documentation as set out in declaration 2 of the standard statement of compliance.

Acceptable proof of exhaust emissions rule compliance for used vehicles from Japan

a) For vehicles border checked for entry into New Zealand before 1 February 2008, an original Japanese de-registration, export or completion inspection certificate with an emissions code as a prefix (ie before a hyphen) at the beginning of the industry model code (see circled area on Figure 28-1-1).

b) For vehicles border checked for entry into New Zealand on or after 1 February 2008, an original de-registration, export or completion inspection certificate with an acceptable emissions code listed in Table 1 or Table 2. This code is known as as a prefix (ie before a hyphen) at the beginning of the industry model code (see circled area on Figure 28-1-1).

c) Proof of compliance letters issued by VTNZ can be accepted as proof of emissions compliance (see Reference material 81).

Note For used vehicles imported from Japan that require fuel consumption information, exhaust emissions data will be printed in the test regime field of the fuel consumption statement.

The VIA (formerly IMVIA) ceased issuing exhaust emission compliance certificates from 28 December 2018. Should any VIA emission certificates be presented with issue dates later than 28 December 2018 or for vehicles that may have been imported after that date, please contact the Transport Agency (vehicles@nzta.govt.nz) before accepting them. See Reference material 77 for a sample of the certificate.

Acceptable proof of exhaust emissions rule compliance for used vehicles imported from Singapore

Standards compliance for vehicles imported from Singapore can be demonstrated using the following documents :

a) a Singapore de-registration certificate, and
b) an outcome notification letter from an entry certifier head office advising that the Singapore LTA technical letter is acceptable documentation, and
either
c) if the vehicle is a used Japanese domestic vehicle , a Singapore Land Transport Authority (LTA) technical letter listing an approved Japanese emissions code as shown in Table 1 or Table 2 below, or
d) A Singapore Land Transport Authority (LTA) technical letter listing UN/ECE Regulation 83.05 or 98/69/EC [or later amendment] as the emissions test method , and containing a set of quoted emissions values that fall below the limits set out in Table 28-1-1, as applicable to the vehicle's gross vehicle mass. If "96/69/EC" is listed as the emissions test method, the quoted emissions values cannot be used and additional evidence of emissions standards compliance must be provided .

Note: Diesel vehicles registered in Singapore on or after 1 October 2006 will meet the Euro 4 exhaust emission standard.

Note: As of 1 January 2017, the Singapore emissions exemptions document, a Transport Agency list of exemption-eligible vehicles, ceased to be valid. The above advice replaces the previous exemptions procedure.

Acceptable proof of exhaust emissions rule compliance for new or used light vehicles with ADR plates/labels showing approval for Australia

Which version of ADR 79 that a vehicle complies with can be determined using the date on the ADR compliance plate/label as follows:

Date on ADR plate/label	Petrol	Diesel
01/2007–06/2010	Not proven to be compliant	ADR 79/01 (Euro 4)
07/2010 onwards	ADR 79/02 (Euro 4)	ADR 79/01 (Euro 4)

- If there is no emissions standard on the plate/label, the compliance plate/label approval number must be recorded on the vehicle checksheet.

- Some vehicles may comply up to a year in advance of these dates (and up to two years in the case of petrol vehicles complying with ADR 79/02). To confirm compliance in these cases, contact the vehicle manufacturer.
- Diesel vehicles must also comply with ADR 30. If a diesel vehicle has an ADR compliance plate/label and can be established as complying with the appropriate version of ADR 79, it also complies with ADR 30 .
- From August 2009 production, all non-turbo I6 engines fitted to Ford Territory MkII will comply with Euro 4 emissions certifications standards.
- An alternative way to verify ADR 79/02 compliance is by checking the RVCS website. If both ADR 79/02 and ADR 79/01 are shown, the exact amendment date when ADR 79/02 compliance was gained should be noted and then it should be verified that the vehicle in question was manufactured after that date. This should be verified by the technical manager and a printout should be kept with the vehicle file.
    - For example, a vehicle with ADR approval #36815 was originally complied to ADR 79/01 on 18-May-2007. It was then complied to ADR 79/02 on 20-April-2009. Only a vehicle with an ADR approval plate/label showing a date of manufacture after April-2009 is compliant with ADR 79/02.

Acceptable proof of exhaust emissions rule compliance for new or used heavy vehicles with ADR plates/labels showing approval for Australia

Which version of ADR 80 that a vehicle complies with can be determined using the date on the ADR compliance plate/label as follows:

Date on ADR plate/label	Petrol	Diesel
01/2008 – 12/2010	ADR 80/02	ADR 80/02
01/2011 onwards	ADR 80/03	ADR 80/03

- If there is no emissions standard on the plate/label, the compliance plate/label approval number must be recorded on the vehicle checksheet.
- Some new model vehicles may comply up to a year in advance. Check with the vehicle manufacturer to confirm compliance when certifying new model vehicles.
- Diesel vehicles must also comply with ADR 30. If a diesel vehicle has an ADR compliance plate/label and can be established as complying with the appropriate ADR 80, it also complies with ADR 30.

Acceptable proof of exhaust emissions rule compliance for vehicles from Europe

1. If the vehicle is border checked for entry into New Zealand before 1 February 2008:

    a) an EEC whole vehicle approval plate. The EEC whole vehicle approval number must be recorded on the vehicle checksheet, or

    b) a UN/ECE compliance plate listing an approved emissions standard. The emissions standard identified on the plate must be recorded on the vehicle checksheet.

2. If the vehicle is border checked for entry into New Zealand on or after 1 February 2008:

    a) a statement of compliance listing an approved emissions standard, or an appropriate EC directive as shown in Table A or UN/ECE regulation as shown in Table B, or

    b) a UN/ECE compliance plate listing an approved emissions standard or one of the UN/ECE regulations shown in Table B, or

    c) an EC Certificate of Conformity (CoC) issued by the vehicle manufacturer for individual light vehicles that have undergone European Commission Whole Vehicle Type Approval (EC WVTA). The CoC is linked to the EC Whole Vehicle Approval Plate – if a vehicle has a CoC, it will also have a Whole Vehicle Approval Plate. A sample CoC is shown in Reference material 49. The emissions standard information is recorded in item 46.1 or 48 of the CoC, or

    d) An EC whole vehicle approval plate. Refer to Reference material 29, Note 2.

e) An EC Certificate of Conformity showing an EC Whole Vehicle Approval number of 2001/116 or later, and with all emissions values (quoted in section 48) falling below the limit values set out in Table 28-1-1.

Acceptable proof of exhaust emissions rule compliance for vehicles from the United Kingdom

- Any vehicle first registered as new in the UK from 1 October 2007 onwards will be certified to the Euro 4 emission requirements and might meet a higher standard.
- Any light vehicle ex-UK that is presented for entry certification, that has a valid Certificate of permanent export, V5C, V308 or VX302 registration certificate (see Reference material 59, 67 and 68) showing that it was first registered as new in the UK on or after 1 October 2007 may be accepted as complying with the Euro 4 emissions standard and might meet a higher standard.
- If the emission code EURO4, EURO5 or higher is listed on a valid Certificate of permanent export, V5C, V308 or VX302 registration document of a vehicle first registered as new in the UK, it may be accepted as proof of emissions compliance.
- Light vehicles that were first registered as new in the UK before 1 October 2007 may still be Euro 4 compliant, but will require further proof of their emission compliance. Contact your Technical Manager for advice on the process to be followed.
- A UK V5 document showing an EC Whole Vehicle Approval number of 2001/116 or later, and with all emissions values (quoted in section V) falling below the limit values set out in Table 28-1-1.
- Proof of emission compliance for vehicles from the UK can also be found at: http://carfueldata.direct.gov.uk/. Information from this website can provide the emission limits for vehicles that must fall below the limit values set out in Table 28-1-1.

Table A. Translation information for EC Directives

EC Directive	Corresponds to Euro standard ...
Light vehicles	
98/69B/EC	Euro 4
98/77B/EC	
1999/102B/EC	
2001/1B	
2001/100B/EC	
2002/80B/EC	
2003/76B/EC **2005/21/EC**	
2006/96/EC	
2006/96A/EC	
2006/96B/EC	
715/2007A/EC to 715/2007M/EC	Euro 5
692/2008/EC	
692/2008A/EC	
595/2009 **715/2007N/EC to 715/2007V/EC**	Euro 6
Heavy vehicles	
1999/96B/EC	Euro IV
2001/27B/EC	
2005/55	
2005/55D/EC to 2005/55G/EC **2008/74/EC**	Euro V
595/2009	Euro VI

Decoding EC emissions system approval numbers

An EC emissions system approval number will be in the following format:

e4*70/220*2003/76B*1234*01

The different parts of an approval number can be decoded as follows:

e4	The lower case ‘e’ indicates compliance with an EC directive, and the number (‘4’ in this case, but it will vary) denotes the country in which the approval was issued
70/220	The number 70/220 signifies the base EC Emissions Directive and indicates that the approval is for exhaust emissions. This number will be present in all EC emissions approval numbers
2003/76B	This number indicates the version of the EC emissions directive to which the vehicle complies. Reference this number against the above table to determine the emissions level. The ‘/EC’ or ‘/EEC’ suffixes used in the table will not appear in the EC approval number
1234	This is the model-specific approval number. It is not important for determining emissions level and will vary
01	This is the number of the extension to the emissions approval. It is not important for determining emissions level and will vary

Table B. Translation information for UN/ECE regulations

UN/ECE regulation	Corresponds to Euro standard ...
Light vehicles	
UN/ECE regulation 83.05	Indeterminate – the default emissions level is Euro 3 unless otherwise indicated on the compliance documentation
UN/ECE regulation 83.05B or stage 2	Euro 4
UN/ECE regulation 83.06	Euro 5 (eg E11 - 85R - 062439 - J)
Heavy vehicles	
UN/ECE regulation 49.05	Row B1 (as indicated by character B or C) = Euro 4 (eg E11 - 49RC – 052439, or 49.05C) Row B2 or C (as indicated by character D or higher) = Euro 5 (eg E11 – 49RD – 052439, or 49.05D)

Interpretation of various light duty emissions numbers

Example of Emissions type approval number	Interpretation of Euro emissions level
e2*70/220/EEC*2003/76/EC (B)	70/220 followed by letter “B” signifies Euro 4 compliance
70/220*2006/96B	70/220 followed by letter “B” signifies Euro 4 compliance
e4*715/2007*692/2008A*0001*00	715/2007 followed by “A” signifies Euro 5a compliance
e1*715/2007*595/2009C*0004*02	715/2007 followed by “C” signifies Euro 5a compliance
ECE83 as last amended by 05 stage 2	(UN)ECE 83.05 stage 2 signifies Euro 4 compliance
(UN)ECE83.05 B	(UN)ECE 83.05 B approval signifies Euro 4 compliance

Decoding UN/ECE emissions system approval numbers

A UN/ECE emissions system approval number will be in one of the following formats:

Format 1:

E13*83R00*83R05*1234*01

This format is more likely to be used on statements of compliance.

The different parts of an approval number can be decoded as follows:

E4	The Upper case ‘E’ indicates compliance with an EC directive, and the number (‘4’ in this case, but it will vary) denotes the country in which the approval was issued
83R00	The number 83R00 signifies the original UN/ECE Emissions Regulation and indicates that the approval is for exhaust emissions. This number will be present in all UN/ECE emissions approval numbers
83R05	This number indicates the version of the EC emissions directive to which the vehicle complies. Reference this number against the above table to determine the emissions level. In this case, ‘83R05’ indicates that the vehicle complies with UN/ECE Regulation 83.05, with ‘83R04’ denoting Regulation 83.04 and so on
1234	This is the model-specific approval number. It is not important for determining emissions level and will vary
01	This is the number of the extension to the emissions approval. It is not important for determining emissions level and will vary

Format 2:

E11 83RI – 052439

This format is more likely to be used on UN/ECE compliance plates.

The different parts of the approval number can be decoded as follows:

E11	The Upper case ‘E’ indicates compliance with an EC directive, and the number (‘11’ in this case, but it will vary) denotes the country in which the approval was issued
83RI	The number 83 preceding the ‘R’ shows that the vehicle complies with UN/ECE regulation 83 for emissions. The roman numerals (I or II) after the ‘R’ may not be present but can, in combination with the first two digits of the following number, describe the emissions level (see below)
05	The first two digits of the next section indicate the amendment of UN/ECE R83 that the vehicle complies with (ie If it is ‘04’ the vehicle complies with UN/ECE Regulation 83.04) Special case for light vehicles: If this number is ‘05’ and the numeral immediately following the ‘R’ is ‘I’, the vehicle complies with Euro 3 limits. If the numeral immediately following the ‘R’ is ‘II’, the vehicle complies with Euro 4 limits. Special case for heavy vehicles: If this number is ‘03’ or ‘04’ and the numeral immediately following the ‘R’ is ‘I’, the vehicle complies with Euro 3 limits. If the numeral immediately following the ‘R’ is ‘II’ or ‘III’, the vehicle complies with Euro 4 limits.
2439	The last 4 digits make up the model-specific approval number

Acceptable proof of exhaust emissions compliance for used vehicles imported from the United States

1. If the vehicle is border checked for entry into New Zealand before 1 February 2008, a FMVSS plate with either:

a) an EPA plate (see Reference material 35); or

b) proof that the vehicle was first registered in the United States or was built for the United States market (indicating the vehicle would have been built to United States vehicle emissions requirements).

This is because a FMVSS and CMVSS plate does not actually refer to a vehicle emissions standard.

If the vehicle has an EPA plate, then the emissions standard identified on the EPA plate must be recorded on the vehicle checksheet; otherwise ‘FMVSS’ or 'CMVSS' and the date of the FMVSS or CMVSS plate must be recorded on the vehicle checksheet.

2. If the vehicle is border checked for entry into New Zealand on or after 1 February 2008, an FMVSS or CMVSS plate and an EPA decal (see Reference material 35) showing model year the same as or later than the year for which the vehicle must meet an emissions standard.

The EPA decal will contain a statement 'This vehicle conforms to US EPA regulations applicable to YYYY model year.' The 'YYYY' must be the same as or later than a standard shown in VIRM: Entry certification section 11-2 as acceptable for certification in New Zealand.

For example, a decal showing model year 2005 would be acceptable for a light petrol vehicle. This would be entered in LANDATA as meeting US2004.

- Note Statements of compliance for US vehicles often refer to emissions standards using the terminology 'EPA Federal Tier 1' or 'EPA Federal Tier 2' or similar. The terminology used in Land Transport Rule: Vehicle Exhaust Emissions 2007 for US standards ('US2004' etc) is not used by the vehicle industry. Table C can be used to translate.

Table C. Translation information for US standards

Terminology	Refers to US standards ...
US Federal/EPA Tier 1	US 96 US 98D/98P
US Federal/EPA Tier 2	US 2001 US 2004

Proof of exhaust emissions rule compliance for new vehicles

For new vehicles, the documentation must include proof that the vehicle was manufactured in compliance with an applicable emissions standard.

For details of the emissions standards requirements, see Table 11-2-4 Approved exhaust emission standards for new petrol, CNG and LPG powered vehicles and Table 11-2-5 Approved exhaust emission standards for new diesel-powered vehicles in Inspection and certification pages 11-2-4 and 11-2-5.

Low Volume Vehicles

- For scratch built low-volume vehicles and light vehicles that have had their engine changed, that is either:
  - scratch built in New Zealand on or after 1/05/2008, or
  - scratch built outside New Zealand on or after 1/01/1990 and first registered in New Zealand on or after 1/05/2008, or
  - a light vehicle that has undergone an engine conversion on or after 1/05/2008, and
  - is presented to you for entry certification, will need to be certified to this new standard

The low volume certifier will issue a F001 (LVV Statement of Compliance Certificate). This form will list the standards that the vehicle has been certified to and will include exhaust gas emissions 90–10. At this point in time there will be no information on the LVV plate

For other low-volume vehicles – including scratch-built light vehicles – any requirements provided in the Low Volume Vehicle Code must be met. The vehicle must have a low-volume vehicle plate that lists the engine and/or exhaust system in the modifications listed.

Action

If the vehicle does not have evidence of compliance with an approved emissions standard, the entry inspector must fail the vehicle

Re-powering heavy vehicles

If a heavy vehicle complies with all standards except exhaust emissions, it may be re-powered with a compliant engine in accordance with Reference material 61. Please contact a heavy vehicle engineer (chassis) for more information.

Reference material 38 Sample fuel consumption statement

NZ TRANSPORT AGENCY
WAKA KOTAHI

Fuel consumption statement

Statement for

Chassis number/VIN:	**U5YPC813SEL**	
Produced on:	**4 Sep 2019**	

Fuel consumption data

Make:	**KIA**	
Model:	**SPORTAGE**	
Submodel:	**PLATINUM**	
Industry model code:		
Variant:	**0**	
Emission standard*:	**EUR5**	*also used as vehicle emission code
Fuel consumption test:	**NEDC**	
Fuel consumption urban (L/100 km):	**9.1**	
Fuel consumption extra urban:	**6.1**	
Fuel consumption combined:	**7.2**	

Other details

Engine model code:

Description: **1995cc Diesel (2140kg GVM)**

CO2: **233**

The details on this statement match the vehicle being imported and the documentation listed below

Signature: _____ (Owner or on behalf of the Owner)

This statement is only valid if presented with the following document:

- Statement of compliance

Or one of the following documents:

Statements of Compliance, Type Approval Certificate, Manufacturer's website, Australian Green Vehicle Guide, US fuel economy website, UK fuel data website

Irrespective of the test regime listed above, documentation provided for entry certification must also confirm that the vehicle meets current emission standards.

[see vehicleinspection.nzta.govt.nz/virms/entry-certification/i-and-c/exhaust/exhaust-emissions#up]

For entry certifier use

Vehicle details match this statement and supporting documents (Y/N)

Inspector ID: _____

Signature: _____

Date:_____

This is a joint initiative between: Ministry of Transport, The NZ Transport Agency and the Energy Efficiency and Conservation Authority (EECA)

NZ TRANSPORT AGENCY
WAKA KOTAHI

Fuel consumption statement

Statement for

Chassis number/VIN:	**ZC11S-[redacted]**
Produced on:	**4 Sep 2019**

Fuel consumption data

Make:	**SUZUKI**	
Model:	**Swift**	
Submodel:	**1300**	
Industry model code:	**DBA-ZC11S**	
Variant:	**8**	
Emission standard*:	**JDBA**	*also used as vehicle emission code
Fuel consumption test:	**1015**	
Fuel consumption urban (L/100 km):	**Unknown**	
Fuel consumption extra urban:	**Unknown**	
Fuel consumption combined:	**5.9**	

Other details

Engine model code: **M13A**

Description: **5 Door XE/XG 4AT DOHC ABS Airbags AC**

CO2: **136**

The details on this statement match the vehicle being imported and the documentation listed below

Signature: _____ (Owner or on behalf of the Owner)

This statement is only valid if presented with the following document:

- Japanese vehicle de-registration, export or completion inspection certificate

For entry certifier use

Vehicle details match this statement and supporting documents (Y/N)

Inspector ID: _____

Signature: _____

Date:_____

This is a joint initiative between: Ministry of Transport, The NZ Transport Agency and the Energy Efficiency and Conservation Authority (EECA)

Reference material 78 Fuel Consumption Import Statement System

Information

For information regarding fuel consumption information visit **https://importer.fuelsaver.govt.nz/**