WAKA KOTAHI
NZ TRANSPORT AGENCY

This document shows changes to this page effective from 30 April 2024. The published version won't include any of the text struck through or in red.

Extract taken: from Vehicle Inspection Portal > VIRMs > Entry certification > Technical bulletins > Exhaust emissions standard compliance

28 Exhaust emissions standard compliance

Vehicle inspection requirements manual references and application

~~**Vehicle inspection requirements manual references**~~

This bulletin gives guidance to vehicle inspectors in applying the following requirements in the *VIRM: Entry certification*:

- **Exhaust – 11-2 Exhaust emissions: Reason for rejection 1**

~~**Application**~~

Under **Land Transport Rule: Vehicle Exhaust Emissions 2007**, when a vehicle undergoes entry-level certification in New Zealand, proof that the vehicle was manufactured to meet an approved emissions standard or a more recent version or a higher standard is required.

This technical bulletin applies to all vehicles being certified for entry into New Zealand that are required to meet an approved exhaust emissions standard~~s~~. It provides approved standards, more recent versions, and higher standards. **Section 11-2** only provides approved standards (meaning those specified in schedule 1 of the Rule).

~~**Definition of Euro 4**~~

~~Land Transport Rule: Vehicle Exhaust Emissions 2007 defines Euro 4 as follows:~~
~~*Euro 4*~~
~~*(a) means:*~~

1. ~~*UN/ECE Regulation No. 83, uniform provisions concerning the approval of vehicles with regard to the emission of pollutants according to engine fuel requirements (E/ECE/324E/ECE/TRANS/505/Rev.1/Add.82/Rev.2) incorporating the 05 series of amendments, as per the limit values in row B of the table to clause 5.3.1.4; or*~~
2. ~~*Council Directive 70/220/EEC as amended by Council Directive 98/69/EC as per the limit values in row B of the table to clause 5.3.1.4 of Annex I of 98/69/EC…*~~

~~This definition does not necessarily require the vehicle to be formally certified as Euro 4. The two elements required to meet this definition are:~~

1. ~~The vehicle must be certified to UN/ECE Regulation 83.05 or EC Directive 70/220/EEC as amended by 98/69/EC (or a later amendment), and~~
2. ~~The declared emissions values on that certification must be within the specified limits set out in Row B of the quoted table (the Euro 4 emissions limits)~~

~~**Clarification**~~

~~In practice, it is possible for a vehicle to be formally certified in Europe as a Euro 3 vehicle, but for it to comply with the Row B emissions limits required for Euro 4. Such vehicles are certified to UN/ECE Regulation 83.05 or 98/69/EC, or later amendment, (which contain both Euro 3 and Euro 4 requirements)~~
~~In cases like this, despite being formally certified as Euro 3, the vehicle meets the Emissions Rule definition as a Euro 4 vehicle and can be accepted as such.~~

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

For a ~~used~~ vehicle imported from any country, an acceptable statement of compliance including an approved, or a more recent version or a higher emissions standard is acceptable evidence of compliance (see section 3-1-1 for other SoC requirements). The emissions standard provided in the statement of compliance must be recorded on the vehicle checksheet.

- A Statement of Compliance containing one of the the following statements is also acceptable as proof for Euro 4 only:
  - "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 28-1-8 (as applicable to petrol or diesel models).~~
- An emission certificate produced by TÜV SÜD or DEKRA~~that confirms that~~ which confirms the vehicle is compliant with ~~Euro 4 emissions standards~~ an approved, more recent version or higher Euro emissions standard is also acceptable. Each individual vehicle ~~will be issued with~~ is required to have 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~~may be able to supply TÜV SÜD full statements of compliance and emission certificates ~~by visiting the **SOC NZ Limited website**~~ via **socnz.co.nz**, 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** .

  ~~* t~~ The certifier must keep the original ~~of this certificate on the vehicle~~ certificate in their vehicle certification 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'~~ Euro 4, Euro 5 and Euro 6d 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~~ only acceptable on statements of compliance issued by the MIA representatives of the vehicle manufacturer~~s~~ .

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.

NZ new heavy vehicles imported by Motor Industry Association manufacturers' representatives

Some manufacturers are directly notifying NZTA of the emission standards for the models of heavy vehicles that they're importing into New Zealand.

Therefore, if a new heavy vehicle is presented for certification and the emissions code (test regime) fields in LANDATA are already populated, additional documentation proving compliance with an approved emissions standard is not needed.

- The manufacturer and distributor must be listed on the **New heavy motor vehicles – statements of compliance contact details** list.
- The vehicles can be identified in LANDATA by the manufacturer/distributor's name displaying on the bottom right of the VIN screen. ~~Note: it will not~~ It won't be visible once the Certifier ID field is entered.

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**).~~

> ~~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 Waka Kotahi (**vehicles@nzta.govt.nz**) before accepting them. See **Reference material 77** for a sample of the certificate.~~

An original Japanese de-registration, export or completion inspection certificate with a 3 digit emissions code as listed in the appropriate table below, relevant to its import status, class, fuel type and date. The emissions code is the prefix (ie before the hypen) at the beginning of the Industry Model code, see the circled area on Figure 28-1-1.

If the industry model code recorded on the de-registration, export or completion inspection certificate does not include an emissions prefix or the code is not listed in the appropriate table below, other evidence of compliance with an approved exhaust emissions standard, such as a statement of compliance or appropriate compliance plates, must be provided.

- Table 28-1-1 Used vehicles – Class MA, MB, MC, MD1, MD2, and NA (except used-import disability vehicles)
- Table 28-1-2 New vehicles – Class MA, MB, MC, MD1, MD2, and NA
- Table 28-1-3 Used vehicles – Class MD3, MD4, ME, NB, and NC
- Table 28-1-4 New vehicles – Class MD3, MD4, ME, NB, and NC
- Table 28-1-5 Used-import disability vehicles – Class MA, MB, MC, MD1, MD2, and NA
- Table 28-1-6 New and used vehicles – Class LA, LB, LC, LD, and LE

Recording the information

This emissions code information must be recorded on the vehicle checksheet and ~~entered into~~ the industry model code and test regime must be recorded in LANDATA.

Enter the full industry model code from the de-registration, export or completion inspection certificate, including the emissions code characters, into the ‘industry model code’ field.

- ~~If the industry model code is prefixed by an emissions code, the ‘test regime code’ to be recorded in LANDATA is determined by adding a ‘J’ to the beginning of the emissions code prefix (eg the emissions code prefix CBA is recorded as test regime code JCBA).~~
- ~~If the industry model code recorded on the de-registration, export or completion inspection certificate does not include an emissions prefix, other evidence of compliance with an approved exhaust emissions standard, such as a statement of compliance or appropriate compliance plates, must be provided. For these vehicles, refer to Table 3 below to find the applicable ‘test regime code’ to be entered in LANDATA.~~

For vehicles requiring a Fuel Consumption Statement the emissions test regime is entered by the Fuelsaver system.

For vehicles not requiring a Fuel Consumption Statement (such as heavy vehicles and motorcycles, from 1 May 2025) enter the emissions test regime code into LANDATA in the VCAAS screen. The test regime code to be recorded in LANDATA is determined by adding a ‘J’ to the beginning of the emissions code prefix (eg the emissions code prefix DBA is recorded as test regime code JDBA).

If the test regime code is not recognised by LANDATA (error 60803 Emission Standard (Test Regime) is not valid) email vehicleemissions@nzta.govt.nz including a copy of the export, completion or de-registration 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~~acceptable Japanese emissions code as shown in ~~Table 1 or Table 2 below~~ the Japanese tables, or

d) a Singapore Land Transport Authority (LTA) technical letter listing an approved, more recent or higher emissions standard. ~~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 28-1-8, 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.~~

Vehicles that can be accepted based on date of registration

~~**Note:** Vehicles of the types below may be accepted for the given emissions requirements based on their first registration dates. Vehicles registered before these dates require further evidence of emissions compliance.~~

- ~~Diesel vehicles first registered in Singapore on or after 1 October 2006 are Euro 4 compliant~~
- ~~Diesel vehicles first registered in Singapore on or after 1 April 2014 are Euro 5 compliant~~
- ~~Diesel vehicles first registered in Singapore on or after 1 January 2018 are Euro 6 compliant.~~
- ~~Petrol vehicles first registered in Singapore on or after 1 April 2014 are Euro 4 compliant~~
- ~~Petrol vehicles first registered in Singapore on or after 1 September 2017 are Euro 6 compliant~~

Some vehicles may be accepted as complying with emissions standards, and might meet a higher standard, based on their registration date.

Fuel type	Date first registered in Singapore	Can be accepted as complying with
Diesel	On or after 1 October 2006	Euro 4 – may meet a higher standard
	On or after 1 April 2014	Euro 5 – may meet a higher standard
	On or after 1 January 2018	Euro 6 – may meet a higher standard
Petrol	On or after 1 April 2014	Euro 4 – may meet a higher standard
	On or after 1 September 2017	Euro 6 – may meet a higher standard

Vehicles registered before these dates require further evidence of emissions compliance.

Note: As of 1 January 2017, the *Singapore emissions exemptions* document, a Waka Kotahi 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 showing approval for~~ vehicles imported from Australia

Vehicles recorded on the Register of Approved Vehicles

See **Technical bulletin 48 Verification of compliance with Australian Design Rules (ADRs)**.

Light vehicles with an ADR plate

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

Date on ADR plate	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, the compliance plate 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 2 years in the case of petrol vehicles complying with ADR 79/02). ~~To confirm compliance in these cases, contact the vehicle manufacturer.~~ In these cases, it may be possible to confirm compliance via the vehicle manufacturer's official representative for vehicle compliance. The certifier must keep such correspondence in the vehicle certification file.
- Diesel vehicles must also comply with ADR 30. If a diesel vehicle has an ADR compliance plate and can be established as complying with the appropriate 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 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 showing approval for Australia~~

Heavy vehicles with an ADR plate

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

Date on ADR plate	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, the compliance plate 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.~~ In these cases, it may be possible to confirm compliance via the vehicle manufacturer's official representative for vehicle compliance. The certifier must keep such correspondence in the vehicle certification file.
- Diesel vehicles must also comply with ADR 30. If a diesel vehicle has an ADR compliance plate 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 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 (except a motorcycle or moped) 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
- on or after 1 January 2011 will be certified to the Euro 5 emission requirements and might meet a higher standard
- on or after 1 January 2015 will be certified to the Euro 6 emission requirements.

If ~~the~~an acceptable emission code ~~EURO4, EURO5 or higher~~ (such as Euro 5) for the vehicle 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 28-1-8.~~

~~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.~~

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 Table 28-1-7, or

b) A UN/ECE compliance plate listing an approved emissions standard or one of the UN/ECE regulations shown in Table B Table 28-1-7, or

c) An EC Certificate of Conformity (CoC) issued by the vehicle manufacturer for individualvehicles 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 28-1-8, may be accepted as complying with the Euro 4 emissions standard, or

f) An Irish Certificate of registration (see **Reference material 83**) showing it was first registered as new on or after 1 February 2008 may be accepted as complying with the Euro 4 emissions standard and might meet a higher standard.

Decoding EC Directive and UN/ECE Regulation emissions system approval numbers

Refer to Table 28-1-9.

Table A. Translation information for EC Directives

EC Directive	**Corresponds to Euro standard …**
Light vehicles (Note 1)	
1998/69B/EC	Euro 4
1998/77B/EC	
1999/102B/EC	
2001/1B/EC	
2001/100B/EC	
2002/80B/EC	
2003/76B/EC	
2005/21/EC	
2006/81B/EC	
2006/96B/EC (Note 3)	
715/2007/A-M/EC	Euro 5 (Note 2)
692/2008/A-M/EC	

EC Directive	Corresponds to Euro standard ...
566/2011/A-M/EC	
459/2012/A-M/EC	
630/2012/A-M/EC	
143/2013/A-M/EC	
171/2013/A-M/EC	
195/2013/A-M/EC	
715/2007/N-ZZ/EC	Euro 6 (Note 2)
566/2011/N-ZZ/EC	
459/2012/N-ZZ/EC	
630/2012/N-ZZ/EC	
143/2013/N-ZZ/EC	
171/2013/N-ZZ/EC	
195/2013/N-ZZ/EC	
136/2014/N-ZZ/EC	
45/2015/N-ZZ/EC	
427/2016/N-ZZ/EC	
646/2016/N-ZZ/EC	
1151/2017/N-ZZ/EC	
1221/2017/N-ZZ/EC	
1832/2018/N-ZZ/EC	
Heavy vehicles (Note 1)	
1999/96/B1 or B or C/EC	Euro IV
2001/27/B1 or B or C/EC	
2005/55/B1 or B or C/EC	
2005/78/B1 or B or C/EC	
2006/51/B1 or B or C/EC	
2006/81/B1 or B or C/EC	

2006/96/B1 or B or C/EC) **EC Directive**	**Corresponds to Euro standard …**
1999/96/B2 or D-G and C (EEV) or H-K/EC	Euro V
2001/27/B2 or D-G and C (EEV) or H-K/EC	
2005/55/B2 or D-G and C (EEV) or H-K/EC	
2005/78/B2 or D-G and C (EEV) or H-K/EC	
2006/51/B2 or D-G and C (EEV) or H-K/EC	
2006/81/B2 or D-G and C (EEV) or H-K/EC	
2006/96/B2 or D-G and C (EEV) or H-K/EC	
2008/74/B2 or D-G and C (EEV) or H-K/EC	
595/2009	Euro VI
582/2011	
133/2014	
136/2014	
627/2014	
1242/2019	

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

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

1. If the vehicle is Vehicles border checked for entry into New Zealand before 1 February 2008, a with an FMVSS plate may be accepted if presented together 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~~ Vehicles border checked for entry into New Zealand on or after 1 February 2008~~,~~ with 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~~ To be accepted, the 'YYYY' must be the same as or later than ~~a~~ the applicable 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 used 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~~ Use the below table to translate.

~~Table C.~~ Translation information for US standards

Terminology	**~~Refers to US standards ...~~ Applies to**
US Federal/EPA Tier 1	US standards: • US 96 • US 98D/98P • US 2001 • US 2004 (class MD3, MD4, ME, NB, NC vehicles only)
US Federal/EPA Tier 2	~~US 2001~~ ~~US 2004~~ • Class MA, MB, MC, MD1, MD2 or NA vehicles, 2004 model year or later • Class MD3, MD4, ME, NB or NC vehicles, 2007 model year or later Vehicles with an earlier model year may be certified to Tier 2 exhaust emissions requirements, but require an acceptable statement of compliance as evidence.

~~**Proof of exhaust emissions rule compliance for new vehicles**~~

- ~~For new light vehicles, the documentation must include proof that the vehicle was manufactured in compliance with an applicable emissions standard.~~
- ~~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 (Note 1).~~

Determining if a vehicle is 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 (Note 3).

- 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.
- For new heavy vehicles, evidence of compliance (eg a statement of compliance or compliance plate) must include proof that the vehicle was manufactured in compliance with an approved emissions standard.

Some manufacturers are directly notifying the NZTA of the emission standards for the models of heavy vehicles that they are importing into New Zealand. Therefore, if a new heavy vehicle is presented for certification and the emissions code (test regime) fields in LANDATA are already populated, additional documentation proving compliance with an approved emissions standard is not needed.

- To help confirm emissions standards compliance for new heavy vehicles imported by the manufacturer's New Zealand representative, refer to **Reference material 43**.
- For scratch-built heavy vehicles, evidence must include proof that the vehicle was built in compliance with an approved emissions standard.

Note 1

Does not apply to vehicles of class AB, LA, LB, LC, LD, LE or a low-volume vehicle powered by a two-stroke engine.

Note 2

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.

Note 3

The LANDATA test regime code for a vehicle certified to the LVV emissions standard is 'LZZZZZ'.

Action

If the vehicle does not have evidence of compliance with an approved emissions standard, the entry inspector must fail the vehicle and refer the vehicle owner to the NZTA's Vehicles Unit (phone 0800 699 000; Private Bag 6995, Wellington 6145) for further advice.

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.

Table 1. Acceptable exhaust emissions codes for petrol, LPG or CNG powered vehicles from Japan

Emission standard	Description	Complying to …	Acceptable emissions codes
Japan 05	Japan Safety Regulations for Road Vehicles, Article 31 – Emission Control Device, as revised by the Ministry of Land Infrastructure and Transport Notification No. 1317 of 26 September 2003.	2005 Regulations	Any 3 digit emissions code for example ‘AAA’, ‘ABA’, ‘DAA’

- The ‘Test regime code’ to be entered in LANDATA is the emissions code shown in the Table, with a J prefix (eg ‘CBA’ is recorded as ‘JCBA’).

Table 2. Acceptable exhaust emissions codes for diesel-powered vehicles from Japan

Emission standard	Description	Complying to …	Acceptable emissions codes
Japan 05	Japan Safety Regulations for Road Vehicles, Article 31 – Emission Control Device, as revised by the Ministry of Land Infrastructure and Transport Notification No. 1317 of 26 September 2003.	2005 Regulations	Any 3 digit emissions code For example 'AAA', 'ABA', 'DAA'
Japan 09		2009 Regulations	Any 3 digit emissions code starting with: L,F,M,Q or R
Japan 10		2010 Regulations	Any 3 digit emissions code starting with: S or T
Japan 16		2016 Regulations	Any 3 digit emission code starting with: 2 For example '2KG', '2PG', '2RG'

- The 'Test regime code' to be entered in LANDATA is the emissions code shown in the Table, with a J prefix (eg 'CBA' is recorded as 'JCBA').

Table 3. Test regime codes for exhaust emissions standards from 1/1/2012

Emission standard type	Description	Test regime code
Japan 05	Means Japan Safety Regulations for Road Vehicles, Article 31 – Emission Control Device, as revised by the Ministry of Land Infrastructure and Transport Notification No. 1317 of 26 September 2003	J05/07

Emission standard type	Description	Test regime code
Japan 2008		JC08
Japan 2009	means Japan *Safety Regulations for Road Vehicles, Article 31 - Emission Control Device*, as revised by the Ministry of Land	J2009
Japan 2010		J2010
Japan 2016		J2016
Euro IV or 4	European IV or 4	EUR4
Euro V or 5	European V or 5	EUR5
Euro VI or 6	European VI or 6	EUR6
2006/96/EEC	Adaptation of certain Directives in the field of free movement of goods, by reason of the accession of Bulgaria and Romania	E06096
2006/96A/EC	EU Directives Amendment	E06096
2006/96B/EC	EU Directives Amendment	E06096
2003/76B/EC	EU Directives Amendment	E03076
2002/80B/EC	EU Directives Amendment	E02080
2001/100B/EC	EU Directives Amendment	E01100
2001/1B/EC	EU Directives Amendment	E01001
1999/102B/EC	EU Directives Amendment	E99102
98/77B/EC	Amendment of Directive 70/220/EEC Amendment of Directive 70/220/EEC	E98077
98/69B/EC	Amendment of Directive 70/220/EEC	E98069
715/2007/EC		E71507
692/2008/EC		E69208
692/2008A/EC		E6928A
595/2009		E59509

Emission standard	Description	Test regime code
UN/ECE 83	UN/ECE Regulations	ECE83
UN/ECE 49	UN/ECE Regulations	ECE49
UN/ECE 24	UN/ECE Regulations	ECE 24
Australian ADR 79/01	Emission Control for Light Vehicles	A79/01
Australian ADR 79/02	Emission Control for Light Vehicles	A79/02
Australian ADR 80/02	Emission Control for Heavy Vehicles	A80/02
Australian ADR 80/03	Emission Control for Heavy Vehicles	A80/03
Australian ADR 30/01	Smoke Emission Control for Diesel Vehicles	A30/01
Australian	May be specified as having been tested to a European test. See entries for EURO I -VI	
US2004	Federal Regulation 40 CFR Part 86, Subpart 86.1811-04, Emission standards for light-duty vehicles, light-duty trucks and medium-duty passenger vehicles; OR CFR Part 86, Subpart 86.004-11, Emission standards for 2004 and later model year diesel heavy duty engines; OR Title 13, California Code of Regulations in force December 2004	US2004
US2007	Federal Regulation 40, CFR Part 86, Subpart A 40 86.008-11	US2007
US2008	Federal Regulation 40, CFR Part 86, Subpart A 40 CFR 86.008-10, Emission standards for 2008 and later model year otto-cycle heavy-duty engines and vehicles	US2008

- All '0's in test regime codes are numbers not letters.
- Where a specific exemption has been granted, the word 'EXEMPT' will be entered in the test regime field.
- The LANDATA low volume vehicle code for any low volume vehicle certified to the LVV emissions standard is 'LZZZZZ'.

Emissions test regime codes to be keyed to LANDATA

For vehicles requiring a Fuel Consumption Statement, the emissions test regime is entered in LANDATA by the Fuelsaver system.

For vehicles not requiring a Fuel Consumption Statement, enter the emissions test regime code into LANDATA in the VCAAS

screen.

If the test regime code is not recognised by LANDATA (error 60803 Emission Standard (Test Regime) is not valid) email **vehicleemissions@nzta.govt.nz** including a copy of the documentation for emissions.

Japanese vehicles complied using the 3-digit emissions code on export, completion or de-registration certificate

See **Acceptable proof of exhaust emissions rule compliance for vehicles from Japan**

All other vehicles

- All 0s in test regime codes are numbers, not letters.
- Where a specific exemption has been granted, the word EXEMPT will be entered in the test regime field.

Emission standard type	Test regime code	Description
Japan 05	J05/07	Means *Japan Safety Regulations for Road Vehicles, Article 31 – Emission Control Device*, as revised by the Ministry of Land Infrastructure and Transport Notification No. 1317 of 26 September 2003.
Japan 2005 Low Harm	J2005L	Means *Japan Safety Regulations for Road Vehicles, Article 31 – Emission Control Device*, as revised by the *Ministry of Land Infrastructure and Transport Notification No. 1317 of 26 September 2003*, as established by the relevant *Japan Safety Regulations for Road Vehicles* test procedures, technical standards and circulars, as evidenced by the Japanese emissions codes having three characters and starting with the letter 'D' and first registered anywhere on or after 1 January 2012.
Japan 2009	J2009	Means Japan *Safety Regulations for Road Vehicles, Article 31 - Emission Control Device*, as revised by the *Ministry of Land Infrastructure and Transport Announcement No. 348 of 25 March 2008*.
Japan 2010	J2010	Means *Japan Safety Regulations for Road Vehicles, Article 31 – Emission Control Device*, as revised by the *Ministry of Land Infrastructure and Transport Notification No. 1213 of 28 October 2010*, as established by the relevant *Japan Safety Regulations for Road Vehicles* test procedures, technical standards and circulars, as evidenced by a Japanese three-character emissions code of JBK, EBL, JBH or EBJ.
Japan 2012m	J2012m	
Japan 2016	J2016	
Japan 2016m	J2016m	Means *Japan Safety Regulations for Road Vehicles, Article 31 – Emission Control Device*, as revised by the *Ministry of Land Infrastructure and Transport Notification No. 826 of 1 July 2015*, as established by the relevant *Japan Safety Regulations for Road Vehicles* test procedures, technical standards and circulars, as evidenced by a Japanese three-character emissions code of 2BK, 2BL, 2BH, or 2BJ.
Japan 2018	J2018	
Japan 2018 Low Harm	J2018L	Means *Japan Safety Regulations for Road Vehicles, Article 31 – Emission Control Device*, as revised by the *Ministry of Land Infrastructure and Transport Notification No. 1172 of 31 October 2016*, as established by the relevant *Japan Safety Regulations for Road Vehicles* test procedures, technical standards and circulars, as evidenced by a Japanese three-character emissions code of 6AA, 6BA, 6LA, 5AA

Emission standard type	Test regime code	Description
		as evidenced by a Japanese three-character emissions code of 6AA, 6BA, 6LA, 5AA, 5BA or 5LA, or is an LPG vehicle or CNG vehicle that complies with Japan 2018.
Euro IV or 4	EUR4	
Euro 4m	EUR4M	*Commission Regulation (EC) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles*, and meeting the Euro 4 pollutant emission limit values and OBD Stage I requirements for the relevant vehicle category described in Annex VI.
Euro 5	EUR5	Euro 5 step unknown
Euro 5 step a	EUR5A	
Euro 5 step b	EUR5B	
Euro 5m	EUR5M	*Commission Regulation (EC) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles*, and meeting the Euro 5 pollutant emission limit values and OBD Stage II thresholds for the relevant vehicle category described in Annex VI.
Euro V	EURV	
Euro 6	EUR6	Euro 6 step unknown
Euro VI	EURVI	Euro VI step unknown
Euro 6 step a	EUR6A	
Euro VI step A	EURVIA	
Euro 6 step b	EUR6B	
Euro VI step B	EURVIB	
Euro 6 step c	EUR6C	
Euro VI step C	EURVIC	
Euro 6d-TEMP	EUR6DT	
Euro 6 step d	EUR6D	Excluding Euro 6d-TEMP
Euro VI step D	EURVID	
Euro 6 step e	EUR6E	
Euro VI step E	EURVIE	
2006/96/EEC	E06096	Adaptation of certain Directives in the field of free movement of goods, by reason of the accession of Bulgaria and Romania.

Emission standard type	Test regime code	Description
2006/96A/EC	E06096	EU Directives Amendment
2006/96B/EC	E06096	
2003/76B/EC	E03076	
2002/80B/EC	E02080	
2001/100B/EC	E01100	
2001/1B/EC	E01001	
1999/102B/EC	E99102	
98/77B/EC	E98077	Amendment of Directive 70/220/EEC Amendment of Directive 70/220/EEC
98/69B/EC	E98069	Amendment of Directive 70/220/EEC
715/2007/EC	E71507	
692/2008/EC	E69208	
692/2008A/EC	E6928A	
595/2009	E59509	
UN/ECE 83	ECE83	UN/ECE Regulations
UN/ECE 49	ECE49	
UN/ECE 24	ECE24	
UNR49/06 (supp.4)	R49/06	UN/ECE Regulation No. 49 Uniform provisions concerning the measures to be taken against the emission of gaseous and particulate pollutants from compression ignition engines and positive ignition engines for use in vehicles, incorporating all amendments up to and including Supplement 4 to the 06 series of amendments.
UNR83/07	R83/7	UN/ECE Regulation No. 83, uniform provisions concerning the approval of vehicles with regard to the emission of pollutants according to engine fuel requirements (E/ECE/324E/ECE/TRANS/505/Rev. 1/Add.82/Rev.4) incorporating the 07 series of amendments.
UNR83/08	R83/08	UN/ECE Regulation No. 83, uniform provisions concerning the approval of vehicles with regard to the emission of pollutants according to engine fuel requirements incorporating the 08 series of amendments together with the requirements of UN/ECE Regulation on Global RDE.
Australian ADR 79/01	A79/01	Emission Control for Light Vehicles
Australian ADR 79/02	A79/02	

Emission standard type	Test regime code	Description
Australian ADR 79/03	A79/03	
Australian ADR 79/04	A79/04	
Australian ADR 80/02	A80/02	Emission Control for Heavy Vehicles
Australian ADR 80/03	A80/03	
Australian ADR 80/04	A80/04	
Australian ADR 30/01	A30/01	Smoke Emission Control for Diesel Vehicles
US 2004	US2004	Federal Regulation 40 CFR Part 86, Subpart 86.1811-04, Emission standards for light-duty vehicles, light-duty trucks and medium-duty passenger vehicles, or Federal Regulation 40 CFR Part 86, Subpart 86.004-11, Emission standards for 2004 and later model year diesel heavy duty engines, or Title 13, California Code of Regulations in force December 2004.
US 2007	US2007	Federal Regulation 40, CFR Part 86, Subpart A 40 86.008-11
US 2008	US2008	Federal Regulation 40, CFR Part 86, Subpart A 40 CFR 86.008-10, Emission standards for 2008 and later model year otto-cycle heavy-duty engines and vehicles
US 2010m	US10M	The *United States Code of Federal Regulations (CFR) Title 40, Part 86, Subpart E, Emission Regulations for 1978 and Later New Motorcycles, General Provisions*, and meeting the requirements of a 2010 and later model year vehicle.
US 2013	US2013	US 2013 means: (a) United States Code of Federal Regulations (CFR) Title 40, Part 86 – Control of air pollution from new and in-use motor vehicles and new and in-use motor vehicle engines certification and test procedures, Subpart A 40 CFR 86.007-11 Emission standards and supplemental requirements for 2007 and later model year diesel heavy-duty engines and vehicles; or (b) if the document in paragraph (a) is not applicable to the vehicle, United States Code of Federal Regulations (CFR) Title 40, Part 86 – Control of air pollution from new and in-use motor vehicles and new and in-use motor vehicle engines certification and test procedures, Subpart A 40 CFR 86.008-10 Emission standards for 2008 and later model year Otto-cycle heavy-duty engines and vehicles — and certificates of conformity issued by the United States Environmental Protection Agency (US EPA) for Model Year 2013 or later for the engine type are acceptable as evidence of compliance.
US Tier 2	UST2	US Tier 2 means:

Emission standard type	Test regime code	Description
		(a) United States Code of Federal Regulations (CFR) Title 40, Part 86 – Control of air pollution from new and in-use motor vehicles and new and in-use motor vehicle engines certification and test procedures, Tier 2 requirements as specified by Subpart S 86.1811-04 Emission standards for light-duty vehicles, light-duty trucks and medium-duty passenger vehicles; or (b) United States Code of Federal Regulations (CFR) Title 40, Part 86 – Control of air pollution from new and in-use motor vehicles and new and in-use motor vehicle engines certification and test procedures – Subpart A 40 CFR 86.007-11.
US Tier 3	UST3	US Tier 3 means United States Code of Federal Regulations (CFR) Title 40, Part 86 – Control of air pollution from new and in-use motor vehicles and new and in-use motor vehicle engines certification and test procedures, Tier 3 requirements as specified by Subpart S 86.1811-17 Exhaust Emission standards for light-duty vehicles, light-duty trucks and medium-duty passenger vehicles.

Table 28-1-1 Used vehicles – Class MA, MB, MC, MD1, MD2, NA (except used-import disability vehicles)

Border inspection date	Fuel type	Japanese regulation	Emissions code beginning with
Before 30 April 2024	Petrol, CNG/LPG	Japan 2005	Any three digit emissions code
	Diesel	Japan 2005	Any three digit emissions code
From 30 April 2024 to 1 July 2028	Petrol, CNG/LPG	Japan 2005 Low Harm	D and first registered anywhere on or after 1 January 2012
		Higher Standard to Japan 2005 Low Harm (i.e. Japan 09)	R and first registered anywhere on or after 1 January 2012
		Japan 2018	3, 4, 5, 6, or 7
	Diesel	Japan 09	L, F, M, R, or Q
		Japan 2018	3, 4, 5, 6, or 7
From 1 July 2028	Petrol, CNG/LPG	Japan 2018 Low Harm	3 (CNG/LPG only) 4(CNG/LPG only) 5, 6 or 7
	Diesel	Japan 2018	3, 4, 5,6, 7

Table 28-1-2 New vehicles – Class MA, MB, MC, MD1, MD2, NA

Date of manufacture	Fuel type	Existing or new model vehicles	Japanese regulation	Emissions code beginning with
Before 30 April 2024	Petrol, CNG/LPG	Existing or new	Japan 05	Any three digit emissions code
	Diesel		Japan 05	Any three digit emissions code
From 30 April 2024 to 30 June 2027	Petrol, CNG/LPG	Existing or new	Japan 2005 Low Harm	D and first registered anywhere on or after 1 January 2012.
			Higher Standard to Japan 2005 Low Harm (ie Japan 09)	R and first registered anywhere on or after 1 January 2012
			Japan 2018	3, 4, 5, 6, or 7
	Diesel		Japan 09	L, F, M, R, or Q
From 1 July 2027 to 30 June 2028	Petrol, CNG/LPG	Existing	Japan 2005 Low Harm	D and first registered anywhere on or after 1 January 2012.
			Japan 2018	3, 4, 5, 6, or 7
		New	Japan 2018 Low Harm	6AA, 6BA, 6LA, 5AA, 5BA or 5LA, or is an LPG vehicle or CNG vehicle that complies with Japan 2018)
		Existing or new	Higher standard or later version	Use From 1 July 2028 row below
	Diesel	Existing	Japan 09	L, F, M, R, or Q
		New	Japan 2018	3, 4, 5, 6, or 7
		Existing or new	Higher standard or later version	Use From 1 July 2028 row below
From 1 July 2028	Petrol, CNG/LPG	Existing or new	Japan 2018 Low Harm	6AA, 6BA, 6LA, 5AA, 5BA or 5LA, or is an LPG vehicle or CNG vehicle that complies with Japan 2018
	Diesel		Japan 2018	3, 4, 5, 6, or 7

Table 28-1-3 Used vehicles – Class MD3, MD4, ME, NB, and NC

Border inspection date	Japanese regulation	Emissions code beginning with
Before 30 April 2024	Japan 05	Any 3 digit emissions code
From 30 April 2024 to 31 October 2025	Japan 09	L, F, M, R, or Q
	Higher standard or later version	Any codes below
From 1 November 2025	Japan 2016	2
	Higher standard or later version ie Japan 2018	3, 4, 5, 6, or 7

Table 28-1-4 New vehicles – Class MD3, MD4, ME, NB, and NC

Date of manufacture	Japanese regulation	Emissions code beginning with
Before 30 April 2024	Japan 05	Any 3 digit emissions code
	Japan 09	L, F, M, R, or Q (and codes below)
From 30 April 2024 to 31 October 2024	Japan 09	L, F, M, R, or Q (and codes below)
From 1 November 2025 to 31 October 2025	For existing model vehicles Japan 09	L, F, M, R, or Q (and codes below)
	For new model vehicles Japan 2016	2 (and codes below)
From November 1 2025	Japan 2016	2
	Higher standard (Japan 2018)	3, 4, 5, 6 or 7

Table 28-1-5 Used-import disability vehicles – Class MA, MB, MC, MD1, MD2, and NA

Border inspection date	Fuel type	Japanese regulation	Emissions code beginning with
Before 1 January 2031	Petrol, CNG/LPG	Japan 2005 and higher standard or later version	Any 3 digit emissions code
	Diesel		
From 1 January 2031	Petrol, CNG/LPG	Japan 2018	3, 4, 5, 6, or 7
	Diesel		

Table 28-1-6 New and used vehicles – Class LA, LB, LC, LD, and LE

Date of border inspection (used vehicles) or manufacture (new vehicles)	Japanese regulation	Emissions code beginning with
From 30 April 2025 to 31 December 2026	Japan 2012m	J or E
From 1 January 2027	Japan 2016m Higher standard or later version Japan 2020	2 or 8

Table 28-1-7 Translating Euro standards, EC Directives and UN/ECE Regulations

Refer to **Reference material 80** for old EC directives.

Light or heavy vehicles	Euro standard	UN/ECE Regulations	EC Directive
Light vehicles (Note 1)	Euro 4	UN/ECE regulation 83.05 • Providing documentation is supplied that contains a set of certified emissions values that fall below the limits set out in Table 28-1-8 (as applicable to petrol or diesel models).	EC Directive 70/220/EEC as amended by 98/69/EC (or a later amendment) • Providing documentation is supplied that contains a set of certified emissions values that fall below the limits set out in Table 28-1-8 (as applicable to petrol or diesel models).
		UN/ECE regulation 83.05B	998/69B/EC 1998/77B/EC 1999/102B/EC 2001/1B/EC 2001/100B/EC 2002/80B/EC 2003/76B/EC 2005/21/EC

Light or heavy vehicles	Euro standard	UN/ECE Regulations	EC Directive
			2005/21/EC 2006/81B/EC 2006/96B/EC (Note 3)
	~~Euro 5~~ (Note 2)	~~UN/ECE regulation 83.06~~	~~715/2007/A-M/EC A–E Euro 5a~~ 692/2008/A-M/EC F–M Euro 5b 566/2011/A-M/EC 459/2012/A-M/EC 630/2012/A-M/EC 143/2013/A-M/EC 171/2013/A-M/EC 195/2013/A-M/EC
	Euro 6 (Note 2)	UN/ECE R83.07	715/2007/N-ZZ/EC N-P = Euro 6a 566/2011/N-ZZ/EC Q-Y = Euro 6b 459/2012/N-ZZ/EC ZA-ZF = Euro 6c (WLTP) 630/2012/N-ZZ/EC ZG-ZI = Euro 6d-Temp (WLTP) 143/2013/N-ZZ/EC ZJ-ZL = Euro 6d (WLTP) 171/2013/N-ZZ/EC ZX-ZY = BEV (Battery Electric Vehicle) 195/2013/N-ZZ/EC ZZ = Small Volume Manufacturers 136/2014/N-ZZ/EC 45/2015/N-ZZ/EC 427/2016/N-ZZ/EC 646/2016/N-ZZ/EC 1151/2017/N-ZZ/EC 1221/2017/N-ZZ/EC 1832/2018/N-ZZ/EC
Heavy vehicles (Note 1)	Euro IV	-	1999/96/B1 or B or C/EC 2001/27/B1 or B or C/EC 2005/55/B1 or B or C/EC 2005/78/B1 or B or C/EC 2006/51/B1 or B or C/EC 2006/81/B1 or B or C/EC 2006/96/B1 or B or C/EC
	Euro V	-	1999/96/B2 or D-G and C (EEV) or H-K/EC 2001/27/B2 or D-G and C (EEV) or H-K/EC 2005/55/B2 or D-G and C (EEV) or H-K/EC 2005/78/B2 or D-G and C (EEV) or H-K/EC 2006/51/B2 or D-G and C (EEV) or H-K/EC 2006/81/B2 or D-G and C (EEV) or H-K/EC 2006/96/B2 or D-G and C (EEV) or H-K/EC 2008/74/B2 or D-G and C (EEV) or H-K/EC
	Euro VI	-	595/2009 582/2011 133/2014 136/2014 627/2014 1242/2019

Note 1

Some light vehicles may come with heavy compliance codes due to the differences between New Zealand and European classifications.

Note 2

Euro 5 and Euro 6 light vehicle codes that do not have an associated letter may be assumed to be Euro 5 and recorded as such.

Note 3

Any reference to 2006/96 must include the letter B and if it is referenced alongside 96/69 is not acceptable as evidence of emissions compliance.

Table 28-1-8 Euro 4 light vehicle emissions limits

	Light vehicles with a GVM of 2500kg or less		Light vehicles with a GVM greater than 2500kg	
	Petrol (g/km)	**Diesel (g/km)**	**Petrol (g/km)**	**Diesel (g/km)**
CO	1.0	0.5	2.27	0.74
HC	0.1	n/a	0.16	n/a
NOx	0.08	0.25	0.11	0.39
HC+NOx	n/a	0.3	n/a	0.46
PM	n/a	0.025	n/a	0.06

Note: For the avoidance of doubt, if emissions values are being used to determine compliance, these are to be the official certification values from the applicable test cycle or cycles (ie not derived from an in-service emissions test). Emissions values for **all** gases/particulates must be below the limit values set out in the table.

Waka Kotahi ~~has previously issued some individual exemptions to vehicles having 96/69/EC as the Emissions Test method. No further emissions exemptions will be issued to such vehicles border checked after 1 December 2016.~~ is unlikely to approve an exemption application requesting acceptance of a vehicle with 96/69/EC as the emissions test method.

Table 28-1-9 Decoding EC Directive and UN/ECE Regulation emissions system approval numbers

Format	Part	Decodes to
e4*70/220*2003/76B*1234*01 EC emissions directive system approval number	e4	• Lowercase ‘e’ indicates compliance with an EC directive • The number (‘4’ in this case, but it will vary) denotes the country in which the approval was issued.
	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	

Format	Part	Decodes to
		• Indicates the version of the EC emissions directive to which the vehicle complies. Reference this number against Table 28-1-7 to determine the emissions level. The '/EC' or '/EEC' suffixes used in the table will not appear in the EC approval number.
	1234	• Model-specific approval number, not important for determining emissions level and will vary.
	01	• Number of the extension to the emissions approval, not important for determining emissions level and will vary.
E13*83R00*83R05*1234*01 UN/ECE Regulation emissions system approval number, format 1 (most likely used on statements of compliance)	E4	• Uppercase 'E' indicates compliance with an EC directive • The number ('4' in this case, but it will vary) denotes the country in which the approval was issued.
	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	• Indicates the version of the EC emissions directive to which the vehicle complies. Reference this number against Table 28-1-7 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	• Model-specific approval number, not important for determining emissions level and will vary.
	01	• Number of the extension to the emissions approval, not important for determining emissions level and will vary.
E11 83RI – 052439 UN/ECE Regulation emissions system approval number, format 2 (most likely to be used on UN/ECE compliance plates)	E11	• Upper case 'E' indicates compliance with an EC directive • 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. • 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).

Format	Part	Decodes to
	05	• The first two digits of the next section indicate the amendment of UN/ECE R83 that the vehicle complies with (for example, '04' means 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.

Figure 28-1-1 ~~De-registration certificate (Japan)~~ Japanese export certificate

Page amended **30 April 2024** (see **amendment details**)

Page updated 11 July 2022 (see **details**)