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Extract taken: from NZTA Vehicle Portal > VIRMs > Entry certification > Pre-registration and VIN > Vehicle attributes > Vehicle attributes definitions

2-2 Vehicle attributes definitions

1 Vehicle type

Each vehicle type defined for the LANDATA system is represented by a two-digit code that is assigned to the vehicle. **Table 2-2-1** describes these vehicle types.

2 Registration indicator

Each registration indicator is represented by code. **Table 2-2-2** describes valid registration indicators.

3 Border check date

All used vehicles imported into New Zealand on or after 1 March 1999 must undergo a preliminary border check. This information is then electronically downloaded to LANDATA.

Once the information is downloaded, the date the border check was undertaken by MAF displays in the 'border check date' field.

If an exemption from border check requirements is granted, the Lead Specialist, Border Checks, Data Integrity will enter a border check record against the vehicle with a note stating that an exemption has been granted.

4 Date of first New Zealand registration

This is required for vehicles being re-registered only.

It is the date the vehicle was registered for the first time in New Zealand. The 'VIN allocation' screen will display this date if it is available.

This information may be changed if there is supporting documentation for an earlier registration in New Zealand. If the date is not displayed, it must be entered based on documentation provided by the vehicle owner.

5 Engine number

If a vehicle has an engine, a complete and correct engine number must be recorded in this field. Where a manufacturer's engine prefix and serial number is used, this must also be recorded.

If >0<, >OO<, >UNK< or >UNKNOWN< are entered in this field, an error message will appear. The codes to be used when an engine number is not available are set out in **Table 2-2-3**.

6 Country of previous registration

This is required for used imported vehicles only. This field indicates the country that the vehicle was previously registered in. Countries are represented by a three-digit code. **Table 2-2-4** lists the available codes representing each country.

7 First registration date (1st reg date)

This is the first date the vehicle was registered in any country. The information may be entered using any of the formats described in **Table 2-2-5**.

8 Number of seats

This is the number of seats in the vehicle, including the driver's seating position.

- If a vehicle owner presents a vehicle converted to a motorhome, completed before 1 October 2003, the entry certifier must request proof, and record details of this evidence in the vehicle notes to assist with future enquiries. See [Technical bulletin 24](#) for information about recording the number of seats in self-propelled motorhomes.

9 Colour

The vehicle colour recorded on LANDATA must be on the defined list of colours (detailed in **Table 2-2-6**).

There are two types of vehicle colour that may be recorded: basic and secondary.

9.1 Colour – Basic

This is the main colour of the vehicle (refer to **Table 2-2-6** for acceptable colours).

9.2 Colour – Secondary

If the vehicle has two colours, the secondary colour is entered in this field (refer to **Table 2-2-6** for acceptable colours).

10 Make, model and sub-model

The LANDATA database has a list of vehicle makes and models. When vehicle make and model are entered on the 'VIN allocation' screen, they are validated against this list. Sub-model is free text and is not validated. Valid makes and models can be viewed in the MODEL screen. Use >NEX<, >BAC< and >INQ< in the scroll fields to navigate through the list of makes and models. For more information using the screen refer to the Introduction Table 2 for LANDATA navigation commands and the LANDATA Agents' manual Chapter 8, page 8-B-18 for using the model screen.

To keep the number of models at a manageable level, a high level of definition is used for the model. For example:

- Make: Mitsubishi
- Model: V3000
- Sub-model: Super Saloon.

Adding a make to LANDATA

Email requests to add makes to FRR@nzta.govt.nz. Please include the make, the number of vehicles they expect manufacturer or import year, the contact details of the manufacturer or importer and the model(s). Adding makes does take some time due to their impact on other systems, please allow some time for these to be added.

Make on LANDATA for one-off vehicles

In some cases, generally individual vehicles adding a make to LANDATA may not be appropriate. In such cases, the relevant default make (see table below) should be used. The actual make and model should be keyed into the model and sub-model fields.

Adding models to LANDATA

Notify the contact centre via phone, fax or email. Well-known or self-evident examples of models can be entered quite quickly, but occasionally the contact centre will make some checks – so if the vehicle is obscure and there is available documentation, please include this to speed up the process.

Default makes for low volume vehicles

| Code | Restricted to |
|--|---|
| AG.MACH. Fullstops must be entered. | Exclusively designed and used on a road for agricultural operations |
| CUSTOMBUILT | N/A |
| FACTORY(space)Built | N/A |
| HOMEBUILT | N/A |
| LVV | Scratch-built vehicles certified by LVVTA. Model must be either CUSTOM or REPLICA Note: The default make of LVVTA still exists in LANDATA but should no longer be used. |
| MOBILE MACHINE | N/A |
| MOPED | N/A |
| MOTORCYCLE | N/A |
| NON-HIGHWAY | Maximum speed not exceeding 30km/h |
| OVL | Vehicles entitled to an Overseas Visitors Licence and registered on an MR2C form |
| TRACTOR | Designed principally for traction at speeds not exceeding 50km/h |
| TRAILER | Without motive power and capable of being drawn or propelled by a motor vehicle from which it is readily detachable |
| TRIKE | Class LE1 or LE2 |
| VETERAN | Pre-1919 date of manufacture or first registration |
| VINTAGE | 1 January 1919 to 13 December 1931 date of manufacture or first registration |

Determining a vehicle's make, model and sub-model

Maker, in relation to a vehicle, means the name given for market identification purposes to a group or groups of vehicles by a company or organisation that owns that name.

The make, model and sub-model must be that originally given by the manufacturer to the vehicle and must not be changed.

Examples:

1. A Honda Crossroad re-badged as a Land Rover Discovery cannot be changed from Honda Crossroad.
2. A Holden Commodore Berlina that is modified to HSV specifications cannot be changed from Holden Commodore Berlina, nor can HSV be added.

Used imports and re-registrations

The make, model and sub-model from the de-registration or previous registration documents must be recorded. Reference material 13 provides translation information for some common Japanese makes.

New vehicles

The make, model and sub-model from the manufacturers' documentation must be recorded. Most New Zealand new light vehicles certified since 1996 will have a model code recorded and the description in these model codes must be used. The contact centre can provide model code data if required for these vehicles.

Scratch-built light vehicles

The make of a vehicle that donated parts cannot be used, except for replicas. For replicas, the make of the vehicle being copied must not be recorded in the make field – it may be used in the model or sub-model field for replicas if preceded by the word 'REPLICA'.

Some low volume vehicle manufacturers have their make recognised in LANDATA (eg T-CAR, FRASER, ALMAC). If in LANDATA use the manufacturers make not LVV.

Examples:

1. Make: >LVV< Model: >REPLICA< Sub-model >MG<
2. Make: >LVV< Model: >CUSTOM< Sub-model >TRIKE<

Do not enter a year in the model or sub-model field.

Some used import scratch-built vehicles will have registration documents that use the year, make and model of the vehicle they are replicating, for example, recently constructed hotrods built in the US are often registered as 1930s Fords. When this occurs, use the New Zealand scratch-built requirements, not the year make and model shown on the overseas paperwork.

Scratch-built heavy vehicles

The name of the chassis manufacturer must be recorded.

11 Industry model code

This field contains a 20-character alphanumeric code that must be recorded in the VIN screen for all used vehicles where the previous country of registration is Japan.

If no industry model code is available, record '**NONE**' in this field.

For all other vehicles, the industry model code must be recorded if it is available.

12 Variant

This field contains a four-character numeric code that describes the characteristics of the vehicle. It must be recorded for all used vehicles where the previous country of registration is Japan.

If the variant is not available on the de-registration or export certificate, enter the code '**9999**' in the variant field.

13 Vehicle year

This is a mandatory field that must record the year of first registration anywhere.

13.1 Used vehicles being registered or re-registered in New Zealand

Enter the year of first registration.

Where the year of first registration is genuinely unavailable, the year of manufacture or the model year is to be entered.

Examples of this are:

- vehicles previously registered in the US
- vintage vehicles where registration documents are not available
- vehicles previously registered in more than one country.

In such cases, the VIN decode is an acceptable method of determining the year of manufacture or model year.

13.2 Used unregistered vehicles

For vehicles that have been used unregistered (eg farm bikes), ask the owner when they plan to register the vehicle and enter this year in the vehicle year field; the previous country field should be entered as **XXX**.

13.3 New and scratch-built vehicles

Enter the model year or year of manufacture. When the vehicle is registered, it will be over-written with the registration year. The overwritten data will be stored but can only be accessed by the Transport Agency.

- If a vehicle meets the definition of scratchbuilt, but the registration documents describe the vehicle as production or modified production, complete the fields using the rules that apply for a scratchbuilt vehicle – not what is shown on the registration documents.

14. Vehicle and body types

Table 2-2-8 outlines all valid vehicle and body type combinations.

14.1 Vehicle type

This field contains a two-character numeric code that describes the vehicle type.

14.2 Body type

This field contains a two-character alpha code that describes the body type.

15 Imported left-hand drive

This field must be set to >Y< (Yes) or >N< (No) to indicate whether or not the vehicle is a left-hand drive vehicle (at the time of inspection).

16 Gross vehicle mass (GVM)

Also called gross laden weight (GLW), this field contains the gross vehicle mass (GVM) in kilograms, as rated by the vehicle manufacturer, modifier, the Transport Agency or a Transport Agency-appointed agency.

For used light vehicles, a figure from the previous registration or de-registration documents, or from the vehicle manufacturer's data, may be used. For vehicles that have undergone a multi-stage manufacturing process, the GVM to be recorded is the GVM assigned by the final stage manufacturer. For used light vehicles where previous registration documents indicate the GVM may exceed 3,500kg, an official New Zealand chassis rating must be obtained (refer to Reference material 37 for chassis rating request forms). The correctly established GVM must be displayed in the GVM field before the Certificate of Loading is printed.

17 CC rating

This field indicates the vehicle's engine capacity in cubic centimeters (cc).

- If the vehicle is solely electric, record the numeric code >1<. If the vehicle is an electric hybrid record the CC rating of the non-electric on-board motor.

18 Engine type

This field contains a two-character numeric code that describes the vehicle's engine type. **Table 2-2-9** outlines all valid engine type codes.

19 Alternative fuel

This field contains a two-character code that describes what powers the vehicle's alternative fuel system, if it has one fitted. **Do not enter an alternative fuel where electricity or hydrogen is used.**

- The code >03< must be entered if the alternative fuel system is powered by CNG.
- The code >04< must be entered if the alternative fuel system is powered by LPG.

20 Assembly type

This field, along with the country of origin, defines where the vehicle was manufactured and assembled.

Table 2-2-10 outlines valid codes used to describe assembly type.

21 Odometer reading

This field contains the odometer reading at the time of the inspection, to the nearest whole number. It does not include a decimal point or fraction of a mile or kilometre.

This field may be blank only if >N< is recorded in the odometer units field.

If the entry certifier finds an odometer reading already recorded in LANDATA that is believed to be incorrect, the entry certifier must fax a copy of the vehicle attributes checksheet and any other official inspection documents (shipping and auction/sales documents are not appropriate) showing the odometer reading in the previous country of registration to: NZ Transport Agency, Permitting Assessments, Border Checks, email BorderChecks@nzta.govt.nz, or fax (06) 953 6267 .

The Transport Agency will compare the reading with records. If this shows that the reading has been incorrectly keyed, the Transport Agency will amend the reading. If the border inspection records do not show a keying error, but the paperwork provided proves an error has occurred, the Transport Agency will arrange for the border check odometer reading to be inactivated.

If the entry certifier suspects the odometer has been tampered with (eg the odometer reading at the time of entry inspection is less than that recorded during the border check), the entry certifier must:

1. note that the odometer reading is suspect on the attributes checksheet and on the vehicle record in LANDATA
2. provide the vehicle owner with written notice of the discrepancy
3. forward the vehicle details to the New Zealand Police. A form is provided in Reference material 34
4. record the details of the Police contact (station and officer) the file was sent to.

22 Odometer units

This field contains an alpha code that describes the unit of measurement that the vehicle's odometer uses. Valid odometer unit codes are outlined in **Table 2-2-11**.

23 Vehicle class

This field contains a code which describes the vehicle class, as defined in the [VIRM: Entry certification, Introduction Vehicle equipment standards classifications](#).

- refer to [Technical bulletin 3](#) for guidance when determining the vehicle class for a modified vehicle.

24 Number of axles

This field describes the number of axles the vehicle has.

25 Country of origin

This field describes the country where the vehicle (or kit) was principally manufactured. For example, the country of origin recorded for a vehicle assembled in New Zealand from a Japanese CKD kit should be Japan. Refer to **Table 2-2-4** for LANDATA codes representing countries.

26 Test regime

This field contains a six-character alphanumeric code that describes the exhaust emissions test regime used to determine the original fuel consumption rating.

- For used or parallel imported new vehicles imported from Japan with a year of manufacture of 2000 or later, the test regime will be supplied on a fuel consumption statement.
- For used or parallel imported new light vehicles imported from Japan with a year of manufacture of 1999 or before, 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.
- For heavy vehicles and used or parallel imported light vehicles imported from any other country, (or where the test regime information is not available on the de-registration or export certificate) the appropriate test regime code must be used for the exhaust emissions standard recorded on the proof of standards compliance documentation (such as the FMVSS plate, ADR plate or statement of compliance).

See [Technical bulletin 28: Exhaust emissions standard compliance](#) for further information on determining exhaust emissions compliance.

27 Fuel consumption information

Fuel consumption data fields are mandatory for used light petrol, diesel, LPG and CNG vehicles (not including motorcycles

and mopeds) with a year of manufacture of 2000 or later, and new petrol, diesel, LPG and CNG vehicles (not including motorcycles and mopeds) with a year of manufacture of 2005 or later. Fuel consumption data is not required for tractors, special interest vehicles, mobile cranes, motorsport vehicles, immigrants' vehicles and vehicles that have been issued with an exemption from [Land Transport Rule: Vehicle Exhaust Emissions 2007](#).

- For used petrol, diesel, LPG and CNG vehicles with a vehicle year of 2000 or later, this information may be supplied on a fuel consumption statement.

The fuel consumption statement must be checked to ensure vehicle details (such as the industry model code, chassis number or VIN, variant, engine model code, weight, transmission type) on the statement match the vehicle documentation (eg de-registration or export certificate). Provided the details match, the information contained on the fuel consumption statement can be accepted and recorded.

Fuel consumption data is not currently available for all vehicles. If the information is not available on the fuel consumption database, the system will produce a fuel consumption statement with 'not available (NA)' or 'unknown' in the fuel consumption fields (refer to the flowchart on the next page for alternative means of providing fuel consumption information).

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

27.1 FC urban

This field contains a three-character numeric code (with one decimal place implied), which describes the combined fuel consumption test results as litres per 100 kilometres, or if two test results are available, the results for tests performed in an urban environment. This code must be between 02.0 and 60.0.

27.2 FC extra urban

This field contains a three character numeric code (with one decimal place implied), which describes the fuel consumption test results as litres per 100 kilometres for tests performed in a highway environment (if two test results are available). This code must be between 02.0 and 60.0.

27.3 FC combined

This field contains a three-character numeric code (with one decimal place implied), which describes the fuel consumption test results as litres per 100 kilometres as a combined cycle. This code must be between 02.0 and 60.0.

See **Figure 2-2-1**. Fuel consumption flowchart.

28 A/C fitted

This field indicates if an air conditioning unit is fitted to a vehicle. If a vehicle has an air conditioning unit fitted >Y< must be entered. If a vehicle has no air conditioning unit fitted enter >N<.

29 Gas type ([Note 6](#))

This field contains a three character code which describes the gas type used in the air conditioning unit. Refer to **Table 2-2-12** for LANDATA codes for gas types.

- LANDATA will use this information to determine if, on first registration in New Zealand, a Synthetic Greenhouse Gas (SGG) levy will be collected. It will also be used to track changes in the use of SGGs in the NZ vehicle fleet.
- If the vehicle has an air conditioning unit fitted the type of gas used must be recorded, inspect the vehicle to obtain the type of gas used.
- "unknown" can only be used where the unit is not labelled with the gas type.

30 Frontal impact standards

This field indicates whether or not the vehicle has been manufactured to a recognised frontal impact standard. If a vehicle has been manufactured to an approved frontal impact standard, >Y< must be recorded in this field. If the vehicle was not manufactured to an approved frontal impact standard, or is exempt from frontal impact standard requirements, >N< must be recorded in this field.

See Vehicle structure 3-2 Determining frontal impact compliance for information on determining whether a vehicle complies with an approved frontal impact standard.

31 Special permit codes

There are several special permit codes that may be recorded against a vehicle. If the vehicle is a left-hand drive vehicle, the appropriate code must be recorded in the first 'special permit code' field (see [Table 5-3-1](#) for valid special permit codes for left-hand drive vehicles). Other special permit codes include IM – Immigrants Vehicle, MS – Motorsport vehicle, SP – Special interest vehicle.

32 Tare weight

This field contains a numeric code of up to six characters that describes the weight of the vehicle together with the fuel in its fuel system (if any) and any equipment and accessories that are necessary for its operation for the purpose for which it was designed.

This must be recorded for all type 07 and 08 vehicles (refer to [Table 2-2-1](#) for vehicle type definitions).

1. If tare weight is recorded on the vehicle documentation (eg de-registration or export certificate), enter this figure in the tare field on the VALOC screen.
2. If tare weight is not recorded on the vehicle documentation, instruct the vehicle importer to obtain the tare weight. This may be obtained from a weigh bridge, or from alternative documents such as the vehicle handbook/manual, the manufacturer's label on the vehicle, or from the vehicle manufacturer or manufacturer's representative. Enter this figure in the tare field on the VALOC screen. A copy of the alternative documentation must be kept in the vehicle file.

33 Certifier ID

This field contains the identification code of the approved vehicle inspector certifying that the vehicle complies with relevant Transport Agency acts, regulations and rules. The certifier ID must only be entered when the vehicle passes entry-level certification.

34 Synthetic Greenhouse Gas (SGG) levy on motor vehicles

A Synthetic Greenhouse Gas (SGG) levy is collected when a new or used motor vehicle is first registered in New Zealand. The SGG levy does not apply to vehicles being re-registered ([Note 6](#)). SGGs are refrigerants used in air-conditioning systems of motor vehicles. They have very high global warming potentials and impact on climate change.

By placing an added cost on SGGs, the government aims to encourage industry to use alternative low global-warming refrigerants, which don't impact on climate change.

The process requires vehicle information to be captured and recorded in the NZ Transport Agency's LANDATA system during entry certification. The data recorded confirms whether a vehicle has an air-conditioning unit and if so, what refrigerant the unit is gassed with.

LANDATA will use this information to automatically charge the levy with the registration fee when the vehicle is registered. This is similar to how an ACC levy is collected with a motor vehicle licence.

Step One:

Inspect the vehicle to see if it has an air conditioning system fitted to it.

Step two:

If the vehicle has an air conditioning system fitted to it, record on the check sheet the type of refrigerant that is used in the air conditioning system.

Step three:

Record in LANDATA if the vehicle has air conditioning YES/NO and if yes, select from the drop down list the type of refrigerant that is used in the air conditioning system.

Note 1

Fuel consumption information (when available) can be provided for the FC urban, FC extra urban and FC combined cycles when tested to European or US standards.

As a minimum, combined cycle data must be entered for all vehicles.

Note 2

Where fuel consumption is unknown, enter the appropriate test regime code. Refer to [Technical bulletin 28](#).

Note 3

Green vehicle websites are:

Green Vehicle Guide (www.greenvehicleguide.gov.au)

US fuel economy website (www.fueleconomy.gov)

UK fuel data website (www.vcacarfueldata.org.uk).

Any fuel consumption data that is sought via the websites listed above must match the country that the vehicle has been previously registered in (eg data from the US website cannot be used for a vehicle that has only been registered in the UK).

Note 4

An EC Certificate of Conformity (CoC) issued by the vehicle manufacturer for individual passenger cars 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 fuel consumption information is recorded in item 46.2 of the CoC.

Note 5

The code 'XXX' is also recorded for used vehicles that have not been previously registered (eg demonstration vehicles).

Note 6

When a vehicle (with air conditioning fitted) is presented for re-registration enter into LANDATA:

- Air conditioning – Yes
- Type of gas - Unknown.

Table 2-2-1. LANDATA-defined vehicle types

| Code | Type | Description |
|------|--|--|
| 01 | Mopeds¹ (Note 5) | A motor vehicle that is a class LA or LB vehicle as detailed in Identifying the vehicle class . |
| 02 | Trailers and trailer caravans | A motor vehicle that is: a) without motive power, designed to be drawn behind a motor vehicle b) a class TA, TB (Note 1), TC or TD vehicle as detailed in Identifying the vehicle class . Trailer caravans are also included. |
| 03 | Tractors^{1,2} | A motor vehicle that has a maximum speed of 50km/h and is designed for traction. Tractors are not defined as a vehicle class, but need to be classified separately for registration purposes. |
| 04 | Agricultural machines^{1,2} | A motor vehicle that is a self-propelled machine designed and used exclusively for agricultural purposes (eg cropping machines, hay balers). |
| 05 | Trailers not designed for normal highway use¹ | A motor vehicle that is: a) a certificate of fitness (CoF) exempt trailer by design, not usage, and b) not capable of being towed at normal highway speeds. |
| 06 | Mobile machines not designed for normal highway use¹ | A motor vehicle that is a special-purpose vehicle not capable of normal highway speeds (eg grass mowers, weed sprayers). |
| 07 | Passenger cars and vans | A motor vehicle that is: a) a class MA, MB, MC or LE vehicle as detailed in Identifying the vehicle class . b) a car or van (including off-road passenger vehicles) with a capacity of up to nine seats ⁴ . |

| Code | Type | Description |
|-------------|--|---|
| 08 | Goods vehicles (vans, utilities, trucks) | A motor vehicle that is a class NA, NB or NC vehicle, including all goods vehicles, as detailed in Identifying the vehicle class . |
| 09 | Passenger vehicles (buses) | A motor vehicle that is: <ul style="list-style-type: none"> a) a passenger vehicle with a capacity of 10 or more seating positions b) a class MD, MD1, MD2, MD3, MD4 or ME vehicle as detailed in Identifying the vehicle class. |
| 10 | Self-propelled caravan | A motor vehicle that is a class NA, NB or NC vehicle as detailed in Identifying the vehicle class . All self-propelled caravans, irrespective of weight, are included. Must be permanently equipped with features intended to make the vehicle suitable as a dwelling place and must include at least one sleeping berth and one table, both of which maybe of design that allows them to be retracted or folded away. |
| 11 | Motorcycles | A motor vehicle of class LC, LD or LE as detailed in Identifying the vehicle class , that has two (or three) wheels, including: <ul style="list-style-type: none"> a) any vehicle with motorcycle controls declared by the NZTA to be a motorcycle, and b) a motorcycle with a side car⁴. |
| 12 | All-terrain vehicles (ATVs)³ | A vehicle that: <ul style="list-style-type: none"> a) has three or more wheels, principally designed for off-road use b) may be fitted with motorcycle controls but is not classified as a motorcycle c) has a gross laden weight of less than 1000kg d) has an engine capacity of more than 50cc e) is restricted in its use on public roads f) is not a four-wheel-drive class MC or NA vehicle. |
| 13 | Special purpose vehicles² | A motor vehicle that is: <ul style="list-style-type: none"> a) a self-propelled special purpose vehicle capable of normal highway speeds (eg cranes on a truck chassis, mobile dental clinics, x-ray units, truck-mounted top-dressing loaders incapable of carrying other goods, ie it does not have a hopper and a tank for aviation gasoline or other goods – those vehicles are Type 08 Goods vehicles) b) a class NA, NB or NC vehicle as detailed on Identifying the vehicle class. |
| 23 | Agricultural tractors capable of more than 50km/h | A motor vehicle tha: <ul style="list-style-type: none"> a) meets the definition of agricultural tractor in the Land Transport Rule: Vehicle Standards Compliance 2002, and b) is capable of more than 50 km/h. |

¹ Not subject to VIN requirements.

² Does not include ATVs.

³ If used without restriction, an ATV must be classified as a passenger car or goods vehicle and must comply with all the requirements for those classes.

⁴ Because vehicles are defined by class in vehicle standard regulations and rules but not in other legislation, some class LE1 motor tricycles may be registered as a type 07 'motorcar', and some may be registered as type 11 'motorcycle'.

Table 2-2-2. Valid registration indicators

| Code | Indicator | Description |
|------|-------------------------|---|
| N | New | <p>In relation to a vehicle, means a vehicle that:</p> <ul style="list-style-type: none"> a) has not been registered and operated in New Zealand or any other country, and b) has not been operated on a road in New Zealand or any other country as a demonstration or courtesy vehicle, and c) has not been used for training or testing purposes, and d) is not a scratch-built vehicle that contains components that were fitted to a vehicle operated on the road in New Zealand or any other country. <p>When processing new vehicles, consider the vehicle's mileage. If it has more than 'delivery miles' on the odometer, it could be an ex-demonstration, ex-courtesy, ex-training or ex-testing vehicle, so it would not meet the definition of new.</p> <p>If any of the following occur, then a vehicle must be treated as used unless approval from the Transport Agency is obtained to treat it as new:</p> <ul style="list-style-type: none"> • You are in doubt a vehicle meets the definition of new, or • A vehicle has travelled more than 250km and is a LA, LB, LC, LE, MA, MB, MC or NA class (with the exception of NA class motorhomes), or • A vehicle has travelled more than 1000km and is a MD3, MD4, ME, NB, NC, TC, TD class or a NA class motorhome. <p>Requests should be emailed to vehicles@nzta.govt.nz, and include a statement from the importer detailing how the vehicle has been operated and stating it has not been registered or operated for any of the purposes included in the definition of new.</p> <p>When a parallel import is presented from the UK with a V308, a PDI is not required.</p> |
| U | Used vehicle | <p>In relation to a vehicle, means a vehicle, including one that has been used for the purpose of demonstration in connection with the sale of a similar vehicle, that has, at any time before being offered or displayed for sale:</p> <ul style="list-style-type: none"> a) been registered under: <ul style="list-style-type: none"> i. the Transport Act 1962, or ii. Part 17 of the Land Transport Act 1998, or iii. any corresponding legislation in any other country, <p>or</p> <ul style="list-style-type: none"> b) been used for a purpose not connected with its manufacture or sale. <p>Notes</p> <ul style="list-style-type: none"> • Any significant repair to a vehicle, such as one that requires specialist certification, is considered use after manufacture or sale. Therefore, any vehicle that has been damaged to the point that it requires any specialist certification for the repairs must be treated as used. • For a motorcycle that is sold new in New Zealand but is not registered and is used off-road and later it is presented for registration: Provided there is proof of sale as a new vehicle in New Zealand a VIN screen is to be populated as if a new vehicle and then it is to be changed to 'used' before proceeding with the usual used vehicle certification process. |
| R | Re-registrations | <p>In relation to a vehicle, means that a vehicle has been previously registered in New Zealand and not substantially modified from its original condition to become scratch-built, including a light vehicle that has been registered under:</p> <ul style="list-style-type: none"> a) the Transport Act 1962, or b) Part 17 of the Land Transport Act 1998. |
| | Scratch-built | <p>In relation to a vehicle, means a motor vehicle that is either:</p> |

| Code | Indicator | Description |
|------|-----------|--|
| S | | <p>a) assembled from previously unrelated components and construction materials that have not been predominantly sourced from donors of a single make or model and that, in its completed form, never previously existed as a mass-produced vehicle, although the external appearance may resemble or replicate an existing vehicle, or</p> <p>b) a modified production vehicle that contains less than the following componentry from a mass-produced vehicle of a single make and model:</p> <p>i. 40% of the chassis rails and 50% of the cross-members, or alternatively 40% of a spaceframe, or 40% of the floorpan of a unitary constructed body, whichever is appropriate, and</p> <p>ii. for light vehicles, 40% of the bodywork (based on surface area of body panels but not including the floorpan, internal bracing, sub-panels, bulkheads or firewall).</p> <p>Note: Heavy vehicles generally fit the modified production vehicle category but can only be considered scratch-built if they meet the 40% criterion. Any dispute is to be referred to Technical Services Vehicles team, Wellington.</p> |

Table 2-2-3. Codes to be entered when an engine number is not available

| Code | Reason for use |
|-------------------|---|
| Removed | Deliberate removal of the engine number by grinding, machining etc. |
| Rusted Unreadable | Rust/corrosion damage has made the engine number unreadable. |
| Covered | The engine number is covered by non-removable parts. |
| Not stamped | No number stamped by the manufacturer (eg replacement engine). |

Table 2-2-4. LANDATA codes representing countries

| Country | Code |
|----------------|------|
| Argentina | ARG |
| Australia | AUS |
| Austria | AUT |
| Belgium | BEL |
| Brazil | BRA |
| Canada | CAN |
| Czech Republic | CZE |
| China | CHN |
| Denmark | DNK |
| France | FRA |
| Germany | GER |

| Country | GRC Code |
|---|----------|
| Greece | |
| Hong Kong | HKG |
| Hungary | HUN |
| India | IND |
| Indonesia | IDN |
| Italy | ITA |
| Japan | JPN |
| Malaysia | MYS |
| Mexico | MEX |
| Netherlands | NLD |
| New Zealand | NZL |
| Norway | NOR |
| Philippines | PHI |
| Poland | POL |
| Portugal | PRT |
| Singapore | SGP |
| Slovakia | SVK |
| South Africa | SAF |
| South Korea | KOR |
| Spain | ESP |
| Sweden | SWE |
| Switzerland | CHE |
| Taiwan | TWN |
| Thailand | THA |
| Turkey | TUR |
| United Kingdom | GBR |
| Union of Soviet Socialist Republics (USSR) – Russia | SUN |
| United States of America | USA |

| | | |
|--|----------------|-----------------|
| Yugoslavia | Country | YUG Code |
| Country is known, but not listed above | | OTH |
| Country is unknown ¹ | | XXX |

¹ The code 'XXX' is also recorded for used vehicles that have not been previously registered (eg demonstration vehicles).

Table 2-2-5. Acceptable first registration date formats

| Format | Details | Description |
|---------------|---------------------|----------------------------|
| >CCYY< | Year | Only vehicle year is known |
| >MM/CCYY< | Month and year | Month and year are known |
| >DD/MM/CCYY< | Day, month and year | Full date is known |
| Blank | | No details are known |

Table 2-2-6. Defined vehicle colours

| | | | | |
|-------|--------|--------|--------|--------|
| Black | Blue | Brown | Cream | Gold |
| Green | Grey | Orange | Pink | Purple |
| Red | Silver | White | Yellow | |

Table 2-2-7 Default makes for low volume vehicles

| Code | Restricted to |
|--|---|
| AG.MACH. Fullstops must be entered. | Exclusively designed and used on a road for agricultural operations |
| CUSTOMBUILT | N/A |
| FACTORY(space)Built | N/A |
| HOMEBUILT | N/A |
| LVV | Scratch-built vehicles certified by the Low Volume Vehicle Technical Association |
| MOBILE MACHINE | N/A |
| MOPED | Maximum speed not exceeding 50km/h and power output not exceeding 2kW |
| MOTORCYCLE | N/A |
| NON-HIGHWAY | Maximum speed not exceeding 30km/h |
| OVL | Vehicles entitled to an Overseas Visitors Licence and registered on an MR2C form |
| TRACTOR | Designed principally for traction at speeds not exceeding 50km/h |
| TRAILER | Without motive power and capable of being drawn or propelled by a motor vehicle from which it is readily detachable |
| TRIKE | Class LE1 or LE2 |
| VETERAN | Pre-1919 date of manufacture or first registration |
| VINTAGE | 1 January 1919 to 13 December 1931 date of manufacture or first registration |

Table 2-2-8. Vehicle and body type combinations

| Vehicle type code | Vehicle type | Body type code | Body type description |
|--------------------------|----------------------|-----------------------|------------------------------|
| 01 | Moped | MC | Motorcycle |
| 02 | Trailer/caravan | TB | Boat trailer |
| | | TC | Caravan |
| | | TD | Domestic trailer |
| | | TF | Flat-deck trailer |
| | | TO | Other commercial trailer |
| 03 | Tractor | TA | Tractor |
| 04 | Agricultural machine | OR | Agricultural machine – Other |
| | | | |

| ⁰⁵ Vehicle type code | Trailer not designed for highway use Vehicle type | ^{OR} Body type code | Non-highway trailer – Other Body type description |
|---------------------------------------|--|--|--|
| 06 | Mobile machine | MM | Mobile machine |
| 07 | Passenger car/van | CV HA LV SL SP SW UT | Convertible Hatchback Light van Saloon Sports car Station wagon Utility |
| 08 | Goods van/truck/utility | AT CC FT HV LV OT SW UT | Articulated truck Cab/chassis Flat-deck truck Heavy van Light van Other truck Station wagon Utility |
| 09 | Bus | HB LB | Service coach Mini bus |
| 10 | Motor caravan | SC HB | Self-propelled caravan Heavy bus |
| 11 | Motorcycle | MC | Motorcycle |
| 12 | All-terrain vehicle | MC | Motorcycle |
| 13 | Special purpose vehicle | CC MM OT | Cab/chassis Mobile machine Other truck |

Table 2-2-9. Engine type codes

| Code | Type | Definition |
|------|-----------------------------|---|
| 01 | Petrol | |
| 02 | Diesel | |
| 03 | CNG | |
| 04 | LPG | |
| 05 | Electric | Electric motor/s only. The batteries are charged from an external source. |
| 06 | Other | |
| 07 | Petrol hybrid | Propelled by either a petrol or diesel engine and an electric motor. No external source of charging for the battery. |
| 08 | Diesel hybrid | |
| 09 | Electric hybrid petrol | Propelled by an electric motor where the battery is charged from an onboard petrol or diesel generator not directly connected to the drive wheels but no external source of electricity to charge the battery. |
| 10 | Electric hybrid diesel | |
| 11 | Plug-in petrol hybrid | Propelled by either a petrol or diesel motor and electric motor. The batteries can be externally charged. |
| 12 | Plug-in diesel hybrid | |
| 13 | Electric (petrol extended) | Propelled by an electric motor where the battery is charged from an onboard petrol or diesel generator not directly connected to the drive wheels and an external source of electricity. |
| 14 | Electric (diesel extended) | |
| 15 | Electric hydrogen fuel cell | Propelled by an electric motor/s. Electricity is sourced from a hydrogen fuel cell. |
| 16 | Electric other fuel cell | Propelled by an electric motor/s. Electricity is sourced from a fuel cell other than hydrogen. |

Table updated 1 July 2017.

Table 2-2-10. Assembly type codes

| Code | Description |
|------|--------------------------------|
| 1 | Imported fully built-up |
| 2 | New Zealand assembled or built |

Table 2-2-11. Odometer unit codes

| Code | Description |
|------|-------------|
| M | Miles |
| K | Kilometres |
| N | No odometer |

Table 2-2-12. Gas types

This list will be confirmed following consultation with manufacturers to create the initial load.

| Code | Gas Description | SGG Type | Notes |
|------|--------------------------|----------|---|
| G01 | HFC-134a (R134a) | HFC | Only SGG currently attracting levy |
| G02 | HFO-1234yf (R1234yf) | HFO | Expected on new vehicles 2014+ |
| G03 | HFO-1234ze (R1234ze) | HFO | |
| G04 | CFC-11 (Freon-11 / R-11) | CFC | |
| G05 | CFC-12 (Freon-12 / R-12) | CFC | Most common 'old' gas prior to HFC-134a |
| G06 | CFC-13 (Freon 13 / R-13) | CFC | |
| UNK | Unknown | N/A | Where gas type cannot be determined |
| Z00 | HFC-23 (R-23) | HFC | |
| Z01 | HFC-32 (R-32) | HFC | |
| Z02 | HFC-41 (Freon 41) | HFC | |
| Z03 | HFC-125 (R-125) | HFC | |
| Z04 | HFC-134 (R-134) | HFC | |
| Z05 | HFC-143 (R-143) | HFC | |
| Z06 | HFC-143a (R-143a) | HFC | |
| Z07 | HFC-152 (R-152) | HFC | |
| | | | |

| Code | Gas Description | HEC SGG Type | Notes |
|-------------|----------------------------------|-----------------------------|--|
| Z08 | HFC-152a (R-152a) | HFC | |
| Z09 | HFC-161 (R-161) | HFC | |
| Z10 | HFC-227ea (R-227ea) | HFC | |
| Z11 | HFC-236cb (R-236cb) | HFC | |
| Z12 | HFC-236ea (R-236ea) | HFC | |
| Z13 | HFC-236fa (R-236fa) | HFC | |
| Z14 | HFC-245ca (R-245ca) | HFC | |
| Z15 | HFC-245fa (R-245fa) | HFC | |
| Z16 | HFC-365mfc (R-365mfc) | HFC | |
| Z17 | HFC-43-10mee | HFC | Not used as a re Fridgerant |
| Z18 | CFC-113 | CFC | |
| Z19 | CFC-114 | CFC | |
| Z20 | CFC-115 | CFC | |
| Z21 | Halon-1301 (R13B1) | H | |
| Z22 | Halon-1211 (Freon 12B1 / R-12B1) | H | |
| Z23 | Halon-2402 (R-114B2) | H | |
| Z24 | Carbon tetrachloride | HCFC | Used in creating re Fridgerants but not used directly as a re Fridgerant |
| Z25 | Methyl bromide | HCFC | Not used as a re Fridgerant |
| Z26 | Methyl chloroform | HCFC | Not used as a re Fridgerant |
| Z27 | HCFC-21 | HCFC | |
| Z28 | HCFC-22 | HCFC | |
| Z29 | HCFC-123 | HCFC | |
| Z30 | HCFC-124 | HCFC | |
| Z31 | HCFC-141b | HCFC | |
| Z32 | HCFC-142b | HCFC | |
| Z33 | HCFC-225ca | HFC | |

| Code | Gas Description | HEC SGG Type | Notes |
|------|-----------------|--------------|-------|
| Z34 | HCFC-225cb | | |
| Z35 | R403B | HGFC | |
| Z36 | R404A | HFC | |
| Z37 | R407C | HFC | |
| Z40 | R408A | HCFC | |
| Z41 | R410A | HFC | |
| Z42 | R413A | HFC | |
| Z43 | R416A | HFC | |
| Z44 | R417A | | |
| Z45 | R422A | | |
| Z46 | R507A | | |

Figure 2-2-1. Fuel consumption flowchart

- [Reference material 78](#)

