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28 Exhaust emissions standard compliance

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 is required.

This technical bulletin applies to all vehicles being certified for entry into New Zealand that are required to meet approved exhaust emissions standards.

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

"This vehicle has been certified to 70/220/EC as amended by 98/69/EC [or later amendment if applicable] and complies with the limit values specified in Row B of the table to clause 5.3.1.4 of Annex 1"

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

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

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

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

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

Statements of compliance from Motor Industry Association manufacturers' representatives

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

- a) This terminology is to be used only on statements of compliance issued by the MIA representatives of the vehicle manufacturers.
- b) By using the abbreviated term, the person signing the statement of compliance is certifying that the vehicle has been formally homologated to the UN/ECE regulation or EC Directive for exhaust emissions that is appropriate to the vehicle type.

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

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

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

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

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

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

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

Recording the information

This emissions code information must be recorded on the vehicle checksheet and entered into 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 a fuel consumption statement shows a different test regime code, record the code from the fuel consumption statement.
- 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.

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

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

a) a Singapore de-registration certificate, and

b) an outcome notification letter from an entry certifier head office advising that the Singapore LTA technical letter is acceptable documentation, and

either

c) if the vehicle is a used Japanese domestic vehicle, a Singapore Land Transport Authority (LTA) technical letter listing an approved Japanese emissions code as shown in [Table 1](#) or [Table 2](#) below, or

d) A Singapore Land Transport Authority (LTA) technical letter listing UN/ECE Regulation 83.05 or 98/69/EC [or later amendment] as the emissions test method, and containing a set of quoted emissions values that fall below the limits set out in **Table 28-1-1**, as applicable to the vehicle's gross vehicle mass. If "96/69/EC" is listed as the emissions test method, the quoted emissions values **cannot** be used and additional evidence of emissions standards compliance must be provided.

Note: 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

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 Australia

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 two years in the case of petrol vehicles complying with ADR 79/02). To confirm compliance in these cases, contact the vehicle manufacturer.
- Diesel vehicles must also comply with ADR 30. If a diesel vehicle has an ADR compliance plate 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

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.
- 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 Europe

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

- a) an EEC whole vehicle approval plate. The EEC whole vehicle approval number must be recorded on the vehicle checksheet, or
- b) a UN/ECE compliance plate listing an approved emissions standard. The emissions standard identified on the plate must be recorded on the vehicle checksheet.

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

- a) a statement of compliance listing an approved emissions standard, or an appropriate EC directive as shown in Table A or UN/ECE regulation as shown in Table B, or
- b) a UN/ECE compliance plate listing an approved emissions standard or one of the UN/ECE regulations shown in Table B, or
- c) an EC Certificate of Conformity (CoC) issued by the vehicle manufacturer for individual vehicles that have undergone European Commission Whole Vehicle Type Approval (EC WVTA). The CoC is linked to the EC Whole Vehicle Approval Plate – if a vehicle has a CoC, it will also have a Whole Vehicle Approval Plate. A sample CoC is shown in Reference material 49. The emissions standard information is recorded in item 46.1 or 48 of the CoC, or
- d) An EC whole vehicle approval plate. Refer to [Reference material 29, Note 2](#)
- e) An EC Certificate of Conformity showing an EC Whole Vehicle Approval number of 2001/116 or later, and with **all** emissions values (quoted in section 48) falling below the limit values set out in **Table 28-1-1**
- 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.

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

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

Table A. Translation information for EC Directives

| EC Directive | Corresponds to Euro standard ... |
|--------------------------------|----------------------------------|
| Light vehicles (Note 1) | |
| 1998/69B/EC | Euro 4 |
| 1998/77B/EC | |
| 1999/102B/EC | |
| 2001/1B/EC | |
| 2001/100B/EC | |

| EC Directive | Corresponds to Euro standard ... | |
|--|-----------------------------------|-----------------------------------|
| 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 | | |
| 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 | | |
| 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 | | |

| EC Directive | Corresponds to Euro standard ... |
|--------------|----------------------------------|
| 595/2009 | Euro VI |
| 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.

Decoding EC emissions system approval numbers

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

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

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

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

Table B. Translation information for UN/ECE regulations

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

Interpretation of various light duty emissions numbers

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

Decoding UN/ECE emissions system approval numbers

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

Format 1:

E13*83R00*83R05*1234*01

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

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

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

Format 2:

E11 83RI - 052439

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

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

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

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

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

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

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

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

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

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

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

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

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

Table C. Translation information for US standards

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

Proof of exhaust emissions rule compliance for new vehicles

- For new 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 three 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 three digit emissions code For example 'AAA', 'ABA', 'DAA' |
| Japan 09 | | 2009 Regulations | Any three digit emissions code starting with: L,F,M,Q or R |
| Japan 10 | | 2010 Regulations | Any three digit emissions code starting with: S or T |

- 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 |
| Japan 2008 | | JC08 |
| Japan 2009 | means Japan <i>Safety Regulations for Road Vehicles, Article 31 - Emission Control Device</i> , as revised by the Ministry of Land | J2009 |
| Japan 2010 | | J2010 |
| 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 |

| Emission standard type | Description | Test regime code |
|-------------------------------|--|-------------------------|
| 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 |
| 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'.
- For keying fuel consumption as unknown, enter one of the following test regime codes:

AZZZZZ - Australian unknown

EZZZZZ - European unknown

JZZZZZ - Japanese unknown

J999 - Vehicle year 2000 (manufactured in 1999 but first registered in 2000)

UZZZZZ - United States unknown

Table 28-1-1. 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 (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.

Figure 28-1-1. De-registration certificate (Japan)

番号 00237 輸出予定届出証明書 / Export Certificate
 整理番号 3471033301474826

| 自動車登録番号 / Registration No. | 登録年月日 / Registration Date | 初度登録年月 / First Reg. Date | 車台番号 / Maker's serial number |
|---|------------------------------------|---|------------------------------|
| 宇都宮 330 そ 7482 | 平成 23 2011 year 3 month 1 day | 平成 18 2006 year 2 month | CW5W-0016177 |
| 車名 / Trademark of the maker of the vehicle | | 型式 / Model | 原動機の型式 / Engine Model |
| 三菱 | | [313] DBA-CW5W | 4B12 |
| 所有者の氏名又は名称 Name of Owner | 栃木トヨペット株式会社 | | |
| 所有者の住所 Address of Owner | 栃木県宇都宮市不動前5丁目1-28 [02613] | | |
| 使用者の氏名又は名称 Name of User | *** | | |
| 使用者の住所 Address of User | *** | | |
| 使用の本拠の位置 Locality of original abode of use | *** | | |
| 自動車の種別 Classification of vehicle | 用途 Use | 自家用・事業用の別 Purpose | 車体の形状 Type of Body |
| 普通 | 乗用 | 自家用 | ステーションワゴン [003] |
| 総排気量又は定格出力 Gross Capacity | 燃料の種類 Classification of Fuel | 型式指定番号 Specification No. | 類別区分番号 Classification No. |
| 2.35 l ガソリン | | 15182 | 0054 |
| 輸出予定日 (証明書有効期間満了日) Export scheduled day | 平成 23 2011 year 12 month 31 day | 長さ Length | 幅 Width |
| | | 464 cm | 180 cm |
| | | 高さ Height | 自重 Weight |
| | | 172 cm | 900 kg |
| | | 前軸重 FF Weight | 前軸重 FE Weight |
| | | - kg | - kg |
| | | 後軸重 RF Weight | 後軸重 RR Weight |
| | | - kg | 730 kg |
| 備考 [佐野] 輸出予定届出 輸出に係る届出をした所有者は、輸出予定届出証明書に係る自動車 輸出されることなく、当該輸出予定届出証明書の有効期間が満了した ときは、当該有効期間が満了した日から15日以内に、最寄りの運輸 支局等に当該輸出予定届出証明書を返納しなければなりません。 | | 44,600 km (平成 21 (2009) 年 2 月 27 日) 以下余白 | |
| *一時抹消中所有者 / Latest Owner* 株式会社 セイシンコーポレーション 栃木県小山市挾桑1丁目8-17 [18063] [申請年月日 / Date of Application] 平成 23 (2011) 年 7 月 27 日 [走行距離計表示値 / Mileage] | | | |

平成 23 年 7 月 27 日
 2011 year 7 month 27 day
 Director-General of the District Transport Bureau or
 Director-General of the Transport Branch of the District Transport Bureau,
 Ministry of Land, Infrastructure, Transport and Tourism, Japan

栃木運輸支局長
