

TECHNICAL UPDATE

SINGAPORE LTA LETTER – SINGAPORE/JAPANESE TDN

May 2015

OFFICE PROCEDURES FOR TECHNICAL MANAGERS

Technical bulletin 27: Alternative proof of compliance – Singapore/Japan

NON-JAPANESE DOMESTIC VEHICLES AND LEXUS FROM SINGAPORE

Option 1

1. Check the Singapore LTA letter and all of the standards listed.
2. There may be a mixture of ADR, EEC, ECE standards, Japanese Articles or FMVSS standards.
3. Some vehicles will not state a frontal impact standard. If this is the case the vehicle can still comply with the requirements if it is listed as complying on the frontal impact list.
 - Issue a letter of acceptance or a letter declining the application and fax to the certifier and also file copies of documentation by VIN.

Option 2

1. If the vehicle is fitted with an EC Whole Vehicle Approval Plate bearing either 2007/46 or a later directive, it may be processed without a technical letter.
2. If the vehicle is fitted with an EC Whole Vehicle Approval Plate bearing an earlier directive, then you must check that the vehicle is both frontal impact compliant and emissions compliant.
3. For vehicles border checked before 1 February 2008 only, and if the date of first registration on the Singapore de-registration certificate is after 1 January 2001 the vehicle will be Euro 2 compliant (petrol vehicles only).

If the vehicle falls outside these categories the owner will need to obtain a Statement of Compliance.

Option 3

If the vehicle is a Lexus that was manufactured after 1 January 1996 and has a model code that ends in a Q, you can accept this vehicle as complying with all ADR requirements except for emissions.

USED JAPANESE DOMESTIC VEHICLES FROM SINGAPORE

1. Check the Singapore LTA letter, remembering that it will not list any standards, nor cover standards compliance for frontal impact.
2. The letter must contain the vehicle details including the industry model code and type approval and variant number.
3. Check frontal impact compliance and emissions in the same way that is carried out for a vehicle manufactured in Japan for the Japanese domestic market.
4. Issue a letter of acceptance or a letter declining the application and send to the certifier and also file copies of documentation by VIN.

USED JAPANESE DOMESTIC VEHICLES WITHOUT A TDN ON THE EXPORT CERTIFICATE

1. Check model code and date of first registration on the export certificate against the following list supplied by the NZ Transport Agency.
2. Check that the vehicle is frontal impact compliant (**Note 1**).
3. Check that the vehicle meets the required emission standard as per the **Vehicle inspection requirements manual: Entry certification**.
4. If the vehicle does not meet the above three criteria then advise the owner to obtain a Statement of Compliance.
5. Issue a letter of acceptance or a letter declining the application and send to the certifier and also file copies of documentation by VIN.

Note 1 If the vehicle is one that can be treated as TDN exempt you can accept evidence of manufacture date after 1 April 1999 to prove frontal impact compliance.

SUGGESTED OUTCOMES

- a) **Pass** – all standards quoted are accepted.
- b) **Frontal impact to be checked** – all standards are accepted but frontal impact is not quoted.
- c) **Decline** – incorrect standards or standards not quoted. Advise the owner to obtain a Statement of Compliance. Enter a Gnote advising of a decline, and that the vehicle will require a Statement of Compliance to proceed.

Note 2 Any concerns in regards to standards or document authenticity should be referred to the NZTA, Operations [Delivery].