

Correct as at 5th June 2026. It may be superseded at any time.

Extract taken from: Entry certification > Inspection and certification > Required documentation and registration > Registering a vehicle for the first time in New Zealand

1-1 Registering a vehicle for the first time in New Zealand

Under the [Land Transport Act 1998, part 17](#), a vehicle owner/importer must provide documentation that proves that they are legally entitled to lawful possession of the vehicle, and that the vehicle was designed and built to meet New Zealand's vehicle standards. All used vehicles must have original documentation showing the details of their previous registration. The vehicle inspector must be satisfied with all documents provided and may request confirmation or additional information.

- A notarized copy of an original document (signed by a notary public) can be accepted if the original is not available.

All vehicles presented for registration must have a VIN assigned so they can be recorded in LANDATA for tracking and enforcement purposes, even if appropriate documentation is not provided. Entry certifiers must carefully check the VINs for any signs of tampering, by visually inspecting the vehicle identifier and surrounding area from behind. If this is not possible, the entry certifier may chemically remove the paint from the vehicle identifier and surrounding area for inspection purposes with the vehicle owner's permission. If the vehicle owner refuses, the entry certifier must contact NZTA to consider alternative options. A vehicle must not be certified if the vehicle identifier has not been inspected for signs of tampering.

If signs of tampering are detected, the vehicle must not be certified. The entry certifier must advise NZTA immediately (by telephone – please refer to the details in Introduction section 3), and attach suitable notes to the vehicle record using the notes screen.

[Introduction section 3 – Contacts](#)

Documentation queries

Any documentation queries for imported used vehicles (including motorcycles) should be sent to:

vehicleregulationtechnical@nzta.govt.nz

Parallel-imported light new vehicles and new light vehicles presented by the New Zealand distributor without an LT4085N

A new light vehicle is required to have a pre-delivery inspection (PDI) before it can be certified for entry into service. This is carried out by an agent appointed by the manufacturer to ensure all safety systems are armed and operating correctly, and any outstanding warranty or safety recalls have been attended to.

An entry certifier processing a parallel-imported new light vehicle must retain a copy of the PDI checksheet to verify that the PDI has been carried out. The PDI check sheet must identify the name of the company that inspected the vehicle, date it was inspected and be signed by the person who carried out the inspection.

- A PDI is not required for a vehicle imported from Great Britain with a V308 registration document.

- If a vehicle has been written off after the PDI was issued, the original PDI shall be accepted provided the vehicle has been repair certified. A second PDI is not required.

1 Proof of legal possession

(a) Vehicles previously registered

Table 1-1-1 and Table 1-1-2 describe the required documentation to prove legal entitlement to a vehicle (including motorcycles and mopeds).

Table 1-1-1. Proof of legal entitlement (vehicles previously registered)

Country of previous registration	Required documentation
Singapore	<p>For light vehicles:</p> <ul style="list-style-type: none"> • an original vehicle registration card that has been stamped as 'CANCELLED' or 'DEREGISTERED' by the Singapore Land Transport Authority. <p>Example: Reference material 26-1</p> <p>or</p> <ul style="list-style-type: none"> • an original Republic of Singapore de-registration certificate issued by the Singapore Land Transport Authority (NZTA will accept electronic de-registration certificates from Singapore but only on the proviso that they are emailed directly to a KSDP from Singapore Land Transport). <p>Example: Reference material 26-2</p>
Japan	<p>For motorcycles:</p> <ul style="list-style-type: none"> • an original de-registration certificate or export certificate issued by Japan's Ministry of Land, Infrastructure and Transport (MLIT). <p>Example: Reference materials 20, 21 and 22</p> <p>or</p> <ul style="list-style-type: none"> • for motorcycles smaller than 125cc, an original notification of dismantlement. <p>Example: Reference material 25</p> <p>For light vehicles:</p> <ul style="list-style-type: none"> • an original de-registration certificate or export certificate issued by Japan's Ministry of Land, Infrastructure and Transport (MLIT). <p>Example: Reference materials 20, 21 and 22</p>

**Country of
previous
registration**

Required documentation

For heavy
vehicles:

- an original de-registration certificate or export certificate issued by Japan's Ministry of Land, Infrastructure and Transport (MLIT).

Example:

[Reference materials](#)

[20, 21](#)
and [22](#)

or

- an original detailed registration history certificate issued by MLIT, which includes full history details of the previous owners in Japan.

Example:

**Country of
previous
registration**

Required documentation

To check the authenticity of the new types of de-registration or export certificates, the KSDP must scan or photocopy the original document.

For certificates issued prior to 1 July 2012 (grey colour) the word "COPY"; appears in large type four times on the page, the document is authentic.

For certificates issued after 1 July 2012 (blue colour), if the word 'COPY' appears in type six times (four in a ring around the centre and another two - one on each side), the document is authentic.

The copy must be kept on the

Country of previous registration	Required documentation
Hong Kong	<p>For all vehicles, the following is acceptable as evidence of previous registration and proof of legal possession, either:</p> <ul style="list-style-type: none"> • an original Hong Kong registration document that has been stamped 'CANCELLED' or 'DEREGISTERED'. <p>Example: Reference material 27</p> <p>or</p> <ul style="list-style-type: none"> • an original Hong Kong registration document and Acknowledgment of deregistration letter showing registration cancelled or deregistered.
Great Britain/UK	<ul style="list-style-type: none"> • An original certificate of permanent export <p>Example: Reference material 64</p> <p>or</p> <ul style="list-style-type: none"> • original documents that prove both previous registration and provide an ownership trail that goes back to the previous registered owner of the vehicle in the UK. <p>Note:</p> <ul style="list-style-type: none"> • A vehicle presented with V308 registration document (Reference material 67) can be processed as a new vehicle. • A vehicle presented with a VX302 registration document (Reference material 68) should be treated as a used vehicle. • If the importer is unable to link themselves back to the previous registered owner they can request an HPI or Experian check for their vehicle. This report will indicate if a vehicle has ID issues, is stolen, has finance owing or is an insurance write-off. Example: Reference material 70 <p>The vehicle owner must still have invoices etc that give them title to lawfully possess the vehicle.</p> <ul style="list-style-type: none"> • If an invoice, registration document, HPI or Experian check says that the vehicle was written off for damage the vehicle must be referred to a repair certifier.

Country of previous registration	Required documentation
Australia	<ul style="list-style-type: none"> • Original documents that prove an ownership trail that goes back to the previous registered owner of the vehicle in Australia. <p>Notes:</p> <ul style="list-style-type: none"> • Registration history documentation may now be accepted in the form of screenshots taken from Australian government databases/websites. It is recommended that the certifier view the information source themselves but this may not always be possible due to access requirements. • As of 1 April 2021 registration history requirements have been relaxed for the Australian market due to difficulties obtaining documentation. If a vehicle does not have proof of previous registration, or if the current owner of the vehicle is not the last registered owner in Australia, the entry certifier must obtain a vehicle PPSR certificate (which must give a clear title, ie no third party security interest) at the website www.ppsr.gov.au (for a sample PPSR report see Reference material 75). The vehicle owner must still have invoices, etc that give them title to lawful possession of the vehicle. • If the vehicle is border checked after 1 July 2013, the copy of the PPSR report will be available from the NZTA BIS database for all vehicles that have been flagged as damaged imports. There will not be a PPSR certificate in the BIS database for vehicles without a damage flag. To obtain a PPSR certificate (from the BIS database) for a vehicle border checked after 1 July 2013, contact the entry certifier Head Office (Technical Manager).). The vehicle owner must still have invoices etc that give them title to lawfully possess the vehicle. • Some auction invoices may be accepted for proof of legal entitlement but not for proof of previous registration (see Reference material 69). • If a registration document or invoice contains the words 'statutory', 'write-off', 'salvage', 'junked' or 'non-repairable' the vehicle must be referred to a repair certifier. <ul style="list-style-type: none"> ◦ If the vehicle is identified as a 'statutory write-off', the entry certifier can contact NZTA who will request the details regarding why the vehicle was written off.
Other	<p>For vehicles previously registered in countries other than Singapore, Japan, Hong Kong and Great Britain:</p> <ul style="list-style-type: none"> • original documents that prove previous registration and provide an ownership trail that goes back to the previous registered owner of the vehicle in the country where the vehicle was last registered, and • certified English translations of all documents not in English (eg bills of sale, purchase receipts, etc) • If a registration document or invoice contains the words 'statutory', 'write-off', 'salvage', 'junked' or 'non-repairable' the vehicle must be referred to a repair certifier.

Table 1-1-2. Proof of legal entitlement (vehicles not previously registered)

Country of origin	Required documentation
USA	<ul style="list-style-type: none">• An original certificate of origin (see Reference material 31) <p>or</p> <ul style="list-style-type: none">• an original purchase documentation (purchase agreement, invoice, receipt, etc)
Japan	<ul style="list-style-type: none">• An original completion inspection certificate (see Reference material 23) <p>or</p> <ul style="list-style-type: none">• an original purchase documentation (purchase agreement, invoice, receipt, etc)
Other	<ul style="list-style-type: none">• An original purchase documentation (purchase agreement, invoice, receipt, etc) <p>or</p> <ul style="list-style-type: none">• documentation linking current owner to the person (or company) who imported the vehicle.

2 Proof of compliance with vehicle standards

A vehicle owner/importer must provide documentation that proves that the vehicle complies with New Zealand's legal requirements. Specific requirements depend on the vehicle's class, date of manufacture and/or date of first registration. Documents not described in Table 1-1-3, or not displaying the correct Japanese characters, must be referred to NZTA for assessment.

Table 1-1-3. Proof of standards compliance

See also:

- [Technical bulletin 11](#) for proof of standards compliance for motorhomes
- [Technical bulletin 28](#) for proof of emissions standards compliance
- [Technical bulletin 31](#) for proof of brakes standards compliance for class MD3, MD4, ME, NB and NC vehicles
- [Vehicle structure 3-2](#) for determining frontal impact compliance.

Vehicle is...	Acceptable evidence of standards compliance
<p>manufactured anywhere</p>	<ul style="list-style-type: none"> • a statement of compliance from the vehicle manufacturer. <p>Example: See Reference material 19</p> <ul style="list-style-type: none"> • Refer to 2.1 Statement of compliance for notes relating to acceptance of a statement of compliance.
<p>OR</p>	
<p>manufactured for the Australian market , or manufactured to Australian standards for other markets</p>	<ul style="list-style-type: none"> • an Australian Design Rules (ADR) plate or label (other than red, green, blue or yellow) affixed to the vehicle <p>Example: See Reference material 32</p> <p>OR</p> <ul style="list-style-type: none"> • Verification of compliance from using the process outlined in Technical bulletin 48: Verification of compliance with Australian Design Rules (ADRs) <p>OR</p> <ul style="list-style-type: none"> • a statement of compliance, See Reference material 19) from the manufacturer, the manufacturer's official New Zealand representative, or an approved third party (such as SoC NZ Ltd.) <p>OR</p> <ul style="list-style-type: none"> • an Australian Design Rules (ADR) second stage of manufacture (SSM) plate or label that meets the requirements of Technical bulletin 41: Entry certification procedures for certain modified vehicles affixed to the vehicle. <p>Note: An ADR plate/label (other than red, green, blue or yellow) that has a place to record an approval number must have an approval number to be acceptable.</p>

Vehicle is...	Acceptable evidence of standards compliance
<p>a used vehicle manufactured for the USA market</p>	<ul style="list-style-type: none"> • a Federal Motor Vehicle Safety Standard (FMVSS) plate or label affixed to the vehicle. <p>Example: See Reference material 30.</p> <p>and</p> <ul style="list-style-type: none"> • original documents confirming the vehicle was first registered in the US <p>or</p> <ul style="list-style-type: none"> • evidence obtained directly from an approved National Motor vehicle Title Information System (NMTIS) website confirming previous registration in the USA (information must be obtained by the entry certifier) <p>or</p> <ul style="list-style-type: none"> • in the case of a light vehicle, original documents confirming the vehicle was first registered in Canada is also acceptable. <p>Notes</p> <ul style="list-style-type: none"> • A list of approved NMTIS websites is available at https://vehiclehistory.bja.ojp.gov/nmtis_vehiclehistory • This does not apply to low volume motorcycles. These motorcycles can be identified by the third character of the VIN, which will be a '9'. Boss Hoss motorcycles with 1B9 VINs are an exception and not LVVs. • In the USA, utes, SUVs, and vans are often marketed with model numbers such as 10, 20, 30 or 150, 250, 350 or 1500, 2500, 3500 (eg Chevrolet K20, Ford F150, Ram 3500). Generally only 150 or 1500 models are light vehicles. Therefore, any 20, 250, 2500, 30, 350, or 3500 models that have an FMVSS plate or label showing a GVM of under 3500kgs must be referred to vehicleregulationtechnical@nzta.govt.nz for approval to process as light vehicles. Include in the referral, photos of all identifiers and manufacturers data plates, and a photo of the entire vehicle. • Motor vehicles produced for (non-export models) and registered within the USA must comply with the U.S. Federal Motor Vehicle Safety Standards (FMVSS). Therefore, they are not required to comply with an exterior projection standard, if unmodified and a rear-view mirror standard is listed.

Vehicle is...	Acceptable evidence of standards compliance
<p>a new vehicle manufactured for the USA market</p>	<ul style="list-style-type: none"> • an FMVSS plate or label affixed to the vehicle. <p>Example: See Reference material 30.</p> <p>and</p> <ul style="list-style-type: none"> • original documents confirming the vehicle was manufactured for the US market and would be permitted for use on public roads in the US. <p>Example: See Reference material 31.</p> <p>Note: This does not apply to low volume motorcycles. These motorcycles can be identified by the third character of the VIN, which will be a '9'. Boss Hoss motorcycles with 1B9 VINs are an exception and not LVVs.</p>
<p>a used light vehicle manufactured for the Canadian market</p>	<ul style="list-style-type: none"> • a Canadian Motor Vehicle Safety Standard (CMVSS) plate or label affixed to the vehicle, <p>Example: See Reference material 58.</p> <p>and</p> <ul style="list-style-type: none"> • original documents confirming the vehicle was first registered in Canada or the USA <p>or</p> <ul style="list-style-type: none"> • evidence obtained directly from an approved National Motor vehicle Title Information System (NMVTIS) website confirming previous registration in the USA (information must be obtained by the entry certifier). <p>Note</p> <p>A list of approved NVMTIS websites is available at https://vehiclehistory.bja.ojp.gov/nmvtis_vehiclehistory</p>

Vehicle is...	Acceptable evidence of standards compliance
a new light vehicle manufactured for the Canadian market	<ul style="list-style-type: none"><li data-bbox="432 271 975 300">• a CMVSS plate or label affixed to the vehicle. <p data-bbox="456 349 895 378">Example: See Reference material 58.</p> <p data-bbox="392 416 440 445">and</p> <ul style="list-style-type: none"><li data-bbox="432 479 1433 546">• original documents confirming the vehicle was manufactured for the Canadian market and would be permitted for use on public roads in Canada. <p data-bbox="456 595 1126 624">Example: A certificate of origin issued by the manufacturer.</p> <p data-bbox="392 663 1458 730">Note: This does not apply to low volume motorcycles. These motorcycles can be identified by the third character of the VIN, which will be a '9'.</p>

Vehicle is...	Acceptable evidence of standards compliance
<p>manufactured for European markets , or manufactured to European standards for other markets</p> <p>(EU includes the UK for the purposes of standards compliance)</p> <p>See 'Manufactured for the United Kingdom (UK) market' below for UK type approvals</p>	<ul style="list-style-type: none"> • a European Community (EC) Whole Vehicle Approval plate (see Reference material 29) affixed to the vehicle showing an acceptable whole vehicle approval number, or a UK registration certificate (see Reference material 59) that includes an acceptable whole vehicle approval number, or a UK Certificate of permanent export (see Reference material 64) that includes an acceptable whole vehicle approval number, or an original Certificate of Conformity (see Reference material 49) showing an acceptable whole vehicle approval number. <p>and</p> <ul style="list-style-type: none"> • evidence of compliance with an approved frontal impact standard as required. Note that if the plate or UK registration certificate shows an approval number incorporating the '2001/116' or higher directive (refer to Reference material 29), it can be used to confirm compliance with an approved frontal impact standard. • also refer to Technical bulletin 28 for evidence of compliance with emissions. <p>or</p> <ul style="list-style-type: none"> • a European Community (EC) Whole Vehicle Approval plate (see Reference material 29) indicating a second (or more) stage of manufacture affixed to the vehicle showing an acceptable whole vehicle approval number. (see Technical bulletin 41:Entry certification procedures for certain modified vehicles). <p>or</p> <ul style="list-style-type: none"> • a United Nations Economic Commission for Europe (UN/ECE) compliance plate to prove compliance with all UN/ECE regulations listed on the plate. <p>Example: See Reference material 28.</p> <p>or</p> <ul style="list-style-type: none"> • a DEKRA Certificate of compliance, showing all of the correct standards for the class of vehicle. <p>Example: See Reference material 73a.</p> <p>or</p> <ul style="list-style-type: none"> • a TUV Certificate of compliance showing all of the correct standards for the class of vehicle. <p>Example: See Reference material 73d.</p> <p>Note: External projections standard not required if vehicle unmodified and a rear view mirror standard is listed.</p>

Vehicle is...	Acceptable evidence of standards compliance
<p>manufactured for the United Kingdom (UK) market</p>	<ul style="list-style-type: none"> • Any acceptable evidence for a vehicle manufactured for the European market or United Kingdom markets. Note *e#* or *E#* acceptance also includes *g#* or *G#* at the start of the type approval number. <p>or</p> <ul style="list-style-type: none"> • A new (post Brexit) UK type approval plate (see Reference material 84), registration certificate (see Reference material 59), certificate of permanent export or Certificate of Conformity with a European style type approval code starting with *g* or *G* rather than *e* or *E* (eg g13*2018/858) <p>or</p> <ul style="list-style-type: none"> • A provisional UK type approval plate (see Reference material 84), Registration certificate (see Reference material 59), certificate of permanent export or Certificate of Conformity with a European style type approval code starting with a “p” rather than the European “e” (eg p13*2007/46*1089).
<p>manufactured for the Japanese market but not previously registered in Japan</p>	<ul style="list-style-type: none"> • an original completion inspection certificate. <p>Example: See Reference material 23.</p>
<p>a light vehicle manufactured in Japan for the Japanese market and previously registered in Japan</p>	<ul style="list-style-type: none"> • the original Japanese de-registration certificate or export certificate. <p>Example: See Reference materials 20, 21 and 22.</p> <ul style="list-style-type: none"> • for mopeds, an original notification of dismantlement. <p>Example: See Reference material 25.</p>

Vehicle is...	Acceptable evidence of standards compliance
<p>a vehicle manufactured outside Japan and previously registered in Japan</p>	<ul style="list-style-type: none"> • See also 2.3 Type designation numbers • the original Japanese de-registration certificate or export certificate, containing a type designation number (Note: Motorcycles and mopeds do not need a TDN). <p style="margin-left: 40px;">Example: Reference materials 20, 21 and 22.</p> <p>See Technical bulletin 27 for alternative proof of compliance from 2/6/2008.</p> <p>or, for vehicles manufactured in Europe</p> <ul style="list-style-type: none"> • See also 2.3 Type designation numbers • the original Japanese de-registration certificate or export certificate, containing a type designation number (Note: Motorcycles and mopeds do not need a TDN). <p style="margin-left: 40px;">Example: Reference materials 20, 21 and 22.</p> <p>and if the Japanese de-registration or export certificate does not show an acceptable emissions prefix code:</p> <ul style="list-style-type: none"> • a DEKRA Certificate of Compliance containing the appropriate emission standard, see Reference material 73b. <p>or, for vehicles manufactured in the USA or Canada with no TDN</p> <ul style="list-style-type: none"> • a Federal Motor Vehicle Safety Standard (FMVSS) plate or label affixed to the vehicle. <p style="margin-left: 40px;">Example: See Reference material 30. Or</p> <ul style="list-style-type: none"> • a Canadian Motor Vehicle Safety Standard (CMVSS) plate or label affixed to the vehicle, <p style="margin-left: 40px;">Example: See Reference material 58.</p> <p>and</p> <ul style="list-style-type: none"> • original documents confirming the vehicle was first registered in the USA or Canada <p style="margin-left: 40px;">or</p> <ul style="list-style-type: none"> • evidence obtained directly from an approved NMVTIS website confirming previous registration in the US (information must be obtained by the entry certifier). <p>Notes</p> <ul style="list-style-type: none"> • A list of approved NVMTIS websites is available at https://vehiclehistory.bja.ojp.gov/nmvtis_vehiclehistory

Vehicle is...	Acceptable evidence of standards compliance
imported from Singapore	<ul style="list-style-type: none"> • the original Singapore de-registration certificate NZTA will accept electronic de-registration certificates from Singapore but only on the proviso that they are emailed directly to a KSDP from Singapore Land Transport). <p>Example: See Reference material 26</p> <p>and</p> <ul style="list-style-type: none"> • a hard copy or emailed Singapore Land Transport Authority (LTA) technical letter (see Reference material 82). <p>and</p> <ul style="list-style-type: none"> • a letter from NZTA (or appointed agent such as an entry certifier Technical Manager) stating that the Singapore LTA technical letter is acceptable evidence of compliance. <p>See Technical bulletin 27 for alternative proof of compliance from 2/6/2008.</p>
a heavy vehicle previously registered in Japan	<ul style="list-style-type: none"> • the original Japanese de-registration certificate or export certificate. <p>Example: See Reference materials 20, 21 and 22</p> <p>or</p> <ul style="list-style-type: none"> • an original detailed registration history certificate issued by the Japanese Ministry of Infrastructure, Land and Transport (MLIT). <p>Example: See Reference material 24</p>
a heavy vehicle previously registered in the European Union (EU includes the UK for the purposes of standards compliance)	<ul style="list-style-type: none"> • complies with with the brake and seatbelt anchorage standards for heavy vehicles if the vehicle is registered on or after 1 January 2009.
a heavy vehicle from other countries	<ul style="list-style-type: none"> • a list supplied by the manufacturer's representative confirming compliance of nominated systems or components by NZTA may be accepted as evidence that the system or component complied with applicable standards at the time of manufacture.

2.1 Statement of compliance

A statement of compliance is acceptable evidence of standards compliance provided that it is in an approved format and contains all the information and declarations shown in the example ([Reference material 19](#)). The vehicle inspector must check that the standards listed are currently recognised in New Zealand. If a statement of compliance shows a valid European Whole of Vehicle Approval number (eg 2001/116 or later) the vehicle may be accepted for all standards except exhaust emissions.

A manufacturer is not obligated to issue a statement of compliance, and may charge a reasonable fee for issuing one.

A statement of compliance must be:

- completed as fully as possible. If a system or component is not certified as complying with a standard, it should be noted appropriately on the statement of compliance. However, vehicle manufacturers may attach a schedule listing the standards to which the vehicle was certified. In such cases, the statement of compliance should be annotated with 'see attached schedule' and must still be signed and completed
- issued by an authorised manufacturer's representative recognised on the New Zealand Motor Industry Association's (MIA) list (Note 1), or a manufacturer's representative holding an appropriate position (eg homologation manager) with the vehicle manufacturer.

A statement of compliance may mention if a vehicle is subject to any open safety-related recalls. Vehicles are not to undergo certification if they still have open safety-related recalls logged by the manufacturer. Vehicle inspectors must ensure that all outstanding safety-related recalls (recorded on the statement of compliance) are carried out prior to certification. The vehicle owner will need to provide a letter from either the manufacturer's representative (or a franchise dealer) stating that the recall has been carried out. A copy of the letter must be held on the vehicle file.

If a statement of compliance is issued by a New Zealand manufacturer's representative, it must be accompanied by an original letter signed by the same representative on the manufacturer's letterhead, unless the statement of compliance is copied directly onto the manufacturer's original letterhead.

If a statement of compliance is issued by a manufacturer's representative from outside New Zealand for a vehicle make shown on the MIA list, the vehicle inspector must confirm that documentation requirements are met, check that the standards listed are correct and provide a copy (eg fax) to the New Zealand-based representative for the vehicle make as shown on the MIA list.

If a statement of compliance is issued by a manufacturer's representative for a vehicle make not recognised on the MIA list, the vehicle inspector must provide a copy of the statement of compliance to the Safer Vehicles Technical team at safervehicletechnical@nzta.govt.nz for validation. Once validation is confirmed, the vehicle inspector must confirm that documentation requirements have been met and that the standards listed are correct.

Note 1

The New Zealand Motor Industry Association (MIA) has provided a list of manufacturers' representatives who are authorised to issue a statement of compliance. This list is available on the [NZTA website](#) by contacting the NZTA Helpdesk (0800 699 000) or by emailing info@nzta.govt.nz

Note 2

In cases where a manufacturer has listed 'Jisha 899' or 'Jisha 896' instead of a Japanese technical standard, it can be taken to mean that the particular component or system complies with a Japanese technical standard required by New Zealand's vehicle standards rules.

Note 3

If a vehicle is presented for certification and there appears to be an error in the VIN on the vehicle documentation (eg de-registration certificate), the vehicle owner must get confirmation from the vehicle manufacturer or manufacturer's representative that the VIN/chassis number on the vehicle is correct. This information must be forwarded to Vehicles Standards team for consideration.

Note 5

An electronic copy of a statement of compliance can be accepted, provided that it was sent from the manufacturer's homologation department and has been sent directly to the entry certifier from the homologation department.

2.2 Chassis ratings

A heavy vehicle must have a chassis rating approved by NZTA before it can be registered for use on the road. A chassis rating is a set of data used to indicate the chassis's maximum weight, as follows:

- For a vehicle first registered before 1 February 1989 that has not been modified on or after 1 April 2005, the chassis rating contains the gross vehicle mass, gross combination (if applicable) and maximum towed mass (if applicable), as approved or determined by NZTA or a person appointed by NZTA.
- For a vehicle first registered on or after 1 February 1989 or a vehicle that has been modified on or after 1 April 2005, the chassis rating contains the permitted maximum axle and/or axle-set masses (if available), gross vehicle mass, gross combination mass (if applicable) and maximum towed mass (if applicable), as approved or determined by NZTA or a person appointed by NZTA.

[Reference material 37](#) shows the chassis rating request procedure and form templates.

2.3 Type designation numbers

A type designation number (TDN) must be shown on the documentation (ie de-registration certificates and completion inspection certificates) for vehicles manufactured outside Japan for the Japanese market (**Note: motorcycles and mopeds do not need a TDN**). This indicates that the vehicle has been through the Japanese type approval system and complies with all applicable vehicle standards except frontal impact **and emissions**.

If a TDN is not shown on the Japanese documentation, other proof of compliance must be provided. Alternatively, the vehicle owner may apply for an exemption from the requirement to provide TDN information (see [Technical bulletin 27](#)). Some common class MA vehicle models manufactured outside Japan for the Japanese domestic market are shown in Table 1-1-4.

Note 6

Chrysler Jeep Cherokee vehicles are commonly imported as used vehicles from Japan. In many cases, the TDN has been removed from the vehicle documentation due to minor modifications. Jeep Cherokees imported from Japan with an industry model code of 'E-7MX' can be processed for entry certification with or without a TDN displayed on the vehicle documentation, provided they were border checked before 1 February 2008.

Table 1-1-4. Common class MA Japanese makes manufactured outside Japan

Vehicle make	Class MA vehicle model	Country of manufacture
Daihatsu	Gran Max	Indonesia
Ford (commonly no TDN)	Eco Sport	India
	Festiva	Korea
	Fiesta	Germany
	Focus	Germany/Thailand
	Ka	Spain
	Kuga	Germany
	Mondeo	Belgium
	Probe	US
	Taurus	
Honda	Accord Station Wagon CD3, CD7, CD8 and CE1	US
	Accord CV3	Thailand
	Civic Coupe EJ/6/7/8	US
	Civic Hatchback FK/FN	UK
	Civic Type R EP3/FN2/FK2/FK8 (FL5 Japan)	UK
	Element	Thailand
	Fit Aria	US
	Inspire UA4/5	Canada
	Lagreat	Canada
	MDX	US

Vehicle make	Class MA vehicle model	Country of manufacture
NSX NC1	US	
Saver UA4/5	US	
Mitsubishi	Carisma	Belgium and Netherlands
	Eclipse	US
	Magna Stationwagon	Australia
	Mirage A05A/A03A	Thailand
	Diamante	Australia
	Strada K74T	Thailand
	Triton	Thailand
Nissan	Bluebird 'Aussie'	Australia
	Dualis	UK (until Dec 2007) Japan (from Dec 2007)
	e-NV200	Spain
	KICKS P15	Thailand
	Latio N17 (Tiida Latio SC11 made in Japan)	
	March K13	
	Micra C+C (K12 March base convertible)	UK
	Mistral	Spain
	Primera E-FHP11	Great Britain
	AD Station Wagon R-MV FY10	Mexico
Subaru	Traviq	Thailand

Vehicle make	Class MA vehicle model	Country of manufacture
Suzuki	Baleno	India
	Escudo YD21S, YE21S, YEA1S, YEH1S	Hungary
	Splash	
	SX4/SX4 S-Cross	
Toyota	Avensis AZT250, AZT251, AZT255, ZRT272W	UK
	Avalon	US
	Cavalier	
	Hilux GUN125	Thailand
	Liteace S40#M, 40#U, 41#M, 41#	Indonesia
	Scepter	US
	Supra DB82, DB22, DB42, DB02	Austria
	Townace S40#M, 40#U, 41#M, 41#	Indonesia
Tesla	All models	USA
		Mexico

- If a vehicle is affixed with a 17 character ISO VIN, it will not have been manufactured in Japan for the Japanese domestic market with one exception:
 - UD trucks began using 17 character ISO VINs for their Japanese domestic market vehicles in 2015).

2.4 Exemption from vehicle standards requirements

In cases where a vehicle cannot be shown to comply with one or more of the approved vehicle standards it is required to meet in order to be registered in New Zealand, a vehicle may be exempt from a requirement by NZTA under section 168D of the [Land Transport Act 1998](#).

NZTA must be satisfied that the exemption is no wider than needed to deal with the non-compliance.

NZTA must also consider:

- the obligation of NZTA to act in a way that contributes to an effective, efficient, and safe land transport system in the public interest
- the need to maintain or improve land transport safety

- any other matter that NZTA considers appropriate in the circumstances.

NZTA may also impose conditions on an exemption.

Breach of a condition will generally mean that you will be in breach of the requirement exempted from.

Exemptions may be for a fixed period (determined by a date or event).

NZTA can also give exemptions to:

- support the response to an event or emergency
- a class of persons , vehicles, or components

The vehicle owner may apply for an exemption from vehicle standards requirements by submitting a completed [Application for an exemption from Land Transport Rules](#) (CA11) form.

Page amended **30 July 2025** (see [amendment details](#))