

Correct as at 6th June 2026. It may be superseded at any time.

Extract taken from: In-service certification (WoF and CoF) > Motorcycles > Exhaust > Exhaust emissions

## 11-2 Exhaust emissions

### Reasons for rejection

#### Performance

1. A vehicle with the engine at normal operating temperature (Note 1) emits clearly visible smoke ([Technical bulletin 8](#)) from the exhaust tailpipe (Note 2):

- a) for a continuous period of five seconds when the engine is idling and does not meet the additional requirements in Table 11-2-1, or
- b) as the engine is being rapidly accelerated to approximately 2500 rpm or approximately half the maximum engine speed (whichever is lower) and does not meet the additional requirements in Table 11-2-1.

#### Note 1 Test procedure

a) Carry out the idling and acceleration tests in Reason for rejection 1. A vehicle that passes both tests with the engine below normal operating temperature is deemed to have passed with the engine at normal operating temperature.

b) If the vehicle has failed either test, ensure the engine is at normal operating temperature. Then purge the system by increasing the engine speed to 2500 rpm (or half the maximum engine speed if this is lower) and holding it there for about five seconds. Repeat the idling and acceleration tests in Reason for rejection 1.

#### Note 2

Visible emissions caused by the condensation of water vapour do not count as smoke.

#### Note 3

**Acceptable evidence** is:

- a) a letter on the letterhead of the manufacturer or manufacturer's representative, or
- b) a letter on the letterhead of an appropriate motorcycle club, or
- c) evidence of equal authority to (a) or (b) above, eg from an appropriate expert.

#### Note 4

The vehicle inspector may need to take into account further information about unusual or older vehicles, eg from an appropriate expert such as an office holder in a vintage vehicle club.

**Table 11-2-1. Additional requirements**

<b>Type of vehicle</b>	<b>Additional requirements</b>
First registered on or after 1 January 1960 with four-stroke engine, or  First registered before 1 January 1960 with four-stroke engine manufactured on or after 1 January 1960.	1. Document produced by the vehicle operator that proves that (Note 3):  a) the engine is original equipment for the vehicle, and  b) its design means that the vehicle cannot reasonably comply with the visible smoke emission requirements.  2. The smoke produced is not noticeably and significantly more visible than it would have been when the vehicle was manufactured and supplied with the fuel recommended by the manufacturer.
First registered before 1 January 1960 with four-stroke engine manufactured before 1 January 1960, or  Vehicle with two-stroke engine or rotary engine.	The smoke produced is not noticeably and significantly more visible than it would have been when the vehicle was manufactured and supplied with the fuel recommended by the manufacturer (Note 4).

## Summary of legislation

### Applicable legislation

- [Land Transport Rule: Vehicle Exhaust Emissions 2007](#).

### Performance

1. A motor vehicle must not emit clearly visible smoke (Note 2) when the vehicle's engine is running at its normal operating temperature, under either of the following conditions:

- a) for a continuous period of five seconds when the engine is idling
- b) as the engine is being accelerated rapidly to approximately 2500 revolutions per minute or approximately half the maximum engine speed (whichever is lower).

2. Performance requirement 1 above does not apply if the driver of the vehicle produces documentation that proves that the engine is original equipment for the vehicle and the engine's design means the vehicle cannot reasonably comply (Note 3).