

# Entry VIRM amendment: ESC changes - 1 March 2018

## In this amendment

- The latest phase of changes related to electronic stability control (ESC) – used class MA vehicles (passenger cars) with engine capacity greater than 2 litres inspected at the border from **1 March 2018** must have ESC fitted.

## Preview of the change

The amendment affects [8-1 Service brake and park brake](#) as shown below.

Reasons for rejection	Tables and images	Summary of legislation
<p>4. A <b>used</b> motor vehicle of class MA with engine capacity greater than 2 litres that is inspected at the border from 1 March 2018 does not have electronic stability control fitted (<b>Note 1</b>).</p> <ul style="list-style-type: none"><li>• For evidence of acceptable proof that the vehicle is fitted with an ESC system see <b>Technical bulletin 37</b>.</li></ul>		
Reasons for rejection	Tables and images	Summary of legislation
<p>4. A <b>used</b> motor vehicle of class MA with engine capacity greater than 2 litres that is inspected at the border from 1 March 2018 must have electronic stability control fitted (<b>Note 1</b>).</p> <ul style="list-style-type: none"><li>• For evidence of acceptable proof that the vehicle is fitted with an ESC system see <b>Technical bulletin 37</b>.</li></ul>		

## Already implemented ESC changes

The [Land Transport Rule: Light-vehicle brakes Amendment 2014](#) sets out the dates from which used vehicles coming into New Zealand are required to have ESC:

- a new motor vehicle of class MA, MB, MC or NA that is certified for entry into service in New Zealand must be fitted with ESC – *implemented 1 July 2015*.
- an electronic stability control system fitted to a light motor vehicle must be maintained in good working order and not be removed – *implemented 1 July 2015*.
- used class MC vehicles (four-wheel-drive SUVs and off-road vehicles) inspected at the border from 1 March 2016 must be fitted with ESC – *implemented 1 March 2016*.

## Future ESC changes

- all other used class MA, MB and NA light passenger and goods vehicles inspected at the border from **1 March 2020**.

Similar to frontal impact and emissions requirements, when fully phased in, this provision will not apply to:

- an immigrant's vehicle, or
- a special interest vehicle, or

- a motorsport vehicle that is operated in accordance with the conditions of a valid low volume vehicle authority card issued for the vehicle in accordance with the Low Volume Vehicle Code, or
- a vehicle specified in paragraph (a)\* of the definition of 'low volume vehicle' that was not originally fitted with an electronic stability control system and is certified in accordance with the Low Volume Vehicle Code, or
- a motor vehicle manufactured, or first registered outside of New Zealand, twenty years or more before the date of its first certification for entry into service in New Zealand.

As the changes come into force, VIRMs will be updated with the new requirements.

*\*A make and model of a vehicle of a class other than MD3, MD4, ME, NB, NC, TC and TD, that is:*

*(a) manufactured, assembled, or scratch-built in quantities of 500 or less in any one year, and where the construction of the vehicle may directly or indirectly affect compliance of the vehicle with any of the vehicle standards prescribed by New Zealand law.*