2 Vehicle attributes

2-1 Recording vehicle attributes

1 Requirement to capture vehicle attributes

A number of vehicle attributes are required to be maintained by the LANDATA system.

For new vehicles imported by the manufacturer's representative, this information is supplied by the manufacturer.

For vehicles processed by entry certifiers, the required attributes must be captured as part of the VIN allocation process. Before a VIN can be assigned to a vehicle, details about the vehicle must be recorded and captured in LANDATA. A standard worksheet is used to record the required attributes. The entry certifier must examine the vehicle and record the details on this worksheet before entering the vehicle details into LANDATA. Details must not be recorded or entered prior to the inspection. This worksheet is an important document, as it also serves as an audit trail of the vehicles processed.

2 Mandatory and optional attributes

Vehicle attributes can be classified as mandatory, optional or not applicable depending on the type of vehicle.

Table 2-2-1 details which vehicle attributes are mandatory, optional or not applicable for each vehicle type.

All mandatory vehicle attributes must be recorded on the vehicle attribute worksheet before proceeding, with the exception of: test cycle, fuel consumption values, CO2 values and battery information where it is provided on the fuel consumption statement.

Table 2-2-1. Vehicle attribute requirements by vehicle type

Key	
M	Mandatory
O	Optional
N	Not applicable
1	Mandatory for used imports
2	Mandatory for re-registrations
3	Mandatory for used imports when previous country of registration is Japan
4	Mandatory before an MR2A can be issued, but not required for VIN assignment
5	Mandatory for used imports when vehicle year is after 1989 and engine type is 1 or 2
6	Mandatory for used imports when vehicle year is after 1999, and engine type is 1 or 2
7	Mandatory if air conditioner fitted is Y
8	Mandatory for classes MA, MB, MC, MD1, MD2, and NA. Optional for other powered vehicles
9	Optional if test cycle is provided, cannot be entered in any other case
10	Mandatory for vehicles with powered by petrol, diesel, LPG or CNG. (Fuel types: 1, 2, 3, 4, 7, 8, 9, 10, 11, 12, 13 and 14. See **11-2 Exhaust emissions Summary of legislation** for more detail).
11	Optional for Fuel Types 05, 11, 12, 13, 14, 17 and 18. Cannot be entered for any other fuel types
12	Mandatory for vehicles with a GVM of 3500kg or less, before the **Compliance Ind** can be set to Yes

Attributes	Vehicle type												
	01	**02**	**03**	**04**	**05**	**06**	**07**	**08**	**09**	**10**	**11**	**12**	**13**
Vehicle type	M	M	M	M	M	M	M	M	M	M	M	M	M
Registration indicator	M	M	M	M	M	M	M	M	M	M	M	M	M
Border check date	1	1	1	1	1	1	1	1	1	1	1	1	1
Date of 1st NZ reg	2	2	2	2	2	2	2	2	2	2	2	2	2
Engine number	M	N	O	O	N	M	M	M	M	M	M	O	M
Country of previous reg	1	1	1	1	1	1	1	1	1	1	1	1	1
Date of 1st reg	1	1	1	1	1	1	1	1	1	1	1	1	1
	2	2	2	2	2	2	2	2	2	2	2	2	2
No. of seats	N	N	N	N	N	N	M	M	M	M	N	N	M
Colour – basic	M	M	M	M	M	M	M	M	M	M	M	M	M
Colour – secondary	O	O	O	O	O	O	O	O	O	O	O	O	O
Make	M	M	M	M	M	M	M	M	M	M	M	M	M
Model	M	M	M	M	M	M	M	M	M	M	M	M	M
Submodel	O	O	O	O	O	O	O	O	O	O	O	O	O
Industry model code	3	3	3	3	3	3	3	3	3	3	3	3	3
Variant	3	3	3	3	3	3	3	3	3	3	3	3	3
Vehicle year	M	M	M	M	M	M	M	M	M	M	M	M	M
Body type	N	M	N	N	N	N	M	M	M	N	N	N	N

Imported LHD	M	M	M	M	M	M	M	M	M	M	M	M	M
GVM	O	4	O	O	O	O	4	4	4	4	O	O	4
CC rating	M	N	M	M	N	M	M	M	M	M	M	M	M
Engine type	M	N	M	M	N	M	M	M	M	M	M	M	M
Alternative fuel	O	N	O	O	N	O	O	O	O	O	O	O	O
Assembly type	M	M	M	M	M	M	M	M	M	M	M	M	M
Odometer reading	M	N	N	N	N	N	M	M	M	M	M	M	M
Odometer unit	M	N	N	N	N	N	M	M	M	M	M	M	M
Class	N	N	O	O	N	O	O	O	O	O	N	N	O
Number of axles	N	M	N	N	N	N	N	M	M	M	N	N	M
Country of origin	M	M	M	M	M	M	M	M	M	M	M	M	M
Test regime	See **11-2 Exhaust emissions Summary of legislation 1-7**												
FC urban	See **11-2 Exhaust emissions Summary of legislation 1-7**												
FC extra urban	See **11-2 Exhaust emissions Summary of legislation 1-7**												
FC combined	See **11-2 Exhaust emissions Summary of legislation 1-7**												
Test regime	N	N	N	N	N	N	10	10	10	10	N	N	10
Test cycle	O	N	O	O	N	O	8	8	8	8	O	O	8
FC urban	9	N	9	9	N	9	9	9	9	9	9	9	9
FC ext. urban	9	N	9	9	N	9	9	9	9	9	9	9	9
FC low	9	N	9	9	N	9	9	9	9	9	9	9	9

FC medium	9	N	9	9	N	9	9	9	9	9	9	9	9
FC high	9	N	9	9	N	9	9	9	9	9	9	9	9
FC extra-high	9	N	9	9	N	9	9	9	9	9	9	9	9
FC combined	9	N	9	9	N	9	9	9	9	9	9	9	9
CO2 combined CO2 3PWLTP	9	N	9	9	N	9	9	9	9	9	9	9	9
CO2 low	9	N	9	9	N	9	9	9	9	9	9	9	9
CO2 medium	9	N	9	9	N	9	9	9	9	9	9	9	9
CO2 high	9	N	9	9	N	9	9	9	9	9	9	9	9
CO2 extra-high	9	N	9	9	N	9	9	9	9	9	9	9	9
CO2 combined CO2 3PWLTP	9	N	9	9	N	9	9	9	9	9	9	9	9
Battery range	11	N	11	11	N	11	11	11	11	11	11	11	11
Battery efficiency	11	N	11	11	N	11	11	11	11	11	11	11	11
A/C fitted	M	M	M	M	M	M	M	M	M	M	M	M	M
Gas type	7	7	7	7	7	7	7	7	7	7	7	7	7
FIS	M	M	M	M	M	M	M	M	M	M	M	M	M
Special permits	N	N	N	O	N	O	O	O	O	O	N	N	O
Tare weight	O	O	O	O	O	O	M	M	M	M	O	O	M
Reference	M	M	M	>M	M	M	M	M	M	M	M	M	M
Compliance Ind	4	4	4	4	4	4	4	4	4	4	4	4	4
CO2 Acct ID	N	N	N	N	N	N	12	12	12	N	N	12	12

Page amended **30 April 2024** (see **amendment details**).

2-2 Vehicle attributes definitions

1 Vehicle type

Each vehicle type defined for the LANDATA system is represented by a two-digit code that is assigned to the vehicle. Table 2-2-1 describes these vehicle types.

2 Registration indicator

Each registration indicator is represented by code. Table 2-2-2 describes valid registration indicators.

3 Border check date

All used vehicles imported into New Zealand on or after 1 March 1999 must undergo a preliminary border check. This information is then electronically downloaded to LANDATA.

Once the information is downloaded, the date the border check was undertaken by MAF displays in the ‘border check date’ field.

If an exemption from border check requirements is granted, the Lead Specialist, Border Checks, Data Integrity will enter a border check record against the vehicle with a note stating that an exemption has been granted.

4 Date of first New Zealand registration

This is required for vehicles being re-registered only.

It is the date the vehicle was registered for the first time in New Zealand. The ‘VIN allocation’ screen will display this date if it is available.

This information may be changed if there is supporting documentation for an earlier registration in New Zealand. If the date is not displayed, it must be entered based on documentation provided by the vehicle owner.

5 Engine number

If a vehicle has an engine, a complete and correct engine number must be recorded in this field. Where a manufacturer’s engine prefix and serial number is used, this must also be recorded.

If >0<, >OO<, >UNK< or >UNKNOWN< are entered in this field, an error message will appear. The codes to be used when an engine number is not available are set out in Table 2-2-3.

6 Country of previous registration

This is required for used imported vehicles only, and including vehicles that are used unregistered. This field indicates the country that the vehicle was previously registered in. Countries are represented by a three-digit code. Table 2-2-4 lists the available codes representing each country.

7 First registration date (1st reg date)

This is the first date the vehicle was registered in any country. The information may be entered using any of the formats described in Table 2-2-5.

- If registration history is not available for vehicles from Australia the month and year of compliance on the ADR plate or the build date on the RAV public seach must be used as the first registration date.

8 Number of seats

This is the number of seats in the vehicle, including the driver's seating position.

- If a vehicle owner presents a vehicle converted to a motorhome, completed before 1 October 2003, the entry certifier must request proof, and record details of this evidence in the vehicle notes to assist with future enquiries. See **Technical bulletin 24** for information about recording the number of seats in self-propelled motorhomes.

9 Colour

The vehicle colour recorded on LANDATA must be on the defined list of colours (detailed in Table 2-2-6).

There are two types of vehicle colour that may be recorded: basic and secondary.

9.1 Colour – Basic

This is the main colour of the vehicle (refer to Table 2-2-6 for acceptable colours).

9.2 Colour – Secondary

If the vehicle has two colours, the secondary colour is entered in this field (refer to Table 2-2-6 for acceptable colours).

10 Make, model and sub-model

The LANDATA database has a list of vehicle makes and models. When vehicle make and model are entered on the 'VIN allocation' screen, they are validated against this list. Sub-model is free text and is not validated. Valid makes and models can be viewed in the MODEL screen. Use >NEX<, >BAC< and >INQ< in the scroll fields to navigate through the list of makes and models. For more information using the screen refer to the Introduction Table 2 for LANDATA navigation commands and the LANDATA Agents' manual Chapter 8, page 8-B-18 for using the model screen.

To keep the number of models at a manageable level, a high level of definition is used for the model. For example:

- Make: Mitsubishi
- Model: V3000
- Sub-model: Super Saloon.

Adding a make to LANDATA

Email requests to add makes to **frr@nzta.govt.nz**. Please include the make, the number of vehicles they expect manufacturer or import year, the contact details of the manufacturer or importer and the model(s). Adding makes does take some time due to their impact on other systems, please allow some time for these to be added.

Make on LANDATA for one-off vehicles

In some cases, generally individual vehicles adding a make to LANDATA may not be appropriate. In such cases, the relevant default make (see table below) should be used. The actual make and model should be keyed into the model and sub-model fields.

Adding models to LANDATA

Notify the contact centre via phone, fax or email. Well-known or self-evident examples of models can be entered quite quickly, but occasionally the contact centre will make some checks – so if the vehicle is obscure and there is available

documentation, please include this to speed up the process.

Default makes for low volume vehicles

Code	Restricted to
AG.MACH. Fullstops must be entered.	Exclusively designed and used on a road for agricultural operations
CUSTOMBUILT	N/A
FACTORY(space)Built	N/A
HOMEBUILT	N/A
LVV	Scratch-built vehicles certified by LVVTA. Model must be either CUSTOM or REPLICA **Note:** The default make of LVVTA still exists in LANDATA but should no longer be used.
MOBILE MACHINE	N/A
MOPED	N/A
MOTORCYCLE	N/A
NON-HIGHWAY	Maximum speed not exceeding 30km/h
OVL	Vehicles entitled to an Overseas Visitors Licence and registered on an MR2C form
TRACTOR	Designed principally for traction at speeds not exceeding 50km/h
TRAILER	Without motive power and capable of being drawn or propelled by a motor vehicle from which it is readily detachable
TRIKE	Class LE1 or LE2
VETERAN	Pre-1919 date of manufacture or first registration
VINTAGE	1 January 1919 to 13 December 1931 date of manufacture or first registration

Determining a vehicle's make, model and sub-model

Maker, in relation to a vehicle, means the name given for market identification purposes to a group or groups of vehicles by a company or organisation that owns that name.

The make, model and sub-model must be that originally given by the manufacturer to the vehicle and must not be changed.

Examples:

1. A Honda Crossroad re-badged as a Land Rover Discovery cannot be changed from Honda Crossroad.

2. A Holden Commodore Berlina that is modified to HSV specifications cannot be changed from Holden Commodore Berlina, nor can HSV be added.

Used imports and re-registrations

The make, model and sub-model from the de-registration or previous registration documents must be recorded. Reference material 13 provides translation information for some common Japanese makes.

New vehicles

The make, model and sub-model from the manufacturers' documentation must be recorded. Most New Zealand new light vehicles certified since 1996 will have a model code recorded and the description in these model codes must be used. The contact centre can provide model code data if required for these vehicles.

Scratch-built light vehicles

The make of a vehicle that donated parts cannot be used, except for replicas. For replicas, the make of the vehicle being copied must not be recorded in the make field – it may be used in the model or sub-model field for replicas if preceded by the word 'REPLICA'.

Some low volume vehicle manufacturers have their make recognised in LANDATA (eg T-CAR, FRASER, ALMAC). If in LANDATA use the manufacturers make not LVV.

Examples:

1. Make: >LVV< Model: >REPLICA< Sub-model >MG<

2. Make: >LVV< Model: >CUSTOM< Sub-model >TRIKE<

Do not enter a year in the model or sub-model field.

Some used import scratch-built vehicles will have registration documents that use the year, make and model of the vehicle they are replicating, for example, recently constructed hotrods built in the US are often registered as 1930s Fords. When this occurs, use the New Zealand scratch-built requirements, not the year make and model shown on the overseas paperwork.

Scratch-built heavy vehicles

The name of the chassis manufacturer must be recorded.

11 Industry model code

This field contains a 20-character alphanumeric code that must be recorded in the VIN screen for all used vehicles where the previous country of registration is Japan.

If no industry model code is available, record '**NONE'** in this field.

For all other vehicles, the industry model code must be recorded if it is available.

12 Variant

This field contains a four-character numeric code that describes the characteristics of the vehicle. It must be recorded for all used vehicles where the previous country of registration is Japan.

If the variant is not available on the de-registration or export certificate, enter the code '**9999'** in the variant field.

13 Vehicle year

This is a mandatory field that must record the year of first registration anywhere.

- If registration history is not available for vehicles from Australia the month and year of compliance on the ADR plate must be used as the vehicle year.

13.1 Used vehicles being registered or re-registered in New Zealand

Enter the year of first registration.

Where the year of first registration is genuinely unavailable, the year of manufacture or the model year is to be entered. Examples of this are:

- vehicles previously registered in the US
- vintage vehicles where registration documents are not available
- vehicles previously registered in more than one country.

In such cases, the VIN decode is an acceptable method of determining the year of manufacture or model year.

13.2 Used unregistered vehicles

For vehicles that have been used unregistered , demonstrators), ask the owner when they plan to register the vehicle and enter this year in the vehicle year field; the previous country field should be entered as **UUR**.

13.3 New and scratch-built vehicles

Enter the model year or year of manufacture. When the vehicle is registered, it will be over-written with the registration year. The overwritten data will be stored but can only be accessed by NZTA.

- If a vehicle meets the definition of scratchbuilt, but the registration documents describe the vehicle as production or modified production, complete the fields using the rules that apply for a scratchbuilt vehicle – not what is shown on the registration documents.

14 Vehicle and body types

Table 2-2-8 outlines all valid vehicle and body type combinations.

14.1 Vehicle type

This field contains a two-character numeric code that describes the vehicle type.

14.2 Body type

This field contains a two-character alpha code that describes the body type.

15 Imported left-hand drive

This field must be set to >**Y**< (Yes) or >**N**< (No) to indicate whether or not the vehicle is a left-hand drive vehicle (at the time of inspection).

16 Gross vehicle mass (GVM)

In kilograms. Also called gross laden weight (GLW).

GVM is mandatory for:

- All MA, MB, MC, MD1, MD2, and NA class vehicles with petrol, diesel, LPG, or CNG engines and manufactured on or after 1 January 2000, except for special interest vehicles, motorsport vehicles or immigrants' vehicles.
- All heavy vehicles.

For heavy vehicles as rated by the vehicle manufacturer, modifier, NZTA or an NZTA-appointed certifier.

For used light vehicles, a figure from the previous registration or de-registration documents, or from the vehicle manufacturer’s data, may be used. For light vehicles from Australia GVM figures from RVCS may be used and for class MA vehicles the GVM figures found in Redbook may be used (Redbook figures may only be used for class MA vehicles as the GVM may not be available in RVCS).

Note: If no GVM is recorded for a vehicle imported from Australia, but previously registered in Japan, please use the following formula:

- 55kg (weight of passenger) x number passengers + unladen weight (tare) = GVM

For new light vehicles the manufacturer's data may be used.

For vehicles that have undergone a multi-stage manufacturing process, the GVM to be recorded is the GVM assigned by the final stage manufacturer.

For used light vehicles where previous registration documents indicate the GVM may exceed 3,500kg, an official New Zealand chassis rating must be obtained (refer to Reference material 37 for chassis rating request forms).

17 CC rating

This field indicates the vehicle’s engine capacity in cubic centimeters (cc). If the vehicle is an electric hybrid record the CC rating of the non-electric on-board motor.

This field is not enterable for engine types Electric (code 05), Electric hydrogen fuel cell (code 15) and Electric other fuel cell (code 16) and will display as blank or zero.

Where documents do not fully record the cc rating, such as Japanese Export Certificates that show the engine capacity in litres to 2 decimal places, where available use the more accurate information from the likes of the manufacturers plate, or the manufacturers label or the vehicles fuel consumption statement.

18 Engine type

This field contains a two-character numeric code that describes the vehicle’s engine type. Table 2-2-9 outlines all valid engine type codes.

19 Alternative fuel

This field contains a two-character code that describes what powers the vehicle’s alternative fuel system, if it has one fitted. **Do not enter an alternative fuel where electricity or hydrogen in used.**

- The code >**03**< must be entered if the alternative fuel system is powered by CNG.
- The code >**04**< must be entered if the alternative fuel system is powered by LPG.

20 Assembly type

This field, along with the country of origin, defines where the vehicle was manufactured and assembled.

Table 2-2-10 outlines valid codes used to describe assembly type.

21 Odometer reading

This field contains the odometer reading at the time of the inspection, to the nearest whole number. It does not include a decimal point or fraction of a mile or kilometre.

This field may be blank only if >**N**< is recorded in the odometer units field.

If the entry certifier finds an odometer reading already recorded in LANDATA that is believed to be incorrect, the entry certifier must fax a copy of the vehicle attributes checksheet and any other official inspection documents (shipping and auction/sales documents are not appropriate) showing the odometer reading in the previous country of registration to: NZ Transport Agency, Permitting Assessments, Border Checks, email **BorderChecks@nzta.govt.nz**, or fax (06) 953 6267 .

NZTA will compare the reading with records. If this shows that the reading has been incorrectly keyed, NZTA will amend the reading. If the border inspection records do not show a keying error, but the paperwork provided proves an error has occurred, NZTA will arrange for the border check odometer reading to be inactivated.

If the entry certifier suspects the odometer has been tampered with (eg the odometer reading at the time of entry inspection is less than that recorded during the border check), the entry certifier must:

1. note that the odometer reading is suspect on the attributes checksheet and on the vehicle record in LANDATA
2. provide the vehicle owner with written notice of the discrepancy
3. forward the vehicle details to the New Zealand Police. A form is provided in Reference material 34
4. record the details of the Police contact (station and officer) the file was sent to.

22 Odometer units

This field contains an alpha code that describes the unit of measurement that the vehicle's odometer uses. Valid odometer unit codes are outlined in Table 2-2-11.

23 Vehicle class

This field contains a code which describes the vehicle class, as defined in the **VIRM: Entry certification, Introduction Vehicle equipment standards classifications**.

- refer to **Technical bulletin 3** for guidance when determining the vehicle class for a modified vehicle.

24 Number of axles

This field describes the number of axles the vehicle has.

25 Country of origin

This field describes the country where the vehicle (or kit) was principally manufactured. For example, the country of origin recorded for a vehicle assembled in New Zealand from a Japanese CKD kit should be Japan. Refer to Table 2-2-4 for LANDATA codes representing countries.

26 Test regime

The vehicle exhaust emissions standard to which the vehicle has been tested. See **Technical bulletin 28: Exhaust emissions standard compliance** and **11-2 Exhaust emissions** for further information on determining exhaust emissions compliance.

Codes to be used

- For vehicles imported from Japan where the industry model code has a 1 to 3 character pre-fix the test regime will be the letter 'J', followed by the 1–3 character prefix of the industry model code recorded on the de-registration or export certificate.
- For vehicles imported from countries other than Japan or from Japan but without the prefix on the industry model code the appropriate test regime code must be used for the exhaust emissions standard recorded on the proof of standards compliance documentation. See Table 2-2-13 for codes to be used.

Where a class MA, MB, MC, MD1, MD2 and NA vehicle must meet an emissions standard, the test regime from Fuelsaver must be always used. Fuelsaver will auto populate the test regime in the VCASS screen. Make sure that the test regime from the completed Fuel consumption statement is entered in the VCASS screen.

If the test regime code is not recognised by LANDATA (error 60803 Emission Standard (Test Regime) is not valid), email **vehicleemissions@nzta.govt.nz** and include a copy of the documentation for emissions.

27 Fuel consumption information and vehicle efficiency and emission data

Fuel consumption and CO_2 is mandatory for all MA, MB, MC, MD1, MD2, and NA class vehicles with an engine type of 1, 2, 3, 4, 7, 8, 9, 10, 11, 12, 13, or 14 and a GVM of not more than 3,500kg, except for re-registrations, special interest vehicles, motorsport vehicles, scratchbuilt vehicles or any vehicle manufactured 40 years or more before the date of first New Zealand entry certification.

Battery range and efficiency is mandatory for all MA, MB, MC, MD1, MD2, and NA class vehicles with an engine type of 5, 11, 12, 13, or 14, except for re-registrations, special interest vehicles, motorsport vehicles, scratchbuilt vehicles or any vehicle manufactured 40 years or more before the date of first New Zealand entry certification.

All fuel consumption, CO_2 and battery values come from the Fuelsaver website onto the VCAAS screen. This screen is accessed using the View emissions and FC button on the VIN screen.

Check fuel consumption statements

Valid fuel consumption statements will be marked 'PUBLISHED'. Only published statements can be accepted. These must be checked against the vehicle and its paperwork.

The following must be checked: VIN, chassis, previous country, make, model and submodel, industrial model code (Note 1) and variant, CC rating, engine type, test regime, tare (Note 2), class, registration indicator (N/U/R/S) and any documents attached to the statement, such as Statements of Compliance or Certificate of Conformity (Note 3).

If there is mismatch between certification paperwork/data and the data on the published statement (except for Engine type if engine is a 'mild hybrid' - see Table 2-2-9), the vehicle cannot be certified, the correct information must be entered into the Fuelsaver system and a new Statement obtained (and VCAAS updated). Refer to the Fuelsaver website on creating, updating or obtaining statements. The VIN screen must be updated for any errors.

If errors are found after the Compliance Indicator flag is set to Yes in any of the fields listed above to be checked, you will not be able to update the Fuelsaver system. Updates to LANDATA fields alone will not always correct the Clean Car Standard credits/charges for the CO_2 Account ID holder. Please email these corrections to **fuelconsumption@nzta.govt.nz** and include documentation for the change (such as a Japanese Export Certificate).

- If a fuel consumption statement was issued on or before 30 January 2022 the VCAAS screen will be blank. Go to Fuelsaver and use the reprint/publish function. This will send the data to VCAAS.

Fuel consumption attributes definitions/descriptions

- Test cycle – is the test cycle the vehicle was tested on for Fuel Consumption and CO_2 Emissions. The correct value should be driven from the Fuelsaver system. Otherwise selectable value descriptions are in the table below.

Test cycle (LANDATA codes)	Description
NEDC	The test cycle historically used in Europe and for most ADR certified vehicles. Available data should include FC Urban, FC Extra-Urban, FC Combined and CO_2 Combined.
4PWLTP	The World Harmonized Light Vehicle Test Procedure with all 4 phases tested. Modern (from 2018) vehicles sourced from Europe and complied to European standards should be tested on this cycle. Available data should include: FC Low, FC Medium, FC High, FC Extra-high, CO_2 Combined, Available data may include (and must be provided if available): CO_2 Low, CO_2 medium, CO_2 High, CO_2 Extra-high.
3PWLTP	The World Harmonized Light Vehicle Test Procedure with only 3 phases tested. Modern (from 2018) vehicles sourced from Japan and complied to Japanese standards should be tested on this cycle. Available data should include FC Combined and CO_2 Combined. Other data may be available from some sources but is unlikely to be provided in most cases.
J1015	A historic Japanese test cycle. Will cover vehicles from early 2000s through to early 2010s with a few models extending past this period. Available data should include FC Combined and CO_2 Combined.
JC08	A historic Japanese test cycle. This test cycle should cover vehicles from the late 2000s through to the takeover of 3pWLTP in Japan. Available data should include FC Combined and CO_2 Combined.
CAFE	The combination of test cycles used in America under the EPA test cycles for Corporate Average Fuel Economy (CAFE). Available data should include, FC Urban, FC Highway, FC Combined and CO_2 Combined.
UNKNWN or COMPTD	Test not known for a CO_2 emitting vehicle. It is most likely only an estimated 3PWLTP CO_2 figure will be driven from Fuelsaver.
ZEROCO	Test Cycle not Known for an electric vehicle or other non-CO_2-emitting vehicle. CO_2 and FC values for these vehicles are 0.

- **FC Urban** is the fuel consumption (in L/100km) for the Urban phase of the NEDC test cycle or the City Phase of the CAFE test cycle. This will be auto populated in LANDATA by the Fuelsaver system.

- **FC Ext. urban** is the fuel consumption (in L/100km) for the Extra-Urban phase of the NEDC test cycle or the Highway phase of the CAFe test cycle. This will be auto populated in LANDATA by the Fuelsaver system.
- **FC Low** is the fuel consumption information (in L/100km) for the Low phase of WLTP. This will be auto populated in Landata by the Fuelsaver system.
- **FC Medium** is the fuel consumption information (in L/100km) for the Medium phase of WLTP. This will be auto populated in Landata by the Fuelsaver system.
- **FC High** is the fuel consumption information (in L/100km) for the high phase of WLTP. This will be auto populated in Landata by the Fuelsaver system.
- **FC Extra-high** is the fuel consumption information (in L/100km) for the extra-high phase of WLTP (Note this is only available for 4pWLTP tested vehicles). This will be auto populated in LANDATA by the Fuelsaver system.
- **FC Combined** is the combined fuel consumption calculated from the individual phases of the WLTP test cycle.
- **CO2 Low** is the CO_2 emissions (in g/km) for the low phase of WLTP. This will be auto populated in LANDATA by the Fuelsaver system if data is available.
- **CO2 Medium** is the CO_2 emissions (in g/km) for the medium phase of WLTP. This will be auto populated in LANDATA by the Fuelsaver system if data is available
- **CO2 High** is the CO_2 emissions (in g/km) for the high phase of WLTP. This will be auto populated in LANDATA by the Fuelsaver system if data is available
- **CO2 Extra-high** is the CO_2 emissions (in g/km) for the extra-high phase of WLTP. This will be auto populated in Landata by the Fuelsaver system if data is available
- **CO2 Combined** is the combined CO_2 from the emissions test cycle. CO_2 combined is required for all test cycles and will be auto populated from Fuelsaver.
- **CO2 3PWLTP** is the calculated CO_2 value that will be used for the clean car system. It is based on the CO_2 information below and will be auto populated by the Fuelsaver system.
- **Battery range** is the manufacturer's stated electric only range based on one of the test cycles above. Battery range should be provided if available and may be auto populated from Fuelsaver or manually entered in LANDATA. Battery range may only be entered for vehicles external electric charging.
- **Battery efficiency** the manufacturer's stated vehicle efficiency in Watt hours per km (Wh/km) based on one of the test cycles above. Battery efficiency should be provided if available and may be auto populated from Fuelsaver or manually entered in LANDATA. Battery efficiency may only be entered for vehicles external electric charging.

28 A/C fitted

This field indicates if an air conditioning unit is fitted to a vehicle. If a vehicle has an air conditioning unit fitted >Y< must be entered. If a vehicle has no air conditioning unit fitted enter >N<.

29 Gas type

This field contains a three character code which describes the gas type used in the air conditioning unit. Refer to Table 2-2-12 for LANDATA codes for gas types.

- LANDATA will use this information to determine if, on first registration in New Zealand, a Synthetic Greenhouse Gas (SGG) levy will be collected. It will also be used to track changes in the use of SGGs in the NZ vehicle fleet.
- If the vehicle has an air conditioning unit fitted the type of gas used must be recorded, inspect the vehicle to obtain the type of gas used.
- “unknown" can only be used where the unit is not labelled with the gas type, or for re-registration (see Note 4).

30 Frontal impact standards

This field indicates whether or not the vehicle has been manufactured to a recognised frontal impact standard. If a vehicle has been manufactured to an approved frontal impact standard, >Y< must be recorded in this field. If the vehicle was not manufactured to an approved frontal impact standard, or is exempt from frontal impact standard requirements,

>N< must be recorded in this field.

See Vehicle structure 3-2 Determining frontal impact compliance for information on determining whether a vehicle complies with an approved frontal impact standard.

31 Special permit codes

There are several special permit codes that may be recorded against a vehicle. If the vehicle is a left-hand drive vehicle, the appropriate code must be recorded in the first 'special permit code' field (see **Table 5-3-1** for valid special permit codes for left-hand drive vehicles). Other special permit codes include:

- **IM** – Immigrants Vehicle
- **MS** – Motorsport vehicle
- **SP** – Special interest vehicle
- **DV** - Disability vehicle as defined in the Land Transport (Clean Vehicle Standard) Regulations 2022.

Disability vehicle means a light vehicle that is used for the transportation of a person with a disability and:

- is modified to enable a person seated in a wheelchair to safely enter and exit the vehicle, and
- is modified to enable the person and the wheelchair to be safely restrained while the vehicle is moving, and
- has been inspected and approved as a disability vehicle by a person appointed under clause 2.2(1)(d) and (e) of the **Land Transport Rule: Vehicle Standards Compliance 2002**

Note: a different definition of disability vehicle is used for determining vehicle exhaust emissions standards compliance. See to **Definitions and abbreviations** for this definition.

A disability vehicle permit may be entered into the system by either the Low Volume Vehicle Technical Association at the time of modification certification, or by the entry certifier.

The DV code must be keyed before or at the time the vehicle is entry certified - that is, the compliance indicator is set to Yes.

If a disability vehicle does not require LVV certification or has overseas certification (as acceptable in **Technical bulletin 41**) please record in Notes: 'disability vehicle, factory fitted'.

If a vehicle does not meet the disability vehicle requirements and the customer wishes to query this, they should email **fuelconsumption@nzta.govt.nz** and include photos of the disability modification and evidence of the disability (such as ACC funding documents).

32 Tare weight

In kilograms. Also known as unladen weight.

This is mandatory for all MA, MB, MC, NA, NB, NC, MD1, MD2, MD3, MD4, and ME Class vehicles except those entered into LANDATA prior to 9/1/2005.

For all vehicles requiring fuel consumption, efficiency and emissions data

These are all new and used class MA, MB, MC, MD1, MD2, and NA class vehicles with a GVM of not more than 3,500kg, except for re-registrations, special interest vehicles, motorsport vehicles, scratchbuilt vehicles or any vehicle manufactured 40 years or more before the date of first New Zealand entry certification.

Country of origin	Source of tare weight
UK or EU	Claimed Mass in Running Order (MIRO) on the documentation
Australia	Claimed tare on the documentation
USA	Claimed tare on the documentation, converted to kg if needed
Japan	Claimed tare on the documentation (on an MLIT export certificate this is the ‘weight’ field)
All other countries, or the countries above where documentation doesn't contain the tare weight	The tare must be obtained from an appropriately calibrated weighbridge. The vehicle must be weighed with: • the fuel system filled to at least 90% capacity, and • any optional equipment fitted, and • any spare wheel or tools provided with the vehicle, and • any fluids required for operation of the vehicle.

Note: The fuel consumption statement contains 2 tare weights. The VEED tare is a calculation value determined by schedule 3 of the Vehicle Efficiency and Emissions Data Rule and is recorded on the VCAAS screen. It can only be updated using Fuelsaver.

For all other vehicles

Tare refers to the weight of the vehicle together with the fuel in the fuel system (if any) and the equipment and accessories on it that are necessary for its operation for the purpose for which it was designed.

If tare weight is not recorded on the vehicle documentation, this must be obtained from a weighbridge, or alternative documents such as: the vehicle handbook/manual, the manufacturer's label on the vehicle, from the manufacturer's website, from the vehicle manufacturer or manufacturer's representative or from Government regulatory websites.

33 Certifier ID

This field contains the identification code of the approved vehicle inspector certifying that the vehicle complies with relevant NZTA acts, regulations and rules for entry certification. The certifier ID must only be entered when the vehicle passes entry-level certification and the Compliance Ind flag is set to Yes.

34 Synthetic Greenhouse Gas (SGG) levy on motor vehicles

A Synthetic Greenhouse Gas (SGG) levy is collected when a new or used motor vehicle is first registered in New Zealand. The SGG levy does not apply to vehicles being re-registered (Note 4). SGGs are refrigerants used in air-conditioning systems of motor vehicles. They have very high global warming potentials and impact on climate change.

By placing an added cost on SGGs, the government aims to encourage industry to use alternative low global-warming refrigerants, which don’t impact on climate change.

The process requires vehicle information to be captured and recorded in the NZTA LANDATA system during entry certification. The data recorded confirms whether a vehicle has an air-conditioning unit and if so, what refrigerant the

unit is gassed with.

LANDATA will use this information to automatically charge the levy with the registration fee when the vehicle is registered. This is similar to how an ACC levy is collected with a motor vehicle licence.

Step One:

Inspect the vehicle to see if it has an air conditioning system fitted to it.

Step two:

If the vehicle has an air conditioning system fitted to it, record on the check sheet the type of refrigerant that is used in the air conditioning system.

Step three:

Record in LANDATA if the vehicle has air conditioning YES/NO and if yes, select from the drop down list the type of refrigerant that is used in the air conditioning system

35 Reference field

Site Authorisation Number where the inspection is being conducted.

36 Compliance Ind

This field indicates that entry certification requirements have been met. It does not include in-service certification requirements.

37 Co2 Acct ID

This field contains the Clean Vehicles Standard Carbon Dioxide Account ID of the importer (as defined in Part 13 of the Land Transport Act 1998).

This is mandatory from 1 December 2022 for class MA, MB, MC, MD1, MD2, and NA vehicles that have a GVM of 3500kg or less (except those excluded below) when the Compliance Ind flag is set to yes. It is preferred that this field is populated using the fuel consumption statement function. The field cannot be changed once the importer has accepted the vehicle in the Clean Car Standard System. The importer will need to change the CO_2 account ID in the Clean Car Standard System, this will update the field in LANDATA.

Note: the following vehicles are excluded from the Clean Car Standard and do not need a CO_2 account:

- vehicles with a Special Permit code of ‘SP’ (Special interest vehicle), or
- vehicles with a manufactured date of 40 years or more before the date of entry certification, or
- vehicles with a registration type ‘S’ (Low Volume Vehicle - Scratch-built), or
- vehicles with a registration type ‘R’ (re-registrations of vehicles previously registered in NZ. This does not include vehicles recorded on LANDATA as ‘Overseas Visitors Vehicles’, these can be identified by the transaction type of MR2C in TRANLOG and no entry certification recorded), or
- vehicles with a special permit code ‘MS’ (motorsport vehicle), or
- vehicles first certified for entry prior to 1 December 2022, where the vehicle was not registered within 2 years of entry certification and entry certification has lapsed, or
- vehicles with special permit codes of ‘DV’ (disability vehicle). Refer to **31 Special permit codes** above.

Note 1

Industry model codes sometimes apply to more than one model name, if this occurs on the statement use the appropriate model.

Note 2

The fuel consumption statement will contain data for tare and VEED tare, check the tare only. VEED tare is a calculated weight required by Schedule 3 of the Vehicle Efficiency and Emissions Rule.

Note 3

An EC Certificate of Conformity (CoC) issued by the vehicle manufacturer for individual passenger cars 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 fuel consumption information is recorded in item 46.2 of the CoC.

If both NEDC and WLTP values are listed on the CoC, you must use the WLTP values.

Note 4

When a vehicle (with air conditioning fitted) is presented for re-registration enter into LANDATA:

- Air conditioning – Yes
- Type of gas - Unknown.

Table 2-2-1. LANDATA-defined vehicle types

Code	Type	Description
01	**Mopeds**[1]	A motor vehicle that is a class LA or LB vehicle as detailed in **Identifying the vehicle class**.
02	**Trailers and trailer caravans**	A motor vehicle that is: a) without motive power, designed to be drawn behind a motor vehicle b) a class TA, TB (Note 1), TC or TD vehicle as detailed in **Identifying the vehicle class**. Trailer caravans are also included.
03	**Tractors**[1,2]	A motor vehicle that has a maximum speed of 50km/h and is designed for traction. Tractors are not defined as a vehicle class, but need to be classified separately for registration purposes.
04	**Agricultural machines**[1,2]	A motor vehicle that is a self-propelled machine designed and used exclusively for agricultural purposes (eg cropping machines, hay balers).
05	**Trailers not designed for normal highway use**[1]	A motor vehicle that is: a) a certificate of fitness (CoF) exempt trailer by design, not usage, and b) not capable of being towed at normal highway speeds.
06	**Mobile machines not designed for normal highway use**[1]	A motor vehicle that is a special-purpose vehicle not capable of normal highway speeds (eg grass mowers, weed sprayers).
07	**Passenger cars and vans**	A motor vehicle that is: a) a class MA, MB, MC or LE vehicle as detailed in **Identifying the vehicle class**. b) a car or van (including off-road passenger vehicles) with a capacity of up to nine seats[4].
08	**Goods vehicles** (vans, utilities, trucks)	A motor vehicle that is a class NA, NB or NC vehicle, including all goods vehicles, as detailed in **Identifying the vehicle class**.

Code	Type	Description
09	**Passenger vehicles** (buses)	A motor vehicle that is: a) a passenger vehicle with a capacity of 10 or more seating positions b) a class MD, MD1, MD2, MD3, MD4 or ME vehicle as detailed in **Identifying the vehicle class**.
10	**Self-propelled caravan**	A motor vehicle that is a class NA, NB or NC vehicle as detailed in **Identifying the vehicle class**. All self-propelled caravans, irrespective of weight, are included. Must be permanently equipped with features intended to make the vehicle suitable as a dwelling place and must include at least one sleeping berth and one table, both of which maybe of design that allows them to be retracted or folded away.
11	**Motorcycles**	A motor vehicle of class LC, LD or LE as detailed in **Identifying the vehicle class**, that has two (or three) wheels, including: a) any vehicle with motorcycle controls declared by NZTA to be a motorcycle, and b) a motorcycle with a side car[4].
12	**All-terrain vehicles (ATVs)[3]**	A vehicle, with or without motorcycle controls and equipment, that: a) is principally designed for off-road use; and b) has three or more wheels; and c) has an engine capacity exceeding 50 ml; and (d) has a gross vehicle mass of less than 1000 kg.
13	**Special purpose vehicles[2]**	A motor vehicle that is: a) a self-propelled special purpose vehicle capable of normal highway speeds (eg cranes on a truck chassis, mobile dental clinics, x-ray units, truck-mounted top-dressing loaders incapable of carrying other goods, ie it does not have a hopper and a tank for aviation gasoline or other goods – those vehicles are Type 08 Goods vehicles) b) a class NA, NB or NC vehicle as detailed on **Identifying the vehicle class**.

Code	Type	Description
23	Agricultural tractors capable of more than 50km/h	A motor vehicle that: a) meets the definition of agricultural tractor in the Land Transport Rule: Vehicle Standards Compliance 2002, and b) is capable of more than 50 km/h.

[1] Not subject to VIN requirements.

[2] Does not include ATVs.

[3] If used without restriction, an ATV must be classified as a passenger car or goods vehicle and must comply with all the requirements for those classes.

[4] Because vehicles are defined by class in vehicle standard regulations and rules but not in other legislation, some class LE1 motor tricycles may be registered as a type 07 ‘motorcar’, and some may be registered as type 11 ‘motorcycle’.

Table 2-2-2. Valid registration indicators

Code	Indicator	Description

N

New

2-3 Amending vehicle attributes or status
The status of a vehicle or the attributes recorded against it may be changed at any time after the vehicle record is created. There are two reasons to amend vehicle details:

1. to correct a data entry error

2. to reflect a modification to the vehicle.

When correcting data entry errors, the file must be checked before changes are made and a record of the correct data must be held in the vehicle file.

When amending vehicle attributes or status due to vehicle modifications, the vehicle and documentation must be checked to ensure certification requirements are met (Note 1).

1 VIN screen

The system will allow changes to be made at any time before the MR2A is printed. Some managers and staff have a higher level of access and can make changes after the MR2A has been printed. Where those staff members are unavailable, requests to make changes should be emailed to the Permitting Assessments team at **frr@nzta.govt.nz** or faxed to 06 953 6267. The request must be supported with documentation (eg if a registration date was keyed incorrectly, a copy of the de-registration certificate should be supplied with the request).

1.1 ICORE and ILOAD screen – CoF vehicles

If the vehicle requires a CoF, changes may also be made on CoF screens, provided the entry certifier has the appropriate CoF authority for the vehicle.

Changes to the vehicle type field can only be made by entry-level inspectors.

1.2 IVATT screen – WoF vehicles

If the vehicle requires a WoF, changes may also be made on WoF screens, provided the entry certifier has the appropriate WoF authority for the vehicle.

Changes to the vehicle type field can only be made by entry-level inspectors.

1.3 Documenting changes

1. Corrections to data entry errors will be covered by data held in the entry certification file.

2. Changes due to modifications for CoF vehicles should be carried out in accordance with CoF procedures.

3. Changes due to modification for WoF vehicles should be recorded:

    a) in the IVCERT screen if low volume vehicle (LVV) certification has been issued, or

    b) in NOTES if the vehicle does not require LVV certification.

2 Removing the border check damage flag

A damaged flag may be recorded against a vehicle by a border inspection organisation performing the border check. See Technical bulletin 36 Removing a border damage flag.

2.1 Light vehicles

If a vehicle is flagged on LANDATA by a border inspection organisation as damaged and the vehicle inspector determines that the damage does not exceed the threshold for