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Extract taken from: Entry certification > Technical bulletins > Exhaust emissions standard compliance

## 28 Exhaust emissions standard compliance

### Vehicle inspection requirements manual references and application

This bulletin gives guidance to vehicle inspectors in applying the following requirements in the *VIRM: Entry certification*:

- [Exhaust – 11-2 Exhaust emissions: Reason for rejection 1](#)

Under [Land Transport Rule: Vehicle Exhaust Emissions 2007](#), when a vehicle undergoes entry-level certification in New Zealand, proof that the vehicle was manufactured to meet an approved emissions standard or a more recent version or a higher standard is required.

This technical bulletin applies to all vehicles being certified for entry into New Zealand that are required to meet an approved exhaust emissions standard. It provides approved standards, more recent versions, and higher standards.

[Section 11-2](#) only provides approved standards (meaning those specified in schedule 1 of the Rule).

### Acceptable proof of exhaust emissions rule compliance for vehicles from any country

For a vehicle imported from any country, an acceptable statement of compliance including an approved, or a more recent version or a higher emissions standard is acceptable evidence of compliance (see section 3-1-1 for other SoC requirements). The emissions standard provided in the statement of compliance must be recorded on the vehicle checksheet.

- A Statement of Compliance containing one of the the following statements is also acceptable as proof for Euro 4 only:
  - “This vehicle has been certified to UN/ECE Regulation 83.05 and complies with the limit values specified in Row B of the table to clause 5.3.1.4”, or
  - “This vehicle has been certified to 70/220/EC as amended by 98/69/EC [or later amendment if applicable] and complies with the limit values specified in Row B of the table to clause 5.3.1.4 of Annex 1”
- An emission certificate produced by TÜV SÜD or DEKRA which confirms the vehicle is compliant with an approved, more recent version or higher Euro emissions standard is also acceptable. Each individual vehicle is required to have an approved Exhaust Emissions Compliant Certificate. TÜV SÜD certificates can be issued by SOC NZ (until February 2017 Autohub issued the certificates) and DEKRA certificates can be issued by VTNZ. For a TÜV SÜD sample certificate see [Reference Material 73c](#); for a DEKRA sample Certificate, see [Reference Material 73b](#)

SOC NZ Limited may be able to supply TÜV SÜD full statements of compliance and emission certificates via [socnz.co.nz](mailto:karen@socnz.co.nz), or emailing: [karen@socnz.co.nz](mailto:karen@socnz.co.nz) or [joe@socnz.co.nz](mailto:joe@socnz.co.nz)

VTNZ certificates (DEKRA) can be ordered by contacting Paul Deans or David Thomson at [technical@vtnz.co.nz](mailto:technical@vtnz.co.nz)

The certifier must keep the original certificate in their vehicle certification file.

An emailed copy of a TÜV SÜD or DEKRA certificate can be accepted providing they are emailed directly to a KSDP email address.

Rainon Contracting may be able to supply full statements of compliance for the following used GM products: Buick, Cadillac, Chevrolet, Holden, Oldsmobile, Pontiac, Vauxhall, Opel (before 2022) by emailing [contracting@rainon.co.nz](mailto:contracting@rainon.co.nz)

### **Statements of compliance from Motor Industry Association manufacturers' representatives**

Statements of compliance from the Motor Industry Association of New Zealand (MIA) manufacturers' representatives can use an abbreviated format to refer to emissions standards. In particular, this involves using the terms Euro 4, Euro 5 and Euro 6d and so on, instead of quoting the relevant UN/ECE regulation or EC directive in full, subject to the following conditions:

- a) This terminology is only acceptable on statements of compliance issued by the MIA representatives of the vehicle manufacturer.
- b) By using the abbreviated term, the person signing the statement of compliance is certifying that the vehicle has been formally homologated to the UN/ECE regulation or EC Directive for exhaust emissions that is appropriate to the vehicle.
- c) The issuer of the statement of compliance must be able to provide, on request, the relevant certification documentation as set out in declaration 2 of the standard statement of compliance.

### **NZ new heavy vehicles imported by Motor Industry Association manufacturers' representatives**

Some manufacturers are directly notifying NZTA of the emission standards for the models of heavy vehicles that they're importing into New Zealand.

Therefore, if a new heavy vehicle is presented for certification and the emissions code (test regime) fields in LANDATA are already populated, additional documentation proving compliance with an approved emissions standard is not needed.

- The manufacturer and distributor must be listed on the [New heavy motor vehicles – statements of compliance contact details](#) list.
- The vehicles can be identified in LANDATA by the manufacturer/distributor's name displaying on the bottom right of the VIN screen. It won't be visible once the Certifier ID field is entered.

## **Acceptable proof of exhaust emissions rule compliance for vehicles from Japan**

An original Japanese de-registration, export or completion inspection certificate with a 3 digit emissions code as listed in the appropriate table below, relevant to its import status, class, fuel type and date. The emissions code is the prefix

(ie before the hyphen) at the beginning of the Industry Model code, see the circled area on Figure 28-1-1

If the industry model code recorded on the de-registration, export or completion inspection certificate does not include an emissions prefix or the code is not listed in the appropriate table below, other evidence of compliance with an approved exhaust emissions standard, such as a statement of compliance or appropriate compliance plates, must be provided.

- Table 28-1-1 Used vehicles – Class MA, MB, MC, MD1, MD2, and NA (except used-import disability vehicles)
- Table 28-1-2 New vehicles – Class MA, MB, MC, MD1, MD2, and NA
- Table 28-1-3 Used vehicles – Class MD3, MD4, ME, NB, and NC
- Table 28-1-4 New vehicles – Class MD3, MD4, ME, NB, and NC
- Table 28-1-5 Used-import disability vehicles – Class MA, MB, MC, MD1, MD2, and NA
- Table 28-1-6 New and used vehicles – Class LA, LB, LC, LD, and LE

### Recording the information

This emissions code information must be recorded on the vehicle checksheet and the industry model code and test regime must be recorded in LANDATA.

Enter the full industry model code from the de-registration, export or completion inspection certificate, including the emissions code characters, into the 'industry model code' field.

For vehicles requiring a Fuel Consumption Statement the emissions test regime is entered by the Fuelsaver system.

For vehicles not requiring a Fuel Consumption Statement (such as heavy vehicles and motorcycles, from 30 April 2025) enter the emissions test regime code into LANDATA in the VCAAS screen. The test regime code to be recorded in LANDATA is determined by adding a 'J' to the beginning of the emissions code prefix (eg the emissions code prefix DBA is recorded as test regime code JDBA).

If the test regime code is not recognised by LANDATA (error 60803 Emission Standard (Test Regime) is not valid) email [vehicleemissions@nzta.govt.nz](mailto:vehicleemissions@nzta.govt.nz) including a copy of the export, completion or de-registration certificate.

## Acceptable proof of exhaust emissions rule compliance for used vehicles imported from Singapore

Standards compliance for vehicles imported from Singapore can be demonstrated using the following documents:

- a) a Singapore de-registration certificate, and
- b) an outcome notification letter from an entry certifier head office advising that the Singapore LTA technical letter is acceptable documentation, and

### either

- c) if the vehicle is a used Japanese domestic vehicle, a Singapore Land Transport Authority (LTA) technical letter listing an acceptable Japanese emissions code as shown in the Japanese tables, or
- d) a Singapore Land Transport Authority (LTA) technical letter listing an approved, more recent or higher emissions standard.

### Vehicles that can be accepted based on date of registration

Some vehicles may be accepted as complying with emissions standards, and might meet a higher standard, based on their registration date.

Fuel type	Date first registered in Singapore	Can be accepted as complying with
Diesel	On or after 1 October 2006	Euro 4 – may meet a higher standard
	On or after 1 April 2014	Euro 5 – may meet a higher standard
	On or after 1 January 2018	Euro 6 – may meet a higher standard
Petrol	On or after 1 April 2014	Euro 4 – may meet a higher standard
	On or after 1 September 2017	Euro 6 – may meet a higher standard

Vehicles registered before these dates require further evidence of emissions compliance.

**Note:** As of 1 January 2017, the *Singapore emissions exemptions* document, a Waka Kotahi list of exemption-eligible vehicles, ceased to be valid. The above advice replaces the previous exemptions procedure.

## Acceptable proof of exhaust emissions rule compliance for vehicles imported from Australia

### Classes LA, LB, LC, LD, LE

Australian Design Rules (ADR) compliance does not include a vehicle emissions standard for class LA, LB, LC, LD and LE vehicles. If an L class vehicle is required to meet a vehicle emissions standard, a Statement of Compliance or alternative evidence of compliance will be required.

### Classes MA, MB, MC, MD1, MD2, MD3, MD4, ME, NA, NB, NC, TC and TD recorded on the Register of Approved Vehicles

See [Technical bulletin 48 Verification of compliance with Australian Design Rules \(ADRs\)](#)

### Classes MA, MB, MC, MD1, MD2 and NA with an ADR plate/label

Which version of ADR 79 that a vehicle complies with can be determined using the date on the ADR compliance plate as follows:

Date on ADR plate	Petrol	Diesel
01/2007 – 06/2010	Not proven to be compliant	ADR 79/01 (Euro 4)
07/2010 – 10/2016	ADR 79/02 (Euro 4)	ADR 79/01 (Euro 4)
11/2016 – 01/07/2028	ADR 79/04 (Euro 5)	ADR 79/04 (Euro 5)

- If there is no emissions standard on the plate, the compliance plate approval number must be recorded on the vehicle check sheet.
- Some vehicles may comply in advance of these dates. In these cases, it may be possible to confirm compliance via the vehicle manufacturer's official representative for vehicle compliance. The certifier must keep such correspondence in the vehicle certification file.

- Diesel vehicles complying with ADR 79/01 or ADR 79/02 must also comply with ADR 30/01. If a diesel vehicle has an ADR compliance plate and can be established as complying with the appropriate ADR 79/01 or ADR 79/02, it also complies with ADR 30/01.

### Classes MD3, MD4, ME, NB and NC with an ADR plate/label

Which version of ADR 80 that a vehicle complies with can be determined using the date on the ADR compliance plate as follows:

Date on ADR plate	Petrol	Diesel
03/2008 – 12/2010	ADR 80/02	ADR 80/02
01/2011 – 11/2025	ADR 80/03	ADR 80/03

- If there is no emissions standard on the plate, the compliance plate approval number must be recorded on the vehicle check sheet.
- Some new model vehicles may comply in advance of these dates. In these cases, it may be possible to confirm compliance via the vehicle manufacturer's official representative for vehicle compliance. The certifier must keep such correspondence in the vehicle certification file.
- Diesel vehicles complying with ADR80/02 must also comply with ADR 30/01. If a diesel vehicle has an ADR compliance plate and can be established as complying with ADR 80/02, it also complies with ADR 30/01.

### Which standards are the most recent?

More recent versions of an approved ADR79/xx or ADR80/xx standard will have a higher suffix. For example, ADR79/05 is a more recent version of ADR79/04.

## Acceptable proof of exhaust emissions rule compliance for vehicles from the United Kingdom

Any light vehicle (except a motorcycle or moped) ex-UK that is presented for entry certification, that has a valid *Certificate of permanent export*, V5C, V308 or VX302 registration certificate (see [Reference material 59, 67 and 68](#)) showing that it was first registered as new in the UK:

- on or after 1 October 2007 may be accepted as complying with the Euro 4 emissions standard and might meet a higher standard
- on or after 1 January 2011 will be certified to the Euro 5 emission requirements and might meet a higher standard
- on or after 1 January 2015 will be certified to the Euro 6d TEMP or lower emission requirements and might meet a higher standard. Registration date cannot be used as evidence of compliance with Euro 6d or higher.

If an acceptable emission code (such as Euro 5) for the vehicle is listed on a valid *Certificate of permanent export*, V5C, V308 or VX302 registration document of a vehicle first registered as new in the UK, it may be accepted as proof of emissions compliance. If listed on the document use Table 28-1-7 to determine the Step or Level (for example, "EURO 6 AP" is Euro 6d).

If an acceptable emission code (such as Euro 5) for the vehicle is listed on <https://carfueldata.vehicle-certification-agency.gov.uk/> for a vehicle first registered as new in the UK, it may be accepted as proof of emissions compliance.

## Acceptable proof of exhaust emissions rule compliance for vehicles from Europe

- a) A statement of compliance listing an approved emissions standard, or an appropriate EC directive or UN/ECE regulation as shown in Table 28-1-7, or
- b) A UN/ECE compliance plate listing an approved emissions standard or one of the UN/ECE regulations shown in [Table 28-1-8](#), or
- c) An EC Certificate of Conformity (CoC) issued by the vehicle manufacturer for individual vehicles 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 emissions standard information is recorded in item 46.1 or 48 of the CoC, or
- d) An EC whole vehicle approval plate [showing an appropriate regulation/directive](#). Refer to [Reference material 29](#)
- e) An EC Certificate of Conformity showing an EC Whole Vehicle Approval number of 2001/116 or later, and with **all** emissions values (quoted in section 48) falling below the limit values set out in [Table 28-1-9](#), may be accepted as complying with the Euro 4 emissions standard, or
- f) An Irish Certificate of registration (see [Reference material 83](#)) showing it was first registered as new on or after 1 February 2008 may be accepted as complying with the Euro 4 emissions standard and might meet a higher standard.

### Decoding EC Directive and UN/ECE Regulation emissions system approval numbers

Refer to [Table 28-1-10](#)

## Acceptable proof of exhaust emissions compliance for used vehicles imported from the United States

If a vehicle has:	Then either of the following is acceptable proof of exhaust emissions compliance:
<ul style="list-style-type: none"> <li>• an FMVSS plate/label (see <a href="#">Reference material 30</a>) or CMVSS plate/label (see <a href="#">Reference material 58</a>), and</li> <li>• an EPA Vehicle Emissions Control Information (VECI) plate/label. The plate/label must contain an unconditional statement of compliance with the US EPA regulations and the model year (see <a href="#">Reference material 35</a>), and</li> <li>• proof it was first registered in the USA.</li> </ul>	<ul style="list-style-type: none"> <li>• the EPA VECI plate/label confirms the vehicle meets either US Tier 2 or US Tier 3 and the standard on the label is an acceptable standard as listed in <a href="#">11-2 Exhaust emissions</a> for the vehicles class and other characteristics, or</li> <li>• applicable to the vehicles model year on the EPA VECI label, its class and conditions the standard in Table 1 is an acceptable standard as listed in <a href="#">11-2 Exhaust emissions</a></li> </ul>

## Check sheet recording

If the vehicle has an emissions standard identified on the EPA plate/label then the standard must be recorded on the vehicle checksheet; otherwise record 'EPA VECI' and the model year on the plate/label.

### Table 1

### Notes

- US 2007 cannot be confirmed by the model year on the EPA label.
- EPA vehicle classes do not match FMVSS or NZ vehicle classes.

<b>Class</b>	<b>Conditions</b>	<b>Conditions</b>	<b>Conditions</b>	<b>Model year on EPA VECI label</b>	<b>Standard</b>
<b>LA and LC</b>	280cc or more			2010 or later	US 2010m
	279cc or less			2006 or later	US 2010m
<b>LB, LD and LE</b>	280cc or more	Curb mass 682kg or less		2010 or later	US 2010m
	279cc or less			2006 or later	US 2010m
<b>MA, MB, MC MD1, MD2 and NA</b>				2017 or later	US TIER3
				2004 or later	US TIER2
				2004 or later	US 2004
<b>MD3</b>	12 or less seats	GVM 3856kg or less		2017 or later	US TIER3
				2004 or later	US TIER2
				2004 or later	US 2004
	12 or less seats	GVM 3857kg or more		2017 or later	US TIER3
				2004 or later	US TIER2
				2004 or later	US 2004
	13 or more seats	GVM 3856kg or less		2017 or later	US TIER3
				2004 or later	US TIER2
				2004 or later	US 2004

Class	Conditions	Conditions	Conditions	Model year on EPA VECI label	Standard	
13 or more seats	GVM 3857kg or more		2018 or later	US TIER3		
		Diesel only	2007 or later	US TIER2		
			2013 or later	US 2013		
		Diesel only	2004 or later	US 2004		
<b>MD4</b>	12 or less seats	GVM 4536kg or less		2017 or later	US TIER3	
				2004 or later	US TIER2	
				2013 or later	US 2013	
	12 or less seats	GVM 4537kg or more		2018 or later	US TIER3	
			Diesel only	2007 or later	US TIER2	
				2013 or later	US 2013	
	13 or more seats	GVM 4537kg or more		2018 or later	US TIER3	
			Diesel only	2007 or later	US TIER2	
				2013 or later	US 2013	
	<b>ME</b>				2018 or later	US TIER3
				Diesel only	2007 or later	US TIER2
					2013 or later	US 2013
Diesel only				2004 or later	US 2004	

Class	Conditions	Conditions	Conditions	Model year on EPA VECI label	Standard
NB		GVM 3856kg or less		2017 or later	US TIER3
				2004 or later	US TIER2
				2004 or later	US 2004
		GVM 3857kg or more		2018 or later	US TIER3
			Diesel only	2007 or later	US TIER2
				2013 or later	US2013
			Diesel only	2004 or later	US 2004
		NC			
Diesel only	2007 or later				US TIER2
	2013 or later				US 2013
Diesel only	2004 or later				US 2004

## Emissions test regime codes to be keyed to LANDATA

See [Pre-registration and VIN: 2-2 Vehicle attributes definitions, 26 Test regime](#)

**Table 28-1-1 Used vehicles – Class MA, MB, MC, MD1, MD2, NA (except used-import disability vehicles)**

Border inspection date	Fuel type	Japanese regulation	3 digit emissions code beginning with
Before 30 April 2024	Petrol, CNG/LPG	Japan 2005	Any three digit emissions code
	Diesel	Japan 2005	Any three digit emissions code
From 30 April 2024 to 1 July 2028	Petrol, CNG/LPG	Japan 2005 Low Harm	D and first registered anywhere on or after 1 January 2012
		Higher Standard or more recent version to Japan 2005 Low Harm (ie Japan 09 and Japan 2007)	E, G, H, L, M, R or Q
		Japan 2018	3, 4, 5, 6, or 7
	Diesel	Japan 09	L, F, M, R, or Q
		Higher standard or more recent version to Japan 09 (ie Japan 2010 and 2018)	S, T, 3, 4, 5, 6, or 7
From 1 July 2028	Petrol, CNG/LPG	Japan 2018 Low Harm	3 (CNG/LPG only) 4(CNG/LPG only) 5AA, 5BA, 5LA, 6AA, 6BA or, 6LA
	Diesel	Japan 2018	3, 4, 5,6, or 7

**Table 28-1-2 New vehicles – Class MA, MB, MC, MD1, MD2, NA**

Date of manufacture	Fuel type	Existing or new model vehicles	Japanese regulation	3 digit emissions code beginning with
Before 30 April 2024	Petrol, CNG/LPG	Existing or new	Japan 05	Any three digit emissions code
	Diesel			
From 30 April 2024 to 30 June 2027	Petrol, CNG/LPG	Existing or new	Japan 2005 Low Harm	D and first registered anywhere on or after 1 January 2012.
			Higher Standard or more recent version to Japan 2005 Low Harm (ie Japan 09 and Japan 2007)	E, G, H, L, F, M, R or Q
			Japan 2018	3, 4, 5, 6, or 7
	Diesel		Japan 09	L, F, M, R, or Q
			Higher standard or more recent version to Japan 09 (ie Japan 2010 and Japan 2018)	S, T, 3, 4, 5, 6, or 7
From 1 July 2027 to 30 June 2028	Petrol, CNG/LPG	Existing	Japan 2005 Low Harm	D and first registered anywhere on or after 1 January 2012.
			Higher standard or later version to Japan 2005 Low Harm (ie Japan 2009 and Japan 2007)	E, G, H, L, M, R, or Q
			Japan 2018	3, 4, 5, 6, or 7
	New	Japan 2018 Low Harm	6AA, 6BA, 6LA, 5AA, 5BA or 5LA, or is an LPG vehicle or CNG vehicle that complies with Japan 2018)	
	Diesel	Existing	Japan 09	L, F, M, R, or Q

Date of manufacture	Fuel type	Existing or new model vehicles	Japanese regulation	3 digit emissions code beginning with
Higher standard or more recent version to Japan 09 (ie Japan 2010 and 2018)	S, T, 3, 4, 5, 6, or 7			
New	Japan 2018	3, 4, 5, 6, or 7		
From 1 July 2028	Petrol, CNG/LPG	Existing or new	Japan 2018 Low Harm	6AA, 6BA, 6LA, 5AA, 5BA or 5LA, or is an LPG vehi