

**Disclaimer** - This information summarises certain legal requirements. **It is not legal advice and may be altered without notice.** Before acting on the information you are advised to refer directly to the appropriate legislation and/or take professional advice. Note that Land Transport New Zealand doesn't endorse or guarantee, or accept liability for reliance upon, any other organisations or individuals linked or referred to, or the accuracy of their information.

# Infosheet 2.11 Revision 9

**Date:** 1 February 2009

**Revision 8:** This revision replaces the version of 10 June 2008. This links directly to the section of our website that includes the tools you will need if fuel consumption information must be provided for your vehicle. Please note that the statement of compliance has been amended to include the requirement for fuel consumption information. The previous infosheet 2.15 has been removed.

**From:** Driver and Vehicle Certification Unit, Land Transport New Zealand

**No. of pages:** 25

## Importing motor vehicles from Australia: Standards and document requirements

New Zealand has legal requirements for both heavy and light motor vehicles. Vehicles are checked for compliance with these requirements by an entry certifier when they are first inspected before their approval for registration in New Zealand. The vehicle's performance and condition are also checked at this inspection to make sure the vehicle meets the relevant requirements appropriate to its age, and to confirm that it is within safe tolerance of its state when manufactured.

A light motor vehicle is defined as one that has a gross vehicle mass (GVM) less than or equal to 3500 kg. Light motor vehicles include cars, vans, utes, minibuses, and motorcycles.

A heavy motor vehicle is one that has a GVM greater than 3500 kg.

If you want to import a motor vehicle privately or commercially from Australia it is your responsibility to prove that you are legally entitled to the vehicle and that the vehicle meets New Zealand safety and emissions requirements.

Most of the standards deal with vehicle safety but there are also environmental standards.

- For noise requirements that came into force on 1 June 2008 see [Land Transport Rule: Vehicle Equipment Amendment 2007](#).
- The exhaust emissions standards that vehicles must meet were changed on 1 January 2008. **Be aware** that your vehicle **must** meet the exhaust emissions requirements set out in Infosheet 2.08.
- The Fuel Consumption Information Rule comes into force on 1 February 2009 and specifies which vehicles must provide fuel consumption information at entry certification. These are light vehicles of Classes MA, MB, MC, MD1 and MD2 and NA. See <http://importer.fuelsaver.govt.nz> which includes the tools you will need for finding out the fuel consumption information for a used vehicle at entry.

If you wish to import a motor vehicle to New Zealand, you may wish to check if it qualifies as an immigrant's vehicle (of Class MA, MB or MC) or a 'special interest vehicle', in which case you may find it does not have to meet a frontal impact or emissions standard. The fuel consumption Information Rule also does not apply to these vehicles. Details are provided in Factsheet 44a and Factsheet 44b.

This infosheet will help you to determine what steps to follow and what documents you need, based on the class of the vehicle and when it was manufactured. However, this infosheet is designed for original equipment (OE) production vehicles. If the vehicle has been modified, it is unlikely to comply with the required standards. We strongly recommend you check to see if your vehicle is modified and talk to an entry certifier to make sure it will meet required standards before you import it.

There is a table containing descriptions of the vehicle classes at the start of each section. If you cannot clearly identify what class of vehicle you have, contact an entry certifier for advice.

- Section 1: Importing motorcycles (class LC, LD or LE) from Australia
- Section 2: Importing passenger cars (class MA) from Australia
- Section 3: Importing forward-control (class MB) or off-road vehicles (class MC) from Australia.
- Section 4: Importing goods vehicles (class NA, NB, or NC), minibuses (class MD1, or MD2) or buses (class MD3, MD4, or ME) from Australia
- Section 5: Importing heavy trailers (class TC or TD) from Australia

You must have the correct documents in order to have the vehicle certified for use in New Zealand. The documents need to be presented with the vehicle to the entry certifier in New Zealand. We strongly advise that you have the correct paperwork **before** the vehicle is shipped to New Zealand.

## Contact details for entry certifiers

The following are appointed by the Director of Land Transport to certify imported used vehicles and vehicles that are imported by persons other than the vehicle manufacturer's representative in New Zealand:

- Automobile Association (AA), phone +64 9 966 8800, fax +64 9 966 8893, email [aatech@nzaa.co.nz](mailto:aatech@nzaa.co.nz)
- On Road New Zealand, phone + 64 4 4952585, fax: +64 4 4952530, email: [technical@onroad.co.nz](mailto:technical@onroad.co.nz)
- Vehicle Inspection New Zealand (VINZ), phone +64 9 573 3055, fax +64 9 573 3059, [www.vinz.co.nz](http://www.vinz.co.nz)
- Vehicle Testing New Zealand (VTNZ), phone +64 4 4952500, fax +64 4 4952530, [technical@vtnz.co.nz](mailto:technical@vtnz.co.nz), [www.vtnz.co.nz](http://www.vtnz.co.nz).

## Other sources of information

- **Infosheet 2.08 - Vehicle exhaust emissions requirements:** This infosheet sets out the exhaust emissions requirements your vehicle must meet in order to be certified for entry into the New Zealand vehicle fleet.
- **Factsheet 44** – Importing a motor vehicle: Summarises the process involved – who does what with the vehicle, and when. It also provides indicative prices for the different steps involved in getting a vehicle certified and registered for use on New Zealand roads.
- **Factsheet 44a** and **Factsheet 44b** – These set out information about immigrants' vehicles, or special interest vehicles, that do not meet frontal impact or emissions standards. The Fuel Consumption Information Rule also does not apply to these vehicles.
- **Frontal impact lists for class MA vehicles:** Land Transport NZ's website lists, by make and model, those vehicles that manufacturers have advised as meeting (or not meeting) New Zealand's frontal impact requirements (see Frontal impact compliance status of vehicles by vehicle make). Please note that the information on these lists is supplied by vehicle manufacturers, and is not exhaustive. Land Transport NZ has taken every reasonable precaution to ensure the accuracy of this information.

Read the appropriate list carefully, because some makes and models don't comply until they reach a particular model year or chassis number.

If your vehicle **is not** on this list, it may still comply with frontal impact requirements. Follow the steps in the appropriate flowchart in this Infosheet to establish whether or not your vehicle meets an approved frontal impact standard.

If your vehicle **is** on the list, but the list says that your vehicle does NOT comply with a frontal impact standard, **DO NOT IMPORT THE VEHICLE INTO NEW ZEALAND**. It will not be able to be certified for use on road in New Zealand.

- **Vehicle standards:** The website includes information about vehicle standards as well as a comprehensive guide to the standards required for different vehicles. See Infosheet 1.10: Vehicle classes and the standards they must meet. This sets out the definitions of the different vehicle classes and the standards that must be met by vehicles of each class according to date of manufacture

**Please note:** As well as meeting the standards in Infosheet 1.10, many heavy vehicles will need to be modified to meet additional New Zealand requirements, and be certified by a heavy-vehicle specialist certifier, before they can enter the fleet. These modifications can be carried out after the vehicle is imported into New Zealand. For more information on these requirements, see *Land Transport Rule: Heavy Vehicles 2004* and *Land Transport Rule: Vehicle Dimensions and Mass 2002*.

**Please note also** that your heavy vehicle must have a **chassis rating** approved by Land Transport New Zealand before it can be registered for use on the road. Contact an entry certifier for the chassis rating application forms and procedure.

**Please note also:** Standards for heavy-vehicle brakes will be introduced through the Heavy-vehicle Brakes Rule, which came into force on 1 March 2007. Imported heavy vehicles of classes MD3, MD4, ME, NB and NC that are first registered in New Zealand after

1 July 2008 will need to meet an approved brake standard. In addition vehicles of classes NB or NC intended to be used to tow heavy trailers will in most cases need to be fitted with ABS, EBS or LSV. Vehicles of class TC and TD first registered in New Zealand on or after 1 July 2008 will in most cases need to be fitted with ABS, EBS or LSV.

This will mean that you MUST check for compliance with one of the approved brake standards if you want to import a heavy vehicle of class MD3, MD4, ME, NB or NC, no matter what date the vehicle was manufactured. This infosheet now details some means of proving compliance.

- You may also want to refer to <http://importer.fuelsaver.govt.nz> which includes the tools you will need for finding out the fuel consumption information for a used vehicle at entry..
- **Application for an exemption:** Your vehicle is required to meet one or more standards by law. If your vehicle does not, it cannot legally be used on the road unless an exemption has been granted. If you think you have a valid reason for your vehicle to be excused from the standards requirement(s) you may apply for an exemption. Exemption applications are judged against the criteria set out in section 166 of the *Land Transport Act 1998*.

Please note that completing an application form does not mean that an exemption will be automatically granted. They are granted only in exceptional circumstances. If you wish to proceed please complete the form "Application for an exemption from vehicle standards rules".

- **NZ Customs Service:** [www.customs.govt.nz](http://www.customs.govt.nz)
- **Ministry of Agriculture and Forestry (MAF):** [www.maf.govt.nz](http://www.maf.govt.nz)

## Section 1: Importing motorcycles (class LC, LD or LE) from Australia

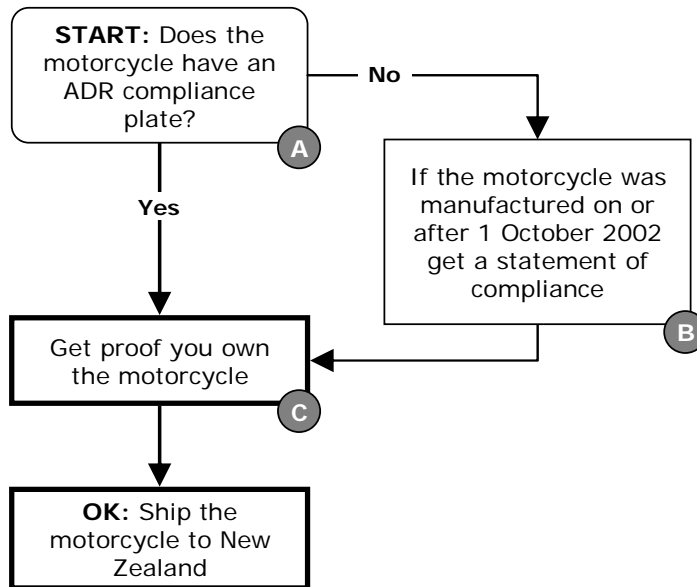
Class	Description
LC (motorcycle)	A motor vehicle that has two wheels, and either has an engine cylinder capacity exceeding 50 ml or has a maximum speed exceeding 50 km/h.
LD (motorcycle and side-car)	<p>A motor vehicle that:</p> <ul style="list-style-type: none"> <li>a. has three wheels asymmetrically arranged in relation to the longitudinal median axis; and</li> <li>b. either: <ul style="list-style-type: none"> <li>i. has an engine cylinder capacity exceeding 50 ml; or</li> <li>ii. has a maximum speed exceeding 50 km/h.</li> </ul> </li> </ul> <p><b>Definition: Side-car.</b> A car, box, or other receptacle attached to the side of a motorcycle and supported by a wheel.</p>
LE (motor tri-cycle)	<p>A motor vehicle that:</p> <ul style="list-style-type: none"> <li>a. has three wheels symmetrically arranged in relation to the longitudinal median axis; and</li> <li>b. has a gross vehicle mass not exceeding one tonne; and</li> <li>c. either: <ul style="list-style-type: none"> <li>i. has an engine cylinder capacity exceeding 50 ml; or</li> <li>ii. has a maximum speed exceeding 50 km/h.</li> </ul> </li> </ul> <p>An LE 1 motor vehicle has one wheel at the front and two wheels at the rear. An LE 2 motor vehicle has two wheels at the front and one wheel at the rear.</p>

### Motorcycles flowchart

This flowchart applies to motorcycles (class LC, LD or LE) imported from Australia.

It is intended as a guide only, and must be read in conjunction with all other applicable information. Follow the steps in the flowchart. Steps marked with a letter in a circle have supporting notes that you need to read.

**Note:** This flowchart is designed for original equipment (OE) production vehicles. Modified vehicles are unlikely to comply with the required standards.



### Notes for motorcycles flowchart:

**NOTE:** Your motorcycle will need to be inspected when presented to the entry certifier to determine compliance with the relevant requirements appropriate to the age of the motorcycle. This will include an inspection of the braking equipment on the motorcycle to confirm that it is within safe tolerance of its state when manufactured.

#### **A: START: Does the motorcycle have an ADR compliance plate?**

An ADR (Australian Design Rules) compliance plate on the motorcycle proves that it was made to meet standards that are acceptable in New Zealand.

#### **B: If the motorcycle was manufactured on or after 1 October 2002 get a Statement of compliance**

Motorcycles manufactured before 1 October 2002 may have to meet approved standards for some of their parts, but these parts can all be fitted once the motorcycle is in New Zealand (eg, reflectors).

Motorcycles manufactured on or after 1 October 2002 have to meet a standard for their brakes. Without an ADR compliance plate the only way you can prove it meets the standard is with a Statement of compliance.

#### **C: Get proof you own the motorcycle**

You will need evidence that you're legally entitled to the motorcycle. You must have original documents that establish an ownership trail back to the last registered owner in Australia (e.g. deregistration or change of ownership papers) and invoices, bills of sale, receipts etc.

See also:

- Appendix 1: What's a Statement of compliance?
- Appendix 2: Sample ADR plates

- **Safety-related vehicle recalls** (<http://www.landtransport.govt.nz/importing/vehicle-safety-recalls.html>) provides information to check whether the vehicle you are importing is free of recalls. (You are **strongly advised** to do this).

## Section 2: Importing passenger cars (class MA) from Australia

Class	Description
MA (passenger car)	A passenger vehicle (other than a class MB or class MC vehicle) that has not more than nine seating positions (including the driver's seating position).
Note: A <b>passenger vehicle</b> is a motor vehicle that is constructed primarily for the carriage of passengers, and either has at least four wheels, or has three wheels and a gross vehicle mass exceeding one tonne.	

**Be aware** that your vehicle **must** meet the exhaust emissions requirements set out in infosheet 2.08.

**If** your vehicle meets the requirements in infosheet 2.08, you can continue with the following process.

A class MA vehicle is defined as a passenger vehicle (other than a class MB or class MC vehicle) that has not more than nine seating positions (including the driver's seating position).

There are three flowcharts for class MA vehicles. If the class MA vehicle you want to import is more than 20 years old (based on the date of first registration anywhere), go straight to the *ownership* flowchart. Otherwise, work through the flowcharts in this order:

1. *frontal impact* flowchart
2. *other standards* flowchart
3. *ownership* flowchart.

You will need to read the supporting notes for each flowchart you use.

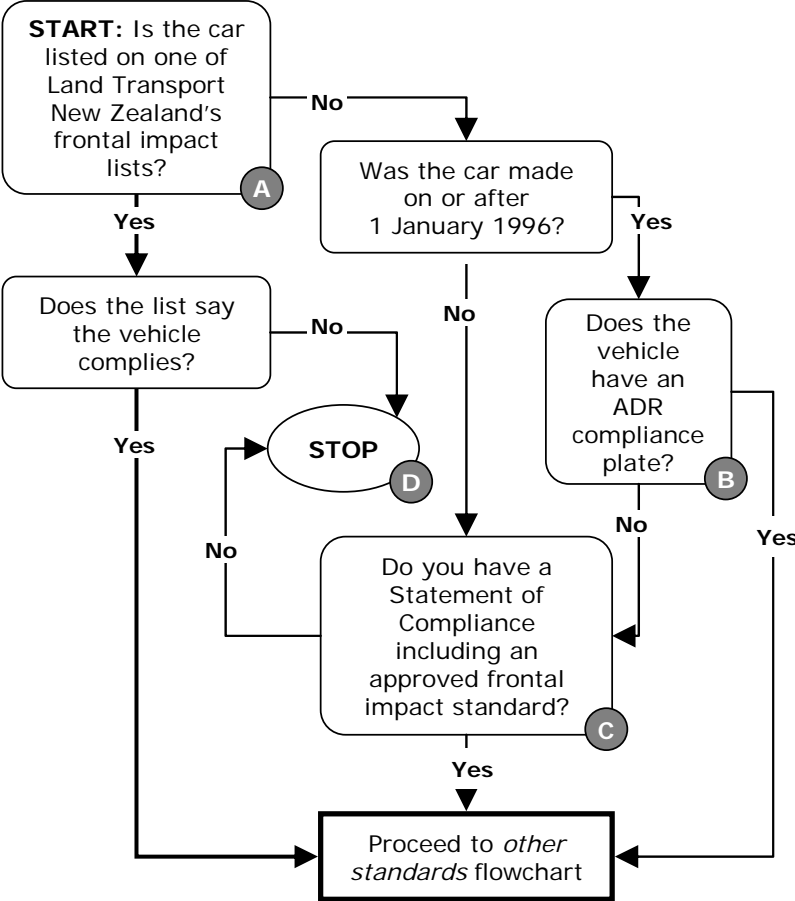
If you wish to import a motor vehicle to New Zealand, you may wish to check if it qualifies as an immigrant's vehicle (of Class MA, MB or MC) or a 'special interest vehicle', in which case you may find it does not have to meet a frontal impact or emissions standard. The Fuel Consumption Information Rule also does not apply to these vehicles. Details are provided in Factsheet 44a and Factsheet 44b.

### Frontal impact flowchart

This flowchart applies to passenger cars (class MA) imported from Australia that are less than 20 years old (based on the date of first registration anywhere). It is intended as a guide only, and must be read in conjunction with all other applicable flowcharts. Follow the steps in the flowchart. Steps marked with a letter in a circle have supporting notes that you need to read.

**Note:** This flowchart is designed for original equipment (OE) production vehicles. Modified vehicles are unlikely to comply with the required standards.

If you wish to import a motor vehicle to New Zealand, you may wish to check if it qualifies as an immigrant's vehicle (of Class MA, MB or MC) or a 'special interest vehicle', in which case you may find it does not have to meet a frontal impact or emissions standard. The Fuel Consumption Information Rule also does not apply to these vehicles. Details are provided in Factsheet 44a and Factsheet 44b.



Notes for frontal impact flowchart:

**A: START: Is the car listed on one of the frontal impact lists?**

Land transport NZ's website lists, by make and model, vehicles that manufacturers have advised as meeting (or not meeting) New Zealand's frontal impact requirements (see Frontal impact compliance status of vehicles by vehicle make). Please note that the information on these lists is supplied by vehicle manufacturers, and is not exhaustive. Land Transport NZ has taken every reasonable precaution to ensure the accuracy of this information.

Read the appropriate list carefully, because some makes and models don't comply until they reach a particular model year or chassis number.

If your vehicle is not on this list, it may still comply with frontal impact requirements. If you can't find your class MA vehicle in these lists, follow the steps described in the appropriate flowchart in this Infosheet to establish whether or not your vehicle meets an approved frontal impact standard.

### **B: Does the vehicle have an ADR compliance plate?**

An ADR (Australian Design Rules) compliance plate on a class MA vehicle manufactured on or after 1 January 1996 will be accepted as proof that the vehicle was manufactured to meet a frontal impact standard acceptable in New Zealand.

### **C: Do you have a Statement of compliance that includes an approved frontal impact standard?**

If you do not have the ADR compliance plate you need to have a Statement of compliance testifying that the vehicle meets one of the required frontal impact standards.

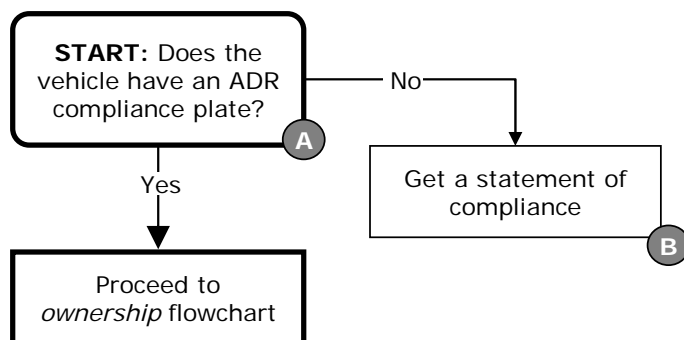
### **D: STOP**

Don't ship the vehicle to New Zealand. Frontal impact protection systems can't be added after a vehicle has been manufactured. If a vehicle wasn't designed, manufactured and certified as meeting an approved frontal impact standard there is nothing that can be done to change this. The vehicle simply won't meet our frontal impact requirements.

### Other standards flowchart

This flowchart applies to passenger cars (class MA) imported from Australia and manufactured on or after 1 January 1990. It follows on from the *frontal impact* flowchart. It is intended as a guide only, and must be read in conjunction with all other applicable flowcharts. Follow the steps in the flowchart. Steps marked with a letter in a circle have supporting notes that you need to read.

**Note:** This flowchart is designed for original equipment (OE) production vehicles. Modified vehicles are unlikely to comply with the required standards. If the vehicle is modified, we strongly recommend that you check with an entry certifier to make sure that the vehicle complies with required standards.



### Notes for other standards flowchart:

#### **A: START: Does the vehicle have an ADR compliance plate?**

An ADR compliance plate fixed to the vehicle proves that it meets the standards that were in effect in Australia when it was manufactured. This can be used as evidence that the vehicle meets the standards required in New Zealand. Note that an ADR compliance plate will not prove frontal impact compliance in all cases (see *frontal impact* flowchart).

## B: Get a Statement of compliance

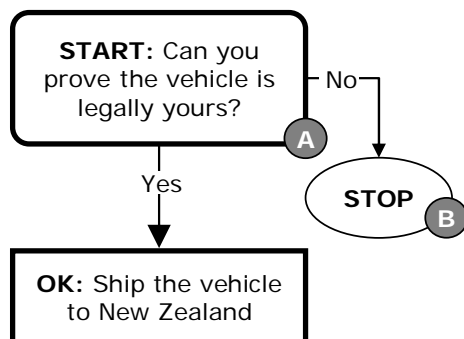
If there's no ADR compliance plate on the vehicle you need to get a Statement of compliance to prove your car meets the required standards.

## Ownership flowchart

This flowchart applies to passenger cars (class MA) imported from Australia. Either:

- the car is more than 20 years old (based on the date of first registration anywhere), or
- the car is less than 20 years old and you have worked through the *frontal impact* flowchart and the *other standards* flowchart.

Follow the steps in the flowchart. Steps marked with a letter in a circle have supporting notes that you need to read.



Notes for ownership flowchart:

### A: START: Can you prove the vehicle is legally yours?

You will need evidence that you're legally entitled to the vehicle. You must have original documents that establish an ownership trail back to the last registered owner in Australia (eg, deregistration or change of ownership papers) and invoices, bills of sale, receipts etc.

### B: STOP

Don't ship the vehicle to New Zealand. If you can't prove that the vehicle is legally yours, you won't be able to register it for use on New Zealand roads.

See also:

- Appendix 1: What's a Statement of compliance?
- Appendix 2: Sample ADR plates
- **Safety-related vehicle recalls** (<http://www.landtransport.govt.nz/importing/vehicle-safety-recalls.html>) provides information to check whether the vehicle you are importing is free of recalls. (You are **strongly advised** to do this).

### Section 3: Importing forward-control vehicles (class MB) or off-road vehicles (class MC) from Australia

Class	Description
MB (forward control passenger vehicle)	A passenger vehicle (other than a class MC vehicle): <ol style="list-style-type: none"> <li>a. that has not more than nine seating positions (including the driver's seating position), and</li> <li>b. in which the centre of the steering wheel is in the forward quarter of the vehicle's total length.</li> </ol>
MC (off-road passenger vehicle)	A passenger vehicle, designed with special features for off-road operation, that has not more than nine seating positions (including the driver's seating position), and that: <ol style="list-style-type: none"> <li>a. has four-wheel drive, and</li> <li>b. has at least four of the following characteristics when the vehicle is unladen on a level surface and the front wheels are parallel to the vehicle's longitudinal centre-line and the tyres are inflated to the vehicle manufacturer's recommended pressure:               <ol style="list-style-type: none"> <li>i. an approach angle of not less than 28 degrees</li> <li>ii. a breakover angle of not less than 14 degrees</li> <li>iii. a departure angle of not less than 20 degrees</li> <li>iv. a running clearance of not less than 200 mm</li> <li>v. a front-axle clearance, rear-axle clearance, or suspension clearance of not less than 175 mm.</li> </ol> </li> </ol>
<p><b>Note:</b> A <b>passenger vehicle</b> is a motor vehicle that is constructed primarily for the carriage of passengers, and either has at least four wheels, or has three wheels and a gross vehicle mass exceeding one tonne.</p>	

**Be aware** that your vehicle **must** meet the exhaust emissions requirements set out in infosheet 2.08.

**If** your vehicle meets the requirements in infosheet 2.08, you can continue with the following process.

If your vehicle is a motor vehicle of class MB or MC and it was manufactured before 1 January 1990, go straight to the *ownership* flowchart.

If your vehicle was manufactured on or after 1 January 1990, but before 1 October 2003 there will be standards it has to meet – start at the *standards* flowchart.

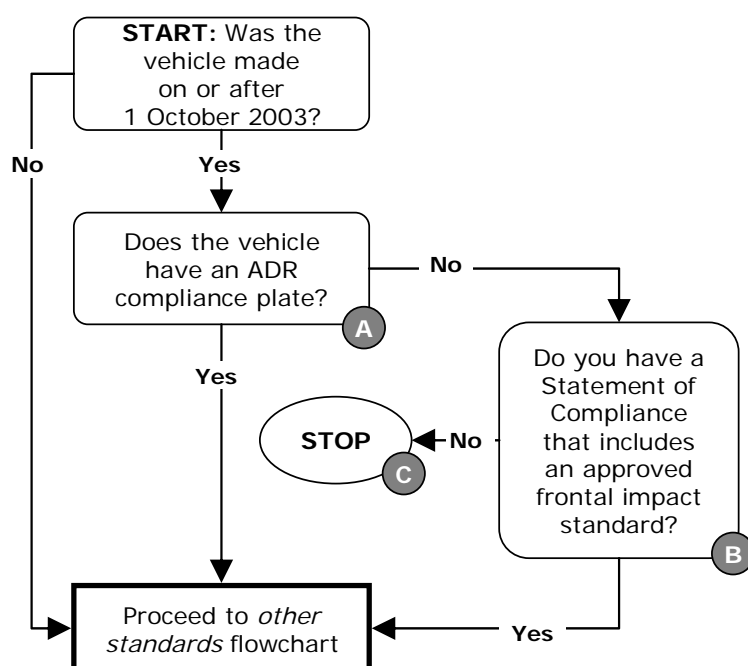
If your vehicle was manufactured on or after 1 October 2003 it will need to meet a frontal impact standard in addition to other standards. Start at the *frontal impact* flowchart.

If you wish to import a motor vehicle to New Zealand, you may wish to check if it qualifies as an immigrant's vehicle (of Class MA, MB or MC) or a 'special interest vehicle', in which case you may find it does not have to meet a frontal impact or emissions standard. The Fuel Consumption Information Rule also does not apply to these vehicles. Details are provided in Factsheet 44a and Factsheet 44b.

## Frontal impact flowchart

This flowchart applies to forward-control passenger vehicles (class MB) and off-road passenger vehicles (class MC) imported from Australia. Follow the steps in the flowchart. Steps marked with a letter in a circle have supporting notes that you need to read.

If you wish to import a motor vehicle to New Zealand, you may wish to check if it qualifies as an immigrant's vehicle (of Class MA, MB or MC) or a 'special interest vehicle', in which case you may find it does not have to meet a frontal impact or emissions standard. The Fuel Consumption Information Rule also does not apply to these vehicles. Details are provided in Factsheet 44a and Factsheet 44b.



Notes for frontal impact flowchart:

### A: Does the vehicle have an ADR compliance plate?

An ADR (Australian Design Rules) compliance plate on a class MB or class MC vehicle manufactured on or after 1 October 2003 will be accepted as proof that the vehicle was manufactured to meet a frontal impact standard acceptable in New Zealand.

### B: Do you have a Statement of compliance that includes an approved frontal impact standard?

If the vehicle does not have an ADR plate you need to have a Statement of compliance testifying that the vehicle meets one of the required frontal impact standards.

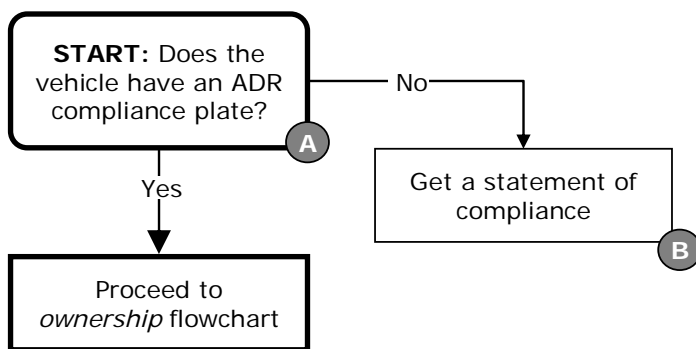
### C: STOP

Don't ship the vehicle to New Zealand. Frontal impact protection systems can't be added after a vehicle has been manufactured. If a vehicle wasn't designed, manufactured and certified as meeting an approved frontal impact standard there is nothing that can be done to change this. The vehicle simply won't meet our frontal impact requirements.

## Standards flowchart

This flowchart applies to forward-control passenger vehicles (class MB) and off-road passenger vehicles (class MC) imported from Australia, and manufactured on or after 1 January 1990. It is intended as a guide only, and must be read in conjunction with all other applicable flowcharts. Follow the steps in the flowchart. Steps marked with a letter in a circle have supporting notes that you need to read.

**Note:** This flowchart is designed for original equipment (OE) production vehicles. Modified vehicles are unlikely to comply with the required standards. If the vehicle is modified, we strongly recommend that you check with an entry certifier to make sure that the vehicle complies with required standards.



Notes for standards flowchart:

### **A: START: Does the vehicle have an ADR compliance plate?**

An ADR (Australian Design Rules) compliance plate fixed to the vehicle can be used as evidence that the vehicle meets standards required in New Zealand.

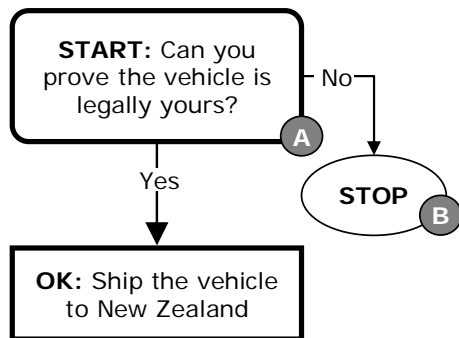
### **B: Get a Statement of Compliance**

If there's no ADR compliance plate on the vehicle you need to get a Statement of compliance to prove your vehicle meets the required standards.

## Ownership flowchart

This flowchart applies to forward-control passenger vehicles (class MB) and off-road passenger vehicles (class MC) imported from Australia.

It applies if you've got proof the vehicle complies with the standards required in New Zealand, or if the vehicle was manufactured before 1 January 1990. Follow the steps in the flowchart. Steps marked with a letter in a circle have supporting notes that you need to read.



Notes for ownership flowchart:

**A: START: Can you prove the vehicle is legally yours?**

You will need evidence that you're legally entitled to the vehicle. You must have original documents that establish an ownership trail back to the last registered owner in Australia (eg, deregistration or change of ownership papers) and invoices, bills of sale, receipts etc.

**B: STOP**

Don't ship the vehicle to New Zealand. If you can't prove that the vehicle is legally yours, you won't be able to register it for use on New Zealand roads.

See also:

- Appendix 1: What's a Statement of compliance?
- Appendix 2: Sample ADR plates
- **Safety-related vehicle recalls** (<http://www.landtransport.govt.nz/importing/vehicle-safety-recalls.html>) provides information to check whether the vehicle you are importing is free of recalls. (You are **strongly advised** to do this).

**Section 4: Importing goods vehicles (class NA, NB, and NC), minibuses (class MD1 and MD2), or buses (class MD3, MD4, and ME) from Australia**

<b>Class</b>	<b>Description</b>
MD (light omnibus)	An omnibus that has a gross vehicle mass not exceeding 5 tonnes.
MD 1	An omnibus that has a gross vehicle mass not exceeding 3.5 tonnes and not more than 12 seats.
MD 2	An omnibus that has a gross vehicle mass not exceeding 3.5 tonnes and more than 12 seats.
MD 3	An omnibus that has a gross vehicle mass exceeding 3.5 tonnes but not exceeding 4.5 tonnes.
MD 4	An omnibus that has a gross vehicle mass exceeding 4.5 tonnes but not exceeding 5 tonnes.
ME	An omnibus that has a gross vehicle mass exceeding 5 tonnes.
NA (light goods vehicle)	A goods vehicle that has a gross vehicle mass not exceeding 3.5 tonnes.
NB (Medium goods vehicle)	A goods vehicle that has a gross vehicle mass exceeding 3.5 tonnes but not exceeding 12 tonnes.
NC ( Heavy goods vehicle)	A goods vehicle that has a gross vehicle mass exceeding 12 tonnes.

**Notes:**

A **passenger vehicle** is a motor vehicle that is constructed primarily for the carriage of passengers, and either has at least four wheels, or has three wheels and a gross vehicle mass exceeding one tonne.

An **omnibus** is a passenger vehicle that has more than nine seating positions (including the driver's seating position).

A **goods vehicle** is a motor vehicle that is constructed primarily for the carriage of goods, and either has at least four wheels, or has three wheels and a gross vehicle mass exceeding one tonne.

**Important:**

Your vehicle **must** meet the exhaust emissions requirements set out in infosheet 2.08.

Standards for heavy-vehicle brakes were introduced through the Heavy-vehicle Brakes Rule, which comes into force on 1 March 2007. Imported heavy vehicles of classes MD3, MD4, ME, NB and NC that are first registered in New Zealand after 1 July 2008 will need to meet an approved brake standard. In addition vehicles of classes NB or NC intended to be used to tow heavy trailers will in most cases need to be fitted with ABS, EBS or LSV.

This will mean that you **MUST** check for compliance with one of the approved brake standards if you want to import a heavy vehicle of class MD3, MD4, ME, NB or NC, no matter what date the vehicle was manufactured.

This infosheet now details some means of proving compliance.

**Be aware** that your vehicle **must** meet the exhaust emissions requirements set out in infosheet 2.08.

**If** your vehicle meets the requirements in infosheet 2.08, you can continue with the following process.

If your vehicle is a light goods vehicle (class NA) or a minibus (class MD1 or MD2), and it was manufactured before 1 January 1990, go straight to the *ownership* flowchart.

If your vehicle was manufactured on or after 1 January 1990 there will be standards it has to meet – start at the *standards* flowchart.

If your vehicle is a heavy good vehicle (class NB or NC), or a bus (class MD3, MD4 or ME), read on:

### Heavy-vehicle brake standards

The Heavy-vehicle Brakes Rule applies to imported heavy vehicles of classes MD3, MD4, ME, NB and NC that are **first registered in New Zealand after 1 July 2008**. You **MUST** check for compliance with one of the approved brake standards if you want to import a heavy vehicle of class MD3, MD4, ME, NB or NC, **no matter what date the vehicle was manufactured**.

Detailed information about how to prove compliance with an approved brake standard is given in:

[Vehicle inspection requirements manual: Entry Certification, Brakes: 8-1 Service brake and park brake](#), pages 8-1-3 and 8-1-4, and

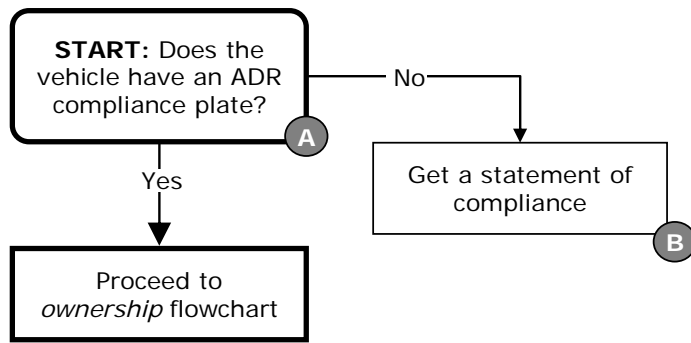
[Vehicle inspection requirements manual: Entry certification, Technical bulletin 31 – Brakes standard compliance](#)

### Standards flowchart

This flowchart applies to goods vehicles (class NA, NB, or NC), minibuses (class MD1 or MD2), or buses (class MD3, MD4, or ME) imported from Australia. Follow the steps in the flowchart. Steps marked with a letter in a circle have supporting notes that you need to read.

**Please note:** Many heavy vehicles will need to be modified to meet additional New Zealand requirements, and be certified by a heavy-vehicle specialist certifier, before they can enter the fleet. These modifications can be carried out after the vehicle is imported into New Zealand. For more information on these requirements, see *Land Transport Rule: Heavy Vehicles 2004* and *Land Transport Rule: Vehicle Dimensions and Mass 2002*.

**Please note also** that your heavy vehicle must have a **chassis rating** approved by Land Transport New Zealand before it can be registered for use on the road. Contact an entry certifier for the chassis rating application forms and procedure.



Notes for standards flowchart:

**A: START: Does the vehicle have an ADR compliance plate?**

An ADR (Australian Design Rules) compliance plate fixed to the vehicle can be used as evidence that the vehicle meets standards required in New Zealand.

**B: Get a Statement of Compliance**

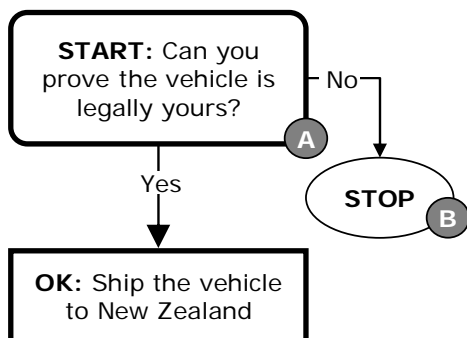
If there's no ADR compliance plate on the vehicle you need to get a Statement of compliance to prove your vehicle meets the required standards.

Ownership flowchart

This flowchart applies to a goods vehicle (class NA, NB, or NC), a minibus (class MD1 or MD2), or a bus (class MD3, MD4, or ME) imported from Australia.

It applies if you've got proof the vehicle complies with the standards required in New Zealand.

Follow the steps in the flowchart. Steps marked with a letter in a circle have supporting notes that you need to read.



Notes for ownership flowchart:

**A: START: Can you prove the vehicle is legally yours?**

You will need evidence that you're legally entitled to the vehicle. You must have original documents that establish an ownership trail back to the last registered owner in Australia (eg, deregistration or change of ownership papers) and invoices, bills of sale, receipts etc.

**B: STOP**

Don't ship the vehicle to New Zealand. If you can't prove that the vehicle is legally yours, you won't be able to register it for use on New Zealand roads.

See also:

- Appendix 1: What's a Statement of compliance?
- Appendix 2: Sample ADR plates
- **Safety-related vehicle recalls** (<http://www.landtransport.govt.nz/importing/vehicle-safety-recalls.html>) provides information to check whether the vehicle you are importing is free of recalls. (You are **strongly advised** to do this).

## Section 5: Importing heavy trailers (class TC and class TD) from Australia

Class	Description
TC (Medium trailer)	A trailer that has a gross vehicle mass exceeding 3.5 tonnes but not exceeding 10 tonnes.
TD (Heavy trailer)	A trailer that has a gross vehicle mass exceeding 10 tonnes.

### Heavy-vehicle brakes requirements

The Heavy-vehicle Brakes Rule that came into force on 1 March 2007, requires that vehicles of class TC and TD first registered in New Zealand on or after 1 July 2008 will in most cases need to be fitted with ABS, EBS or LSV.

Detailed information about how to prove compliance with brake requirements is given in:

[Vehicle inspection requirements manual: Entry Certification, Brakes: 8-1 Service brake and park brake](#), page 8-1-5, and

**Please note:** If your vehicle is a heavy trailer (class TC or TD) there are standards it has to meet, but they are for vehicle lighting components and tyres, that can be fitted to the vehicle after it has entered New Zealand (see Infosheet 1.10: Vehicle classes and the standards they must meet).

**Please note:** As well as meeting the standards in Infosheet 1.10, many heavy vehicles will need to be modified to meet additional New Zealand requirements, and be certified by a heavy-vehicle specialist certifier, before they can enter the fleet. These modifications can be carried out after the vehicle is imported into New Zealand. For more information on these requirements, see *Land Transport Rule: Heavy Vehicles 2004*, *Land Transport Rule: Vehicle Dimensions and Mass 2002*, and *Land Transport Rule: Heavy-vehicle Brakes 2006*.

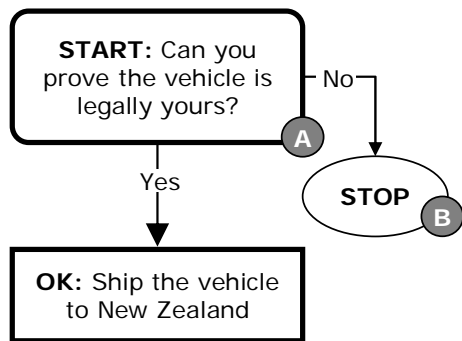
**Please note also** that your heavy vehicle must have a **chassis rating** approved by Land Transport New Zealand before it can be registered for use on the road. Contact an entry certifier for the chassis rating application forms and procedure.

Go to the *ownership* flowchart.

### Ownership flowchart

This flowchart applies to heavy trailers (class TC or class TD) imported from Australia.

Follow the steps in the flowchart. Steps marked with a letter in a circle have supporting notes that you need to read.



Notes for ownership flowchart:

**A: START: Can you prove the vehicle is legally yours?**

You will need evidence that you're legally entitled to the vehicle. You must have original documents that establish an ownership trail back to the last registered owner in Australia (eg, deregistration or change of ownership papers) and invoices, bills of sale, receipts etc.

**B: STOP**

Don't ship the vehicle to New Zealand. If you can't prove that the vehicle is legally yours, you won't be able to register it for use on New Zealand roads.

See also:

- Appendix 1: What's a Statement of compliance?
- Appendix 2: Sample ADR plates
- **Safety-related vehicle recalls** (<http://www.landtransport.govt.nz/importing/vehicle-safety-recalls.html>) provides information to check whether the vehicle you are importing is free of recalls. (You are **strongly advised** to do this).

## Appendix 1: What's a Statement of compliance?

A Statement of compliance is a statement from an authorised representative of a vehicle's manufacturer listing the standards to which the vehicle was certified when it was made. If these standards are approved vehicle standards, as listed in New Zealand Rules and regulations, the Statement of compliance is acceptable proof that the vehicle meets the required standards.

Follow these steps to get a Statement of compliance:

**Contact an authorised representative** of the company that manufactured the vehicle. The representative must be either a New Zealand representative, or an overseas representative of the vehicle manufacturer who is authorised by the manufacturer to issue Statements of compliance.

A list of New Zealand representatives authorised to issue Statements of compliance can be obtained from the Land Transport NZ website [www.landtransport.govt.nz/importing/mia-list.html](http://www.landtransport.govt.nz/importing/mia-list.html) or via the Land Transport NZ helpdesk (free phone 0800 699 000).

1. Ask the authorised representative **to complete a Statement of compliance** (as shown in the sample at the end of this infosheet), and provide you with a covering letter on company letterhead. The authorised representative must sign both the Statement of compliance and the covering letter. You must present the original documents to the entry certifier.

The manufacturer's authorised representative is not obliged to do this for you, but if they do offer this service they will probably charge a fee.

Vehicle manufacturers can attach a schedule to the Statement of compliance, listing the standards to which the vehicle was certified. However, the Statement of compliance must still be completed and signed. They should write the words "see attached schedule" on the part of the table specifying the standards.

Before you ship a vehicle to New Zealand, we **strongly** advise you to get confirmation from an entry certifier that your Statement of compliance lists standards that are accepted in New Zealand.

**Be aware** that your vehicle **must** meet the exhaust emissions requirements set out in infosheet 2.08.

**Please note:** Standards for heavy-vehicle brakes will be introduced through the Heavy-vehicle Brakes Rule, which came into force on 1 March 2007. Imported heavy vehicles of classes MD3, MD4, ME, NB and NC that are first registered in New Zealand after 1 July 2008 will need to meet an approved brake standard. In addition vehicles of classes NB or NC intended to be used to tow heavy trailers will in most cases need to be fitted with ABS, EBS or LSV. Vehicles of class TC and TD first registered in New Zealand on or after 1 July 2008 will in most cases need to be fitted with ABS, EBS or LSV.

This will mean that you **MUST** check for compliance with one of the approved brake standards if you want to import a heavy vehicle of class MD3, MD4, ME, NB or NC, no matter what date the vehicle was manufactured.

Please note that the Statement of Compliance has been updated to include the requirement for Fuel Consumption information to be included. This applies to vehicles of classes MA, MB, MC, MD1, MD2 and NA.

## Statement of compliance

Make	
Model	
Model code	
Year of Manufacture	
VIN/chassis number	

Component/system	Standards(s) met (eg UN/ECE Regulation 16 for seatbelts)
Door retention systems	
Interior impact	
Steering systems	
Seats and seat anchorages	
Frontal impact	
External projections	
Head restraints	
Seatbelts	
Seatbelt anchorages	
Glazing	
Rear-view mirrors	
Brakes	
Lighting equipment installation	
Lighting component	
Headlamps	
Stop lamps	
High mounted stop lamp	
Direction indicators	
Reversing lamps	
Rear registration plate illumination lamps	
Front position lamps	
Rear position lamps	
Retroreflective material	
Rearward-facing retroreflectors	
Side-marker lamps	
End-outline marker lamps	
Front fog lamps	
Rear fog lamps	
Daytime running lamps	
Tyres	
In-built child restraint	
Side impact	
Emissions	

**Fuel consumption information**

Fuel consumption information must be consistent with the test cycle cited in the vehicle's certified emissions standard; and must be provided in kilometres per litre, litres per 100 kilometres, miles per US liquid gallon or miles per Imperial gallon	
Urban fuel consumption	
Extra-urban fuel consumption	
Combined fuel consumption	
If the vehicle's fuel consumption information is consistent with the Japanese 10.15 mode, the Japanese JC08 mode or ADR 81/01 <i>Fuel Consumption Labelling for Light Vehicles</i> , information may be provided for the combined cycle only.	

<b>Name and title</b>	
<b>Company</b>	
<b>Address</b>	

1. I confirm that the components and systems listed above comply with UN/ECE Regulations, EEC/EC/EU Directives, ADRs, Japanese domestic standards, or other approved standards for which type approvals are issued by the controlling jurisdictions or certification bodies at the time of manufacture.
2. I also confirm that where test certificates necessary to claim compliance with the above standards are required by the controlling standards authority, these are in existence for the vehicle(s), components and systems identified above and explicitly cover the production facility/facilities where the vehicle(s), components and systems were manufactured.
3. I also confirm that, for any components and systems complying with FMVSSs:
  - a. test results are in existence demonstrating compliance of the components and systems with FMVSSs; and
  - b. arrangements are in place to ensure conformity of production to cover all stages of manufacture of the vehicle(s), components and systems; and
  - c. the components and systems are designed and manufactured for use in the USA.


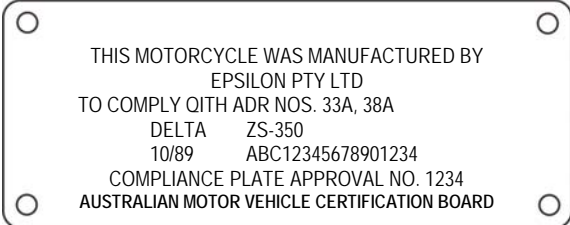
**Signed**



**Dated**

.....

.....

## Appendix 2: Sample ADR compliance plates

AMVCB Second Edition compliance plates (in use before 1 July 1988 and until 1 July 1991)	
<p><b>General use</b> Colour: Other than red, green, blue or yellow</p>	
	 <p style="text-align: center;">Motor cycles only</p> <p>Motor vehicles except motor cycles</p>

AMVCB Third edition Compliance Plates (in use after 1 July 1988 and until 1 July 1992)	
<p><b>General use</b> Colour: Other than red, green, blue or yellow</p>	 <p style="text-align: center;">Motor vehicles except motor cycles (100mm x 50mm)</p>
	 <p style="text-align: center;">Motor cycles only (95mm x 35mm)</p>

**Motor Vehicle Standards Compliance Plates**  
(in use from October 1989 – current style)

**General use**

Colour: Other than red, green, blue or yellow

APPROVAL NO. 10023                      CATEGORY MA  
 EPSILON PTY LTD  
 DELTA 230 GL

GVM    SEATS 5  
 10/89    VIN  
 EAG162201G0015002

THIS VEHICLE WAS MANUFACTURED TO COMPLY WITH THE MOTOR VEHICLE STANDARDS ACT 1989

Motor vehicles except motor cycles  
(100mm x 50mm)

APPROVAL NO. 10024                      CATEGORY LC  
 EPSILON PTY LTD  
 DELTA ZS 350 GL

10/89    VIN  
 EAG162001GD01416

THIS VEHICLE WAS MANUFACTURED TO COMPLY WITH THE MOTOR VEHICLE STANDARDS ACT 1989

Motor cycles only  
(95mm x 35mm)

**Trailer**

Colour: Other than red, green, blue or yellow

Trailers over 4.5 tonnes ATM  
(150mm x 90mm)

MAKE-MODEL

DATE                       ATM                       TONNE

VIN     APPROVAL No.

THIS TRAILER WAS MANUFACTURED BY

TO COMPLY WITH THE MOTOR VEHICLE STANDARDS ACT 1989  
 COMPLIANCE MARK APPROVAL NUMBERS

THIS PLATE IS AFFIXED WITH THE APPROVAL OF THE ADMINISTRATOR MOTOR VEHICLE STANDARDS