

Land Transport Rule Vehicle Standards Compliance

**Consolidated Rule
with amendments incorporated
as at
1 December
2016**

Note. The consolidation of the Rule and its amendments is intended to provide up-to-date details of the current requirements. It is not the official version of the Rule.

Preface

The consolidated Rule brings together the requirements relating to control over the entry of vehicles into, and operation of vehicles in, the land transport system in the principal Rule and its amendments. These Rules were produced, under an agreement with the Secretary for Transport, by the NZ Transport Agency (NZTA) or its predecessor land transport Crown entities. They were signed into law by the Minister of Transport or his or her delegate under the *Land Transport Act 1998*.

The principal Rule

Land Transport Rule: Vehicle Standards Compliance 2002 (the Rule), which came into force on 1 April 2002, revoked and replaced the *Land Transport Rule: Vehicle Standards Compliance 1998*. It set in place a consolidated legal framework for the inspection and certification of motor vehicles.

Amendment 1

Following public consultation, the Rule was amended with effect from 1 April 2006 to transfer from the *Traffic Regulations 1976*, and update, the requirements for the approval, inspection and certification of liquified petroleum gas (LPG) and compressed natural gas (CNG) fuel systems installed in vehicles, and for the assigning and affixing of vehicle identification numbers (VINs) to vehicles.

Amendment 2

With effect from 27 September 2007 the Rule was amended to transfer from the *Traffic Regulations 1976*, and update, the offences provisions in relation to vehicle identification numbers (VINs), to clarify who may affix a multiple copy of a VIN and to amend definitions.

Amendment 3

The Rule was further amended with effect from 17 January 2008 to relax the requirements for axle weight ratings, to take into account that Japanese vehicles are not given axle-set ratings (the 'application GVM' that is specified for a vehicle for use in Japan is conservative enough not to require axle-set ratings to be determined or calculated for operation in New Zealand); and provide for articulated combinations weighing more than 3500 kg to be

individually subject to a warrant of fitness test, rather than being tested under the certificate of fitness system.

Amendment 4

The Rule was amended from 10 April 2009 to revoke the provisions related to the Whole of Vehicle Marking (WOVM) aspect of the Government's Vehicle Crime Reduction Programme launched in January 2005. The Rule was intended to enable the NZTA to require new or used vehicles less than 15 years old, which were imported after the WOVM regime came into effect, to have multiple copies of their VINs attached at border inspection or when they were inspected prior to registration.

It has been decided not to proceed with the implementation of the WOVM initiative in its current form. The objective of this amendment Rule, therefore, was to remove the provisions relating to assigning and affixing of copies of VINs to vehicles.

Amendment 5

A further amendment to the Rule came into force on 7 May 2009. The purpose of the amendment was to correct an anomaly created by the Rule that resulted in more-stringent in-service inspection and certification requirements than necessary being applied to some tractors.

The amendment Rule also:

- removed an unnecessary requirement in the Rule by excepting trailers designed solely for agricultural purposes from compliance with in-service inspection and certification requirements, when being delivered to a farmer or contractor,
- aligned the requirement relating to determining the weight limits for axle ratings for Class MD1 and Class MD2 vehicles with the amended definition of 'chassis rating', and
- clarified the Rule, in relation to the powers of the NZ Transport Agency to revoke specialist certificates, or to direct a specialist certifier to revoke his or her certificate (record of determination).

Amendment 6

The Rule was amended with effect from 1 April 2010:

- to make a correction to the Rule by fully aligning the heading of *clause 10.7* with the provisions beneath; and
- to correct an anomaly in the Rule by aligning the definition of a Class AB vehicle (ie, a power-assisted pedal cycle) in various Land Transport Rules

with that in *Land Transport (Road User) Rule 2004* and a related notice in the *New Zealand Gazette* of 2 February 2006.

Amendment 7

Following consultation on amendment proposals in draft *Land Transport Rule: Omnibus Amendment 2010*, the Rule was amended with effect from 1 April 2011 to:

- require vehicles of Class LA and Class LB (mopeds) to have a vehicle identification number (VIN) for entry to the New Zealand fleet, to prevent motorcycles from being fraudulently registered as mopeds and mopeds that do not meet New Zealand entry requirements from being registered;
- remove the redundant requirement that a liquid petroleum gas or compressed natural gas fuel system and its components be approved by notice in the Gazette before being certified for entry into service;
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- revoke *clauses 11.5 and 11.6* and transfer them to *Land Transport Rule: Vehicle Equipment 2004* where they should be found;
- amend the definition of ‘low volume vehicle’ in various Land Transport Rules to enable New Zealand manufacturers to produce up to a new limit of 500 units of any make or model low volume vehicle in any given year.

Amendment 8

The Rule was amended with effect from 1 October 2011 to introduce changes consulted on in *Land Transport Rule: Omnibus Amendment 2011* to:

- ensure that certain vehicles that may be subject to fees simply because they are classified under the Rule as goods service vehicles, but are not classified as such for any other purpose, will not be subject to those fees;
- transfer the prevailing definition of ‘tractor’ to the Rule from the *Traffic Regulations 1976* before the regulations are revoked.

Amendment 9

The Rule was amended with effect from 1 June 2013 (except for a provision relating to warrants of fitness for agricultural motor vehicles, which came into on 11 November 2013). The Rule changes were consulted on in *Land Transport Rule: Agricultural Vehicles Omnibus 2012*. The changes:

- removed the periodic (warrant of fitness/certificate of fitness (WoF/CoF)) inspection requirement for agricultural motor vehicles that are operated at speeds not exceeding 40 km/h;

- provided for a revised and simplified WoF inspection for agricultural motor vehicles that are operated at speeds exceeding 40 km/h, with no CoF requirement;
- provided for annual vehicle inspections for vehicles that are operated at speeds exceeding 40 km/h, rather than six-monthly;
- amended a number of definitions used in Land Transport Rules as a consequence of the changes to the legislation applying to agricultural motor vehicles.

Amendment 10

The Rule was amended with effect from 1 January 2014 to introduce changes consulted on in draft *Land Transport Rule: Vehicle Standards Compliance Amendment (No 2) 2013*. The objective of the amendment was to make changes to the frequency of in-service vehicle inspection for motor vehicles operated on New Zealand's roads.

From 1 January 2014: a light vehicle (weighing 3.5 tonnes or less) first registered in New Zealand or overseas on or after 1 January 2004 has an annual warrant of fitness.

From 1 July 2014:

- after an initial inspection, the next inspection for a light vehicle will not be until three years after the date of its initial inspection;
- light vehicles first registered in New Zealand or overseas on or after 1 January 2000, after the third anniversary of its first registration has an annual inspection;
- light vehicles first registered in New Zealand or overseas before 1 January 2000 have six-monthly inspections;
- the variable frequency of certificate of fitness inspections of heavy vehicles and commercial vehicles is extended from 3 – 9 months to 3 – 12 months.

Amendment 11

The Rule was amended with effect from 1 January 2014 to make minor changes consulted on in draft *Land Transport Rule: Omnibus Amendment 2013*. The objective of the amendment is to:

- clarify that a 'new vehicle' does not include a low volume vehicle that contains used components for the purpose of identifying which vehicles are subject to a border inspection when being imported;

- revoke the definition of ‘scratch-built vehicle’ in the Vehicle Standards Compliance Rule and in 10 other Rules in which the definition is not used.

Amendment 12

The Rule was amended with effect from 1 November 2014 to make minor changes consulted on in draft *Land Transport Rule: Omnibus Amendment 2014*. The objective of the amendment was to remove inspection requirements for agricultural vehicles not required to be registered and licensed.

Amendment 13

The Rule was amended with effect from 1 December 2016 to make minor changes consulted on in draft *Land Transport Rule: Omnibus Amendment 2016*. The objective of the amendment is to ensure that applicants to be a vehicle inspector or an inspecting organisation have both public liability insurance and professional indemnity insurance.