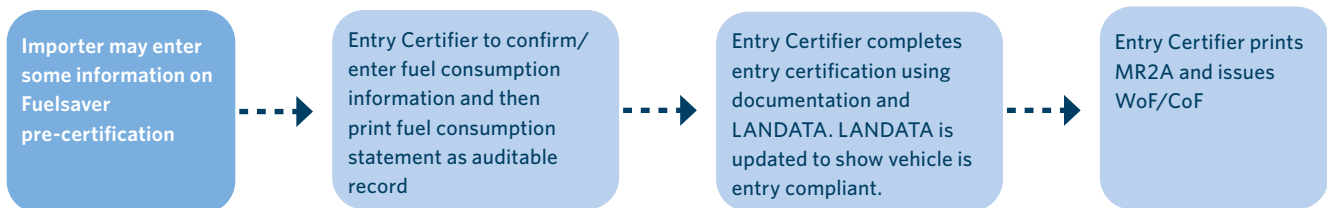# Clean Car Standard (CCS)

Aspects of entry compliance for used vehicles guide

This guide provides information on the changes to certifying used light vehicles as a result of the Clean Car Standard (CCS), effective from 1 December 2022.

This guide is for entry certifiers working with used vehicles.

Entry certification process

| Importer may enter some information on Fuelsaver pre-certification | → | Entry Certifier to confirm/enter fuel consumption information and then print fuel consumption statement as auditable record | → | Entry Certifier completes entry certification using documentation and LANDATA. LANDATA is updated to show vehicle is entry compliant. | → | Entry Certifier prints MR2A and issues WoF/CoF |

Most of the process for entry certification of used vehicles is business as usual but there are some key differences in what you need to check and what you will need to do in Fuelsaver and LANDATA.

CO_2 account

The vehicle importer needs to register for a CO_2 account in the CCS system before light vehicles can progress through entry certification. Different CO_2 accounts are required for new vehicles and used vehicles.

As part of entry certification you'll need to check the vehicle importer has a valid CO_2 account number. They should advise you of their CCS CO_2 account number when they provide you with their export documentation using one of the following:

- printed or electronic CCS account number form from Fuelsaver
- printed fuel consumption statement

Alternatively, you can hold an importer instruction on file specifying which CO_2 account number should be used for all vehicles associated with that importer. This should be a written statement on letterhead, and must be signed by the importer.

If the CO_2 account number provided doesn't match the CO_2 account on the *Fuel consumption statement*, you may need to update the CO_2 account in Fuelsaver.

We recommend you don't start entry certification without a vehicle importer's CO_2 account number.

You can direct the vehicle importer to the resources on our website if they need help.

www.nzta.govt.nz/clean-car-standard

Fuelsaver

Additional fields for CCS have been added in Fuelsaver and the *Fuel consumption import statement*, including CO_2 account number. You need to aware of these when you enter or review data in Fuelsaver.

See Fuelsaver guide for details.

Note: Additional tools have also been added for vehicle importers.

LANDATA

Information loaded in Fuelsaver will populate LANDATA once the base record has been created from Border check.

Additional fields for CCS have been added in the VIN screen, including CO_2 account number.

See Changes to LANDATA – used vehicle guide for details.

MR2A sticker

Waka Kotahi have provided you with MR2A stickers. If the test cycle is unknown at certification and LANDATA can't match the vehicle to provide a WLTP CO_2 value, the MR2A sticker is to indicate the vehicle has been assigned an estimated calculated CO_2 value (Test cycle value = COMPTD).

When you print the MR2A form, attach the removeable MR2A sticker to advise importers the CO_2 value is estimated. This alerts the dealer as they may be unaware (and want to try and source better evidence).

Accepting vehicles into CO_2 accounts

From January 2023, vehicle importers must manually accept vehicles into their CO_2 accounts. If they don't do this, it won't stop entry certification processes or MR2As being issued, but it will prevent used vehicles from being registered.

If you are completing entry certification and registration for a vehicle, you need to make sure the vehicle importer is aware of this. They'll need to go into the CCS system and complete acceptance in between entry certification and registration.