

WELLINGTON, NEW ZEALAND

PURSUANT to sections 152, 155(a), (b), (d) and (e), and 158(a)(i) of the Land Transport Act 1998

I, Steven Joyce, Minister of Transport,

HEREBY make the following ordinary Rule:

Land Transport Rule: Vehicle Standards Compliance
Amendment

SIGNED AT Wellington

This day of 2011

Steven Joyce
Minister of Transport

Land Transport Rule
Vehicle Standards Compliance Amendment 2011
Rule 35001/8

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Land Transport Rule

Vehicle Standards Compliance Amendment 2011

Rule 35001/8

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Objective of the Rule

Land Transport Rule: Vehicle Standards Compliance Amendment 2011 amends *Land Transport Rule: Vehicle Standards Compliance 2002* (the Vehicle Standards Compliance Rule). The Vehicle Standards Compliance Rule sets in place a consolidated legal framework for the inspection and certification of motor vehicles.

The objective of this Rule is to amend the Vehicle Standards Compliance Rule 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;
- 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.

Extent of consultation

For the purposes of consultation, amendments proposed to *Land Transport Rule: Vehicle Standards Compliance 2002* and five other Land Transport Rules were combined into a single draft Rule, *Land Transport Rule: Omnibus Amendment 2010* (the Omnibus Amendment Rule).

On 23 November 2010, the NZ Transport Agency (NZTA) sent details of the amendment proposals by letter or email to approximately 1800 groups and individuals who had registered an interest in the Rules to be amended. The draft Omnibus Amendment Rule was made available through the NZTA Contact Centre and, together with Questions and Answers, was also made available on the NZTA's website. The availability of the draft for comment was publicised in the metropolitan daily newspapers in Auckland, Hamilton, Wellington, Christchurch and Dunedin and in the *New Zealand Gazette*. The NZTA received 26 submissions on the draft Omnibus Amendment Rule, of which 14 commented on the proposed amendments to the Vehicle Standards Compliance Rule.

Following consultation, the provisions in the draft Omnibus Amendment Rule were split into six separate amendment Rules, including this Rule. The submissions that were received were taken into account in drafting this amendment Rule before it was submitted to the Minister of Transport for signing.

Part 1 Rule requirements

Section 1 Application

1.1 Title

This Rule is *Land Transport Rule: Vehicle Standards Compliance Amendment 2011*.

1.2 Date when Rule comes into force

This Rule comes into force on 1 April 2011.

1.3 Scope of Rule

This Rule amends *Land Transport Rule: Vehicle Standards Compliance 2002*.

Section 2 Amendments to Rule requirements

2.1 Vehicle identification numbers for mopeds

2.1(1) *Subclause 4.1(1)* is amended by substituting “(i)” for “(h)” in *paragraph 4.1(1)(b)*.

2.1(2) *Clause 6.1* is amended by:

(a) deleting “LA, LB,” from *paragraph 6.1(a)*; and

(b) inserting the following paragraph after *6.1(b)*:

“(i) a vehicle of Class LA or Class LB that was registered in New Zealand on, or before, 30 June 2011.”

2.2 Approval of alternative fuel systems

2.2(1) *Clause 6.2* is amended by deleting *subclause 6.2(6)*.

2.2(2) *Section 11* is amended by deleting *clauses 11.5* and *11.6*.

Section 3 Amendment to Definitions

3.1 Substitution of definition

Part 2 of this Rule, and of the Rules listed in the *Schedule* to this Rule, is amended by substituting the following for the definition of ‘low volume vehicle’:

“**Low volume vehicle** means a make and model of a vehicle, of a class specified in *Table A: Vehicle classes*, other than Class MD3, MD4, ME, NB, NC, TC or TD, that is:

- “(a) manufactured, assembled or scratch-built in quantities of 500 or less in any one year, and where the construction of the vehicle may directly or indirectly affect compliance of the vehicle with any of the vehicle standards prescribed by New Zealand law; or
- “(b) modified uniquely, or in quantities of 500 or less in any one year, in such a way that compliance of the vehicle, its structure, systems, components or equipment with a legal requirement relating to safety performance applicable at the time of the modification may be affected.”

Part 2 Schedule

Consequential amendment to definitions [Ref. 3.1]

Land Transport Rule	Amendment
<p>Door Retention Systems 2001; External Projections 2001; Frontal Impact 2001; Fuel Consumption Information 2008; Glazing, Windscreen Wipe and Wash, and Mirrors 1999; Head Restraints 2001; Heavy Vehicles 2004; Heavy-vehicle Brakes 2006; Interior Impact 2001; Light-vehicle Brakes 2002; Seatbelts and Seatbelt Anchorages 2002; Seats and Seat Anchorages 2002; Steering Systems 2001; Tyres and Wheels 2001; Vehicle Dimensions and Mass 2002; Vehicle Equipment 2004; Vehicle Exhaust Emissions 2007; Vehicle Lighting 2004; Vehicle Repair 1998.</p>	<p>Substitute the following for the definition of 'low volume vehicle':</p> <p>“Low volume vehicle means a make and model of a vehicle, of a class specified in <i>Table A: Vehicle classes</i>, other than Class MD3, MD4, ME, NB, NC, TC or TD, that is:</p> <p>“(a) manufactured, assembled or scratch-built in quantities of 500 or less in any one year, and where the construction of the vehicle may directly or indirectly affect compliance of the vehicle with any of the vehicle standards prescribed by New Zealand law; or</p> <p>“(b) modified uniquely, or in quantities of 500 or less in any one year, in such a way that compliance of the vehicle, its structure, systems, components or equipment with a legal requirement relating to safety performance applicable at the time of the modification may be affected.”</p>

