

Land Transport Rule

Frontal Impact

Consolidated Rule
with amendments incorporated
as at
1 October 2011

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 in the principal Rule and its amendments relating to frontal impact protection standards for vehicles. 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: Frontal Impact 2001 (the Rule), which came into force on 1 April 2002, specifies that the performance of a motor vehicle in relation to frontal impact protection must not be impaired by such factors as corrosion or structural damage. The Rule requires specified vehicles to comply with an approved frontal impact standard. The Rule states who is responsible for ensuring compliance with its requirements: operators, repairers, modifiers, certifiers, manufacturers and retailers.

Amendment 1

Following public consultation, the Rule was amended, with effect from 15 September 2005, to incorporate by reference *Directive 96/79/EC* as an additional approved standard for frontal protection for Class MA vehicles (passenger cars). The amendment rectified an omission from the Rule. It also included consequential amendments made under the *Land Transport Amendment Act 2005*, which inserted a definition of ‘mobility devices’ and amended the definition of ‘motor vehicle’.

Amendment 2

A second amendment Rule took effect on 8 May 2008, to improve the system for approving the entry into New Zealand of certain vehicles that do not comply with frontal impact standards.

Amendment 3

An amendment to the Rule took effect on 1 April 2010:

- to clarify that *Land Transport Rule: Seatbelts and Seatbelt Anchorages 2002* will prevail over the Rule in determining the requirements relating to seatbelts in vehicles required to comply with frontal impact standards; and
- to update definitions in the Rule in line with changes to other transport legislation.

Amendment 4

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

The objective of the amendment Rule was to remove the inconsistency in the annual production volume criterion between ‘special interest vehicles less than 20 years old’ and left-hand-drive vehicles, used for determining eligibility for a permit to import these vehicles. ‘Special interest vehicles’ do not meet New Zealand frontal impact standards but may be imported provided, among other criteria, that not more than 20,000 vehicles of that make and model are produced annually.

The amendment Rule brings the production criteria for ‘special interest vehicles’ into line with the equivalent permit criterion for left-hand-drive vehicles, in *Land Transport Rule: Steering Systems 2001*, which is that not more than 20,000 vehicles of that make, model and *sub-model* are produced annually. Removing this inconsistency means that a special interest vehicle that needs permits under both Rules, but which may have only qualified for one, will now meet the annual production volume criteria for both.