

Clean Car Standard (CCS) system

Fuelsaver certification errors that impact the CCS system



The CCS went live on 7 November 2022. This means that any inputting errors that entry certifiers make can now result in the wrong fees being charged to a vehicle.

Our team has reviewed past entry certification forms, and found several common errors that could be prevented with extra diligence.

Industry Model Code loaded incorrectly from Japanese imports

Check carefully that the Industry Model Code from the *Export certificate* is identical to the one entered into Fuelsaver.



Fuel Consumption Import Statement

You are here: Home > Importing > Fuel Consumption

Note: Fuel statements prepared before 30th January will need to be reprinted/republished before they can be used for vehicle certification.

Select the country option that best matches your vehicle documentation

- Australia** I have an ADR plate attached to the vehicle
- UK / Europe** I have an EC type approval statement with test regime and fuel consumption information
I have a UNECE compliance or EC whole vehicle approval plate (or sticker)
- Japan** I have a vehicle export certificate

Chassis No. / VIN: test1A
Make: [Dropdown]
Model: [Dropdown]
Industry model code: **DAA-NHP130**
Variant: [Dropdown]

Start typing your chassis number or Japanese VIN to find a list of matches to select from.
If no match is found, type in the FULL VIN / chassis number.

See where these numbers and codes are on your vehicle export certificate.

If you don't have a vehicle export certificate you will need to get a statement of compliance to prove it meets the required

A simple keying error, such as an additional space or a missing hyphen, when entering an Industry Model Code from Japan will result in the vehicle not getting an emission data match.

This will often result in a higher CO₂ value being applied to a vehicle and a higher emission fee being paid.

Incorrect details loaded into Fuel Saver, including fuel types, model names and transmission types

Check that you enter the correct fuel type.


In the example below, the fuel type has been entered incorrectly as 'Petrol':

This error will result in no match to the source data in Fuelsaver. Although the inspector can change the Engine Type in LANDATA, this will not update the emission information – changes to any of the details on the Fuel Consumption Statement must be made in Fuelsaver, not directly in LANDATA. This is especially true for Fuel Type, Tare Weight and Industry Model Code.

Inputting the correct engine type for a vehicle will result in a range of models for the inspector to choose from:

Check the details are correct, then select the best match for your vehicle to print

WARNING: Chassis no. / VIN already registered. Old details will be overwritten.

Chassis no./VIN	WVGZZZCRZKD012108	
Make:	VOLKSWAGEN	
Model:	TOUAREG	Edit details >
Year:	2018	
Gross vehicle mass:	2850	
Tare:	2070	
Fuel:	Diesel	
Engine size:	2967	
Transmission:	Automatic (AT)	

TOUAREG	(2017) 3.0 V6 TDI BMT SCR 204PS 4MOTION 8speed Tiptronic R-Line	2967cc QA8 transmission	Save and print statement
TOUAREG	(2017) 3.0 V6 TDI BMT SCR 204PS 4MOTION 8speed Tiptronic SE	2967cc QA8 transmission	Save and print statement
TOUAREG	(2017) 3.0 V6 TDI BMT SCR 262PS 4MOTION 8speed Tiptronic Escape	2967cc QA8 transmission	Save and print statement
TOUAREG	(2017) 3.0 V6 TDI BMT SCR 262PS 4MOTION 8speed Tiptronic R-Line	2967cc QA8 transmission	Save and print statement
TOUAREG	(2017) 3.0 V6 TDI BMT SCR 262PS 4MOTION 8speed Tiptronic SE	2967cc QA8 transmission	Save and print statement
TOUAREG	(2018) 3.0 V6 TDI SCR 286PS 4MOTION 8speed Tiptronic	2967cc A8 transmission	Save and print statement
TOUAREG	(2018) 3.0 V6 TDI SCR 204PS 4MOTION 8speed Tiptronic R-Line	2967cc QA8 transmission	Save and print statement
TOUAREG	(2018) 3.0 V6 TDI SCR 204PS 4MOTION 8speed Tiptronic R-Line Plus	2967cc QA8 transmission	Save and print statement

Another potential error happens when the incorrect model is inputted. Be extra vigilant with countries like Australia and the UK, which require the correct model to be entered to get a match.

Common models this type of error occurs with include:

- Mazda CX-5 and CX-9 (incorrectly being loaded as CX5 or CX9),
- Isuzu D-Max (being loaded as D MAX or DMAX), and
- Hyundai iload, i30 (being loaded as I LOAD or I 30).



Japan I have a [vehicle export certificate](#)

Chassis No. / VIN	<input type="text" value="test1a"/>
Make	<input style="border: none; background-color: #f0f0f0;" type="text" value="Mazda マツダ"/> ▼
Model	<input style="border: none; background-color: #f0f0f0;" type="text" value="CX-9"/> 

Did you know?

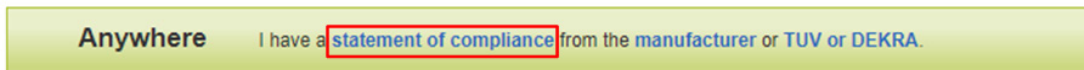


If the Fuel Consumption Statement shows as 'Registered' in the top right corner, any updated information will not be pushed through to LANDATA.

Tip

If 'approved for reg' is set to yes, call Waka Kotahi to remove the flag so the correct Fuel Consumption Statement can be pushed through. You can reprint the Fuel Consumption Statement once approval has been removed.

Understanding preferred emission data document



If a *Statement of compliance* is provided or required as part of the compliance process, this should be used to obtain the emission values.

Some of the export documents provide the CO₂ values and others don't. For example, the WLTP CO₂ value is provided on the UK V5C and the Singapore Technical Letter.

If none of these are available, then enter the vehicle details using export documents from the country that the vehicle was exported from. A common error made here is using a country specific screen in Fuelsaver instead of loading the *Statement of compliance* where this has been made available.

The preferred data order is:

- Use first**
1. *Statement of compliance* or *Certificate of conformity*
 2. Any other type approval documentation or registration documentation (eg V5c, registration records, a full type approval record, technical letters/de-registration, etc.)
 3. Fuel Saver <https://importer.fuelsaver.govt.nz/> (the Waka Kotahi importer vehicle database)
 4. Anything like Green Vehicle Guide, VCA database, EPA database, etc.
- Use last**
5. Information from vehicle manufacturer's website. Make sure you can link your vehicle by VIN or model code.

This data **must** be linked directly to the vehicle, eg by identifier.

Understanding the preferred order of test cycles

You may sometimes be presented with emission information from more than one test cycle.

Here's an example from a *Certificate of conformity* that includes both NEDC (New European Driving Cycle) and WLTP test cycles:

1. All power train except pure electric vehicles	
NEDC values	CO2 - emissions
Urban conditions:	229.0 g/km
Extra-urban conditions:	178.0 g/km
Combined:	197.0 g/km
Weighted, combined	- g/km
Deviation factor:	
Verification factor:	
2. Pure electric vehicles and OVC hybrid electric vehicles	
Electric energy consumption (weighted, combined)	
Electric range:	
3. Vehicle fitted with eco-innovation(s):	
3.1. General code of the eco-innovation(s):	
3.2. Total CO2 emissions savings due to the eco-innovation(s):	
3.2.1. NEDC savings:	- g/km
3.2.2. WLTP savings:	- g/km
4. All power trains, except pure electric vehicle, under 2017/1151	
WLTP values	CO2 emissions
Low	330 g/km
Medium	285 g/km
High	284 g/km
Extra high	287 g/km
Combined	292 g/km
Weighted, combined	- g/km

For emission data we prefer WLTP test results over NEDC. All individual phase data under the WLTP should be used where it is provided.

The preferred test cycle data is (in this order):

- WLTP Individual Phase Data (CO₂ low, medium, high and extra High followed by Fuel Consumption low, medium, high and extra high).
- WLTP CO₂ combined data.
- NEDC CO₂ data.

What if Waka Kotahi doesn't have all the necessary CO₂ emissions data?

Not all vehicles loaded into Fuelsaver will find a match and be able to provide a manufacturer's CO₂ emissions data. Waka Kotahi doesn't hold a database of every vehicle in the world. Check the data you enter carefully, incorrect entries may stop you finding a match for the vehicle.

When in doubt, check the source documentation. Are all the vehicle details loaded correctly, as well as any information that may be available from previous overseas registration documents? If so, it's important importers source CO₂ emission data for their vehicle. The vehicle importer can provide this information directly to Waka Kotahi.

Tip: The test regime is a great indicator. If it's a valid test cycle, that means Waka Kotahi simply doesn't have a match for the data. If the test cycle has a value 'COMPTD' it means that a match wasn't possible and the VEED rule default calculation has been used.

Fuel consumption

With the Fuel Consumption rule now revoked, Fuel Consumption information is no longer mandatory. Blank or missing Fuel Consumption values on the Fuel Consumption Statement are okay to accept.

Unsure?

If you're unsure, get in touch at fuelconsumption@nzta.govt.nz or use the [Get help](#) function on the Fuelsaver website.