

Clean Car Standard (CCS) system Fuelsaver certification errors impacting CCS



Document purpose

Data entered into Fuelsaver goes into MVR and CCS. Errors made by entry certifiers may result in the wrong fees being charged for a vehicle. This document highlights several subtle errors that have occurred with entry certification in the past, to help certifiers know what to watch for.

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Frequent errors

Updates in LANDATA

Changes in LANDATA do 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, so that the emissions information is updated and sent to CCS.

Some fields where this has occurred with entry certification in the past include Fuel Type, Tare Weight and Industry Model Code.

If errors are found after the Compliance Indicator is set to “Yes” and the importer has accepted the vehicle, you will not have access to update the vehicle in Fuelsaver. Updates in LANDATA will not correct the Clean Car Standard credits/charges for the CO₂ account ID holder. Please email these corrections to fuelconsumption@nzta.govt.nz and include documentation for the change (such as a Japanese Export Certificate).

CO₂ Account

The CO₂ account cannot be changed in Fuelsaver or MVR once Compliance has been entered and the importer has accepted the vehicle. This is a CSS function and the importer needs to go through those channels.

Model

Some countries, including Australia and the UK, require the correct model to get a match. Common models with this error include:

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

Make	Mazda マツダ
Model	CX-5

Industry Model Code (Japan)

The Industry Model Code entered into Fuelsaver must be identical to the value on the *Export certificate*.



Country importing from	Japan	Country of standards used on documentation.
Anywhere	I have a statement of compliance from the manufacturer or TUV or DEKRA.	
Japan	I have a vehicle export certificate	
Chassis No. / VIN: NHP130-123456 Make: TOYOTA Model: VITZ Year: 2012		
Please be advised you may be required to provide additional documentation.		
Industry model code		If you don't have a vehicle export certificate you will need to get a statement of compliance to prove it meets the required standards.
Variant		See where these numbers and codes are on your vehicle export certificate .

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 charged.

Fuel type (engine type)

An incorrect fuel type results in no match to the source data in Fuelsaver.

I have a UN/ECE compliance or EC whole vehicle approval plate (or sticker).

Chassis No. / VIN: WVGZZZCRZKD012109 Make: VOLKSWAGEN Model: Touareg Year: 2018

Please be advised you may be required to provide additional documentation if we can't find a match.

Fuel: 01 Petrol

Engine size (cc): 2967

Transmission: Automatic (AT)

Seats:

Both MIRO/Tare weight weight and Gross vehicle mass are required where available

Gross vehicle mass (kg): 2850

I don't have gross vehicle mass

MIRO/Tare weight (kg): 2070

I don't have MIRO/Tare weight. Vehicle will be weighed on certification.

If there's no UN/ECE compliance or EC whole vehicle approval plate on the vehicle and you don't have a EC type approval statement you need to get a [statement of compliance](#) to prove it meets the required standards.

List of vehicles we found

No matches found.

Please check the above details are correct before proceeding

Get help

A correct engine type will result in a range of vehicles to choose from.

I have a UN/ECE compliance or EC whole vehicle approval plate (or sticker).

Chassis No. / VIN: WVGZZZCRZKD012109 Make: VOLKSWAGEN Model: Touareg Year: 2018

Please be advised you may be required to provide additional documentation if we can't find a match.

Fuel: 02 Diesel

Engine size (cc): 2967

Transmission: Automatic (AT)

Seats:

Both MIRO/Tare weight weight and Gross vehicle mass are required where available

Gross vehicle mass (kg): 2850

I don't have gross vehicle mass

MIRO/Tare weight (kg): 2070

I don't have MIRO/Tare weight. Vehicle will be weighed on certification.

If there's no UN/ECE compliance or EC whole vehicle approval plate on the vehicle and you don't have a EC type approval statement you need to get a [statement of compliance](#) to prove it meets the required standards.

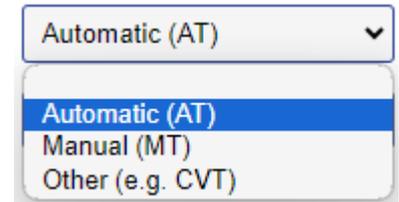
List of vehicles we found

Select the best match from the list of results for your vehicle to print.

Model	Submodel	Spec	
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	2967cc QA8 transmission	Save and print statement

Transmission

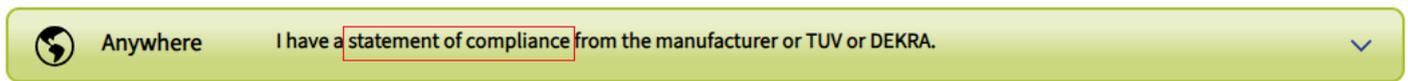
Check the transmission. Selecting Automatic instead of CVT may mean no match will be found.



Automatic (AT) ▼
Automatic (AT)
Manual (MT)
Other (e.g. CVT)

Tips

Understanding preferred emissions data document



Anywhere I have a statement of compliance from the manufacturer or TUV or DEKRA. ▼

If a *Statement of compliance* (SoC) 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.

Use first



Use last

1. Statement of compliance or Certificate of conformity
2. Any other type approval documentation or registration documentation (for example, V5c, registration records, a full type approval record, technical letters/de-registration, etc.)
3. Fuelsaver <https://importer.fuelsaver.govt.nz> (the Waka Kotahi importer vehicle database)
4. Anything like Green Vehicle Guide, VCA database, EPA database, etc.
5. Information from the 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. For example, linked by the identifier.

Understanding the preferred order of test cycles

You may sometimes be presented with emission information from more than one test cycle. See this example from a Certificate of conformity that includes both NEDC (New European Driving Cycle) and WLTP test cycles

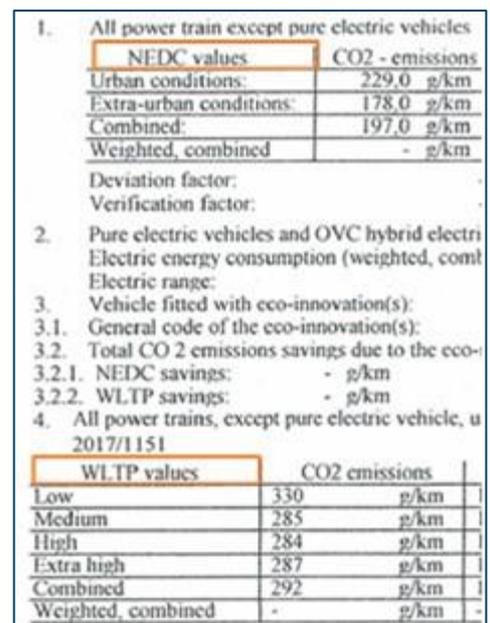
For emission data, WLTP test results is preferred over NEDC. All individual phase data under the WLTP should be used where provided.

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 does not have all the necessary CO₂ emissions data?

Some vehicles loaded into Fuelsaver will not find a match and not be able to provide a manufacturer's CO₂ emissions data. Waka Kotahi does not hold a database of every vehicle in the world. Check the data you enter



NEDC values		CO ₂ - 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:

WLTP values		CO ₂ 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

carefully; incorrect entries may stop you from getting a match.

When in doubt, check the source documentation. Are all the vehicle details loaded correctly, and is there any information that may be available from previous overseas registration documents? If so, importers must source CO₂ emission data for their vehicle. The vehicle importer can provide this information directly to FuelConsumption@nzta.govt.nz.

Test regime

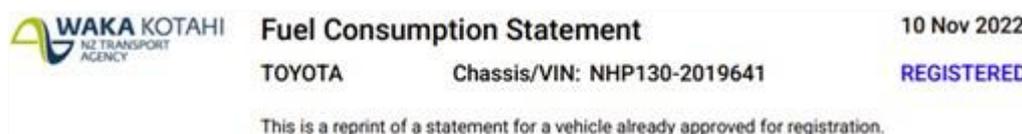
The test regime is a great indicator:

- If it is not a valid test cycle then there will be no match. Check the entered data carefully.
- If it is a valid test cycle, and there is no match that means Waka Kotahi simply does not have a match for the data.

If the test cycle has a value **UNKNWN** or **COMPTD** it means that a match was not possible and the VEED rule default calculation is applied.

Making corrections to completed fuel consumption statements

Corrections can be made in Fuelsaver for previously certified vehicles if the vehicle has not yet been accepted in CCS, or registered if the vehicle is not in scope for CCS. Once the vehicle has been accepted or registered then certifier updates are blocked and you will need to contact Waka Kotahi to get corrections made.



Unsure?

If you are unsure, get in touch with fuelconsumption@nzta.govt.nz or use the **Need help?** section at the bottom of the Fuelsaver screens.

Need help?

Send a request to NZTA

If your enquiry is about a specific vehicle, use the main form and include any required documentation.

[Get help](#)