



WELLINGTON, NEW ZEALAND

PURSUANT to *section 152* of the Land Transport Act 1998

I, *Harry James Duynhoven*, Associate Minister of Transport,

HEREBY make the following ordinary Rule:

Land Transport Rule: Vehicle Equipment 2004

SIGNED AT Wellington

This 6th day of July 2004

Hon *Harry James Duynhoven*

Associate Minister of Transport

**Land Transport Rule
Vehicle Equipment 2004**

Rule 32017/2004

As at 1 December 2016

Land Transport Rule

Vehicle Equipment 2004

As at 1 December 2016

Contents

| | |
|--|-----------|
| Compilation notes | i |
| Part 1 Rule requirements | 1 |
| Section 1 Application | 1 |
| 1.1 Title | 1 |
| 1.2 Scope of the rule | 1 |
| 1.3 Date when rule comes into force | 1 |
| 1.4 Application of rule provisions | 1 |
| Section 2 Equipment requirements | 2 |
| 2.1 Audible warning devices | 2 |
| 2.2 Speedometers | 2 |
| 2.3 Sun visors | 3 |
| 2.4 Mudguards | 3 |
| 2.5 Televisions in motor vehicles | 4 |
| 2.6 Fuel tanks and fuel lines | 5 |
| 2.7 Exhaust systems | 7 |
| 2.8 Footrests on motorcycles and mopeds | 10 |
| 2.9 Child restraints | 10 |
| Section 3 Modification and repair | 12 |
| 3.1 Modification | 12 |
| 3.2 Repair | 12 |
| Section 4 Responsibilities | 13 |
| 4.1 Responsibilities of operators | 13 |
| 4.2 Responsibilities of repairers | 13 |
| 4.3 Responsibilities of modifiers | 13 |
| 4.4 Responsibilities of vehicle inspectors and inspecting organisations | 13 |
| 4.5 Responsibilities of manufacturers and retailers | 13 |
| Part 2 Definitions | 15 |
| Table A—Vehicle classes | 20 |
| Part 3 | 24 |
| Schedule 1 Vehicles not required to meet certain requirements in this rule | 24 |
| Schedule 2 Maximum decibel levels – drive-by test | 25 |
| Schedule 3 Maximum decibel levels – stationary test | 25 |

Compilation notes

1 General

This is a compilation of *Land Transport Rule: Vehicle Equipment 2004* that incorporates all the amendments to that Rule as at the date of the last amendment to it.

2 Format changes

Format changes to compilations are made so that the format of the compilation is consistent with current drafting practice, including:

- changes to the setting out of provisions, tables, and schedules:
- the repositioning of headings or notes:
- changes to typeface and type size:
- the addition or removal of boldface, italics, and similar textual attributes:
- the addition or removal of quote marks:
- changes to the case of letters or words:
- addition of history and editorial notes.

3 Amendments incorporated in this reprint

Land Transport Rule: Vehicle Equipment Amendment 2016

Land Transport Rule: Vehicle Equipment Amendment 2014

Land Transport Rule: Vehicle Equipment Amendment 2012

Land Transport Rule: Vehicle Equipment Amendment 2011

Land Transport Rule: Vehicle Standards Compliance Amendment 2011

Land Transport Rule: Vehicle Equipment Amendment 2010

Land Transport Rule: Vehicle Standards Compliance Amendment 2010

Land Transport Management Amendment Act 2008

Land Transport Rule: Vehicle Equipment Amendment 2007

Land Transport Rule: Vehicle Equipment Amendment 2005

Part 1

Rule requirements

Section 1 Application

1.1 Title

This rule is *Land Transport Rule: Vehicle Equipment 2004*.

1.2 Scope of the rule

1.2(1) This rule applies to all motor vehicles except vehicles of Class AB in *Table A* in *Part 2*.

1.2(2) This rule specifies:

- (a) requirements for items of vehicle equipment with which a motor vehicle must comply so as to be operated on a road and that are, for the purpose of *Land Transport Rule: Vehicle Standards Compliance 2002*, the applicable requirements for that equipment; and
- (b) approved standards for vehicle noise, vehicle exhaust noise emissions and child restraints.

Clause 1.2(2)(b): amended, on 1 June 2008, by *clause 2.1* of *Land Transport Rule: Vehicle Equipment Amendment 2007*.

1.3 Date when rule comes into force

This rule comes into force on 27 February 2005.

1.4 Application of rule provisions

1.4(1) If there is a conflict between a provision of this rule and the corresponding provision of a document incorporated by reference in the rule, the provision of the rule applies.

1.4(2) If there is a conflict between a provision of this rule and a provision of *Land Transport Rule: Vehicle Standards Compliance 2002*, the provision of *Land Transport Rule: Vehicle Standards Compliance 2002* applies.

1.4(3) For the avoidance of doubt, an exemption from, or approval of a variation to, a requirement for an item of vehicle equipment to which this rule relates that was specified in the *Traffic Regulations 1976* and that was published in the *Gazette* before 27 February 2005, in relation to a specified vehicle or a specified class of vehicle remains valid after this rule comes into

force, for all relevant vehicles that were registered in New Zealand before 27 February 2005.

Section 2 Equipment requirements

2.1 Audible warning devices

2.1(1) Except as provided in 2.1(3), a motor vehicle must be fitted with a device that is audible to other road users.

2.1(2) A device in 2.1(1) must be:

- (a) in good working order; and
- (b) capable of giving a warning that is audible under normal traffic conditions from a distance of not less than 100 m.

2.1(3) A motor vehicle of Group T or a motor vehicle specified in *Schedule 1* in Part 3 does not have to comply with 2.1(1).

2.1(4) Except as provided in 2.1(5) to 2.1(7), a bell, siren or whistle must not be fitted to a motor vehicle if it is audible outside the motor vehicle.

2.1(5) A siren may be fitted to an emergency vehicle.

2.1(6) A whistle may be fitted to a steam-operated traction engine.

2.1(7) A bell, siren or whistle may be fitted to a motor vehicle as part of:

- (a) an anti-theft car alarm; or
- (b) a personal security alarm; or
- (c) a reversing warning device.

Clause 2.1(3): amended, on 1 June 2008, by clause 2.2(a) of Land Transport Rule: Vehicle Equipment Amendment 2007.

2.2 Speedometers

2.2(1) Except as provided in 2.2(2) and 2.2(3), a motor vehicle that is capable of a speed exceeding 50 km/h and that was first registered in New Zealand on or after 1 December 1951, must be fitted with a speedometer in good working order that operates while the vehicle is moving forward.

2.2(2) A motor vehicle of Class LA, Class LB or Group T, or a motor vehicle specified in *Schedule 1*, does not have to comply with 2.2(1).

2.2(3) A motor vehicle does not have to comply with 2.2(1) if:

- (a) the speedometer or any part of its associated equipment has been removed for repair and there has been no undue delay by the owner of the motor vehicle in having it replaced; or
- (b) the speedometer or any part of its associated equipment is out of repair, repair is impracticable and a suitable replacement is not available.

Clause 2.2(2): amended, on 1 June 2008, by clause 2.2(b) of Land Transport Rule: Vehicle Equipment Amendment 2007.

2.3 Sun visors

2.3(1) Except as provided in 2.3(2) and 2.3(3), a motor vehicle must be fitted with an effective sun visor for the driver's use if it is reasonable and practicable to do so.

2.3(2) A passenger service vehicle must be fitted with a sun visor in accordance with *Land Transport Rule: Passenger Service Vehicles 1999*.

Note: There is a standard relating to sun visor impact absorption: see *Land Transport Rule: Interior Impact 2001, subclause 2.3(2)*

2.3(3) A motor vehicle of Group L or Group T, or a motor vehicle specified in *Schedule 1*, does not have to comply with 2.3(1).

Clause 2.3(3): amended, on 1 June 2008, by clause 2.2(c) of Land Transport Rule: Vehicle Equipment Amendment 2007.

2.4 Mudguards

2.4(1) Except as provided in 2.4(4) to 2.4(7), a motor vehicle must be fitted with a mudguard over each road wheel if it is reasonable and practicable to do so.

2.4(2) A mudguard must cover not less than the width of tyre tread on each road wheel.

2.4(3) A mudguard must be securely fixed to the motor vehicle, and must be constructed so that it does not present a hazard to road users.

2.4(4) A motor vehicle designed for industrial purposes may be fitted with partial mudguards, if the motor vehicle's construction makes it impracticable to fit full mudguards.

2.4(5) A mudguard fitted over each wheel of the rear axle of a motor vehicle with twin tyres or close-spaced multiple tyres must provide continuous protection from a horizontal line tangent to the top of the tyre tread to a line with a slope of 1:3 rising rearward from the tyre's contact point on the road.

- 2.4(6) A trailer used for transporting round timber that cannot comply with 2.4(1) must have at least partial mudguards mounted behind the vehicle's rearmost axle that comply with the following requirements:
- (a) the mudguard must provide continuous protection from a horizontal line tangent to the top of the tyre tread to a line with a slope of 1:3 rising rearward from the tyre's contact point on the road; and
 - (b) the distance between the tyre and the mudguard must not be more than twice the tyre rolling radius.
- 2.4(7) The following motor vehicles do not have to comply with 2.4(1) or 2.4(4):
- (a) a motor vehicle in *Schedule 1*;
 - (b) a motor vehicle in an unfinished condition used under the authority of trade plates and operated in accordance with *Land Transport Rule: Vehicle Standards Compliance 2002*;
 - (c) a motor vehicle incapable of a speed exceeding 30 km/h and any trailer towed by that vehicle;
 - (d) a straddle truck or forklift;
 - (e) a motor vehicle for which a valid low volume vehicle authority card has been issued for the vehicle and its operator in accordance with the *Low Volume Vehicle Code*.

Clause 2.4(7)(a): amended, on 1 June 2008, by clause 2.2(d) of Land Transport Rule: Vehicle Equipment Amendment 2007.

2.5 Televisions in motor vehicles

- 2.5(1) Except as provided in 2.5(2), any part of the image on a television screen fitted in a motor vehicle must not be visible to the driver of the motor vehicle from his or her normal driving position while the motor vehicle is in motion.
- 2.5(2) *Subclause 2.5(1)* does not apply if:
- (a) the television screen is fitted in the motor vehicle only for the purpose of assisting the driver to reverse safely, by showing a clear picture of the area directly behind the motor vehicle; or

- (b) the motor vehicle is a passenger service vehicle and the provisions of *Land Transport Rule: Passenger Service Vehicles 1999* are complied with; or
- (c) the screen is designed so that only information relating to the navigation, safe operation and control of the motor vehicle can be displayed on the screen while the motor vehicle is in motion; or
- (d) the screen is only capable of displaying text and any change to the text on the screen is controlled manually by the driver.

Clause 2.5(2)(c): amended, on 1 April 2010, by clause 2.1 of Land Transport Rule: Vehicle Equipment Amendment 2010.

2.6 Fuel tanks and fuel lines

- 2.6(1) Fuel tanks, fuel lines and associated components in a motor vehicle must be:
- (a) securely mounted; and
 - (b) made of suitable materials; and
 - (c) in good condition; and
 - (d) free from significant leaks; and
 - (e) positioned so that the risk of mechanical damage or heat gain is minimised.
- 2.6(2) LPG and CNG fuel systems in vehicles other than in those listed in 6.1(a) to (h) of *Land Transport Rule: Vehicle Standards Compliance 2002* must comply with the following standards:
- (a) an LPG fuel system installed in a vehicle on or after 1 July 2005 must comply with *AS/NZS 1425 LP Gas for fuel systems for vehicle engines*.
 - (b) a CNG fuel system installed in a vehicle on or after 1 July 2005 must comply with *AS/NZS 2739 Natural Gas (CNG) fuel systems for vehicle engines*.
 - (c) an LPG fuel system or CNG fuel system installed in a vehicle before 1 July 2005 must comply with the applicable standard in 2.6(2)(a) or (b), or with the applicable requirements in *NZS 5422 The use of LPG and CNG fuels in internal combustion engines*.
- 2.6(3) An LPG or a CNG cylinder for use in an LPG or CNG fuel system must be manufactured in accordance with a standard approved under 2.6(4).

- 2.6(4) Subject to 2.6(6) and (7), the Agency may, by notice in the *Gazette*, approve an alternative fuel system or a component of such a system for fitting in a vehicle on any condition the Agency thinks fit.
- 2.6(5) Without limiting the general power conferred by 2.6(4), the Agency may impose as a condition of the approval:
- (a) a condition that an alternative fuel system or component of such a system may be fitted only in accordance with a standard issued under the *Standards Act 1988* or any other standard recognised by the Agency;
 - (b) a condition that any component of an alternative fuel system may be fitted only in the same system as any other specified component or components;
 - (c) a condition that any component of an alternative fuel system may not be fitted in the same system as any other specified component or components;
 - (d) conditions relating to the testing of any component of an alternative fuel system.
- 2.6(6) The Agency must not approve an alternative fuel system or any component of such a system under 2.6(4) unless satisfied that:
- (a) the identity of the manufacturer and the country of origin of the system or component can be established; and
 - (b) the system or component is likely to be manufactured in accordance with specifications recognised by the Agency as being appropriate for the manufacture of that system or component; and
 - (c) quality control procedures recognised by the Agency as being appropriate for the manufacture of that system or component are likely to be used in the manufacture of that system or component.
- 2.6(7) As a condition of the approval of any component of an alternative fuel system and any application for such an approval, the applicant for the approval must, at any time when requested to do so by the Agency, and at the applicant's own expense, submit to the Agency or a nominated testing authority sufficient samples of that component to enable proper testing of that type of component.
- 2.6(8) The Agency may not make any request under 2.6(7) except:

- (a) in the course of considering an application for the approval of that component; or
 - (b) if the Agency has reason to suspect that a component does not comply with any approval granted under 2.6(4).
- 2.6(9) The Agency may, by notice in the *Gazette*, vary or revoke an approval granted under 2.6(4).
- 2.6(10) When an approval is varied or revoked under 2.6(9), the Agency must take such steps as the Agency considers necessary to ensure that publicity appropriate in the circumstances is given to the variation or revocation.

Clause 2.6(2): inserted, on 1 April 2006, by clause 2.1 of Land Transport Rule: Vehicle Equipment Amendment 2005.

Clause 2.6(3): inserted, on 1 April 2006, by clause 2.1 of Land Transport Rule: Vehicle Equipment Amendment 2005.

Clause 2.6(3): amended, on 1 April 2011, by clause 2.1(1) of Land Transport Rule: Vehicle Equipment Amendment 2011.

Clause 2.6(4): inserted, on 1 April 2011, by clause 2.1(2) of Land Transport Rule: Vehicle Equipment Amendment 2011.

Clause 2.6(5): inserted, on 1 April 2011, by clause 2.1(2) of Land Transport Rule: Vehicle Equipment Amendment 2011.

Clause 2.6(6): inserted, on 1 April 2011, by clause 2.1(2) of Land Transport Rule: Vehicle Equipment Amendment 2011.

Clause 2.6(7): inserted, on 1 April 2011, by clause 2.1(2) of Land Transport Rule: Vehicle Equipment Amendment 2011.

Clause 2.6(8): inserted, on 1 April 2011, by clause 2.1(2) of Land Transport Rule: Vehicle Equipment Amendment 2011.

Clause 2.6(9): inserted, on 1 April 2011, by clause 2.1(2) of Land Transport Rule: Vehicle Equipment Amendment 2011.

Clause 2.6(10): inserted, on 1 April 2011, by clause 2.1(2) of Land Transport Rule: Vehicle Equipment Amendment 2011.

2.7 Exhaust systems

- 2.7(1) Except for a motor vehicle in *Schedule 1*, a motor vehicle with an internal combustion engine must be fitted with an exhaust system that is in good working order.
- 2.7(2) An exhaust system must not be constructed or modified in a way that allows a person to interfere readily with its operation or reduce its effectiveness.
- 2.7(3) An exhaust system must be designed, constructed, positioned and maintained in a way that minimises the risk of heat or fumes emitted from the system harming the motor vehicle's occupants.

Noise output of vehicles entering service

- 2.7(4) The noise output from a Class LC, LD, LE, MA, MB, MC, MD1, MD2 or NA motor vehicle that is entering service in New Zealand must not exceed:
- (a) the maximum decibel level prescribed in *Schedule 2* when tested in accordance with the vehicle drive-by test prescribed in:
 - (i) *ISO 362, Measurement of Noise Emitted by Vehicles*; or
 - (ii) *BS 3425, Method for the Measurement of Noise Emitted by Motor Vehicles*; or
 - (iii) *SAE J1470, Measurement of Noise Emitted by Accelerating Highway Vehicles*; or
 - (iv) *ADR 28/01, External Noise of Motor Vehicles*; or
 - (v) *TRIAS 20, Noise test procedure for motor vehicles (measurement procedure for acceleration running noise level)*; or
 - (b) the maximum decibel level prescribed in *Schedule 3* when tested in accordance with the *Low Volume Vehicle Code*.
- 2.7(5) The noise output from a Class MD3, MD4, ME, NB or NC motor vehicle that is entering service in New Zealand must not exceed the maximum decibel level prescribed in *Schedule 2* when tested in accordance with a method approved by the Agency by notice in the *Gazette*, and a vehicle drive-by test referred to in 2.7(4)(a)(i)-(v) is deemed to be an approved method.
- 2.7(6) A vehicle is deemed to comply with 2.7(4)(a) and 2.7(5) if:
- (a) the vehicle was manufactured so as not to exceed the maximum decibel level prescribed in *Schedule 2*; and
 - (b) the vehicle has not been modified such as to increase the noise output from the exhaust system.
- 2.7(7) A vehicle manufactured before 1 January 1985 is not required to comply with *subclause 2.7(4)* or 2.7(5) if the vehicle has not been modified such as to increase the noise output from the exhaust system.
- ### **Noise output of vehicles operated in service**
- 2.7(8) The noise output from the exhaust system of a motor vehicle that is operated in service:

- (a) must, in the case of a Class LC, LD, LE, MA, MB, MC, MD1, MD2 or NA vehicle:
 - (i) be less than, or similar to, the noise output from the vehicle's original exhaust system at the time of the vehicle's manufacture; or
 - (ii) not exceed the maximum decibel level prescribed in *Schedule 3*, when tested in accordance with the *Low Volume Vehicle Code*;
- (b) must not, in the case of any other motor vehicle, be noticeably and significantly louder than the noise output from the vehicle's original exhaust system at the time of the vehicle's manufacture.

2.7(9) *Subclause 2.7(8)* does not apply to a Class MA or Class MC motor sport vehicle that complies with Motorsport New Zealand rules and regulations and is:

- (a) competing in an event that has been permitted by Motorsport New Zealand, or is being driven directly to or from competition in such an event; or
- (b) being used on a road for the purpose of inspection, certification, servicing or repair of the vehicle.

2.7(10) The Agency may, by notice in the *Gazette*, appoint an organisation or organisations, having expertise in requirements for vehicles used in motor sport competition, to issue motor sport authority cards for the purpose of this Rule.

Clause 2.7(1): amended, on 1 June 2008, by *clause 2.3(1)* of *Land Transport Rule: Vehicle Equipment Amendment 2007*.

Clause 2.7(3): replaced, on 1 June 2008, by *clause 2.3(2)* of *Land Transport Rule: Vehicle Equipment Amendment 2007*.

Clause 2.7(4): replaced, on 1 June 2008, by *clause 2.3(3)* of *Land Transport Rule: Vehicle Equipment Amendment 2007*.

Clause 2.7(5): amended, on 1 August 2008, by *Part 2* of *Schedule 3* of the *Land Transport Management Amendment Act 2008*.

Clause 2.7(5): inserted, on 1 June 2008, by *clause 2.3(3)* of *Land Transport Rule: Vehicle Equipment Amendment 2007*.

Clause 2.7(6): inserted, on 1 June 2008, by *clause 2.3(3)* of *Land Transport Rule: Vehicle Equipment Amendment 2007*.

Clause 2.7(7): inserted, on 1 June 2008, by *clause 2.3(3)* of *Land Transport Rule: Vehicle Equipment Amendment 2007*.

Clause 2.7(8): inserted, on 1 June 2008, by *clause 2.3(3)* of *Land Transport Rule: Vehicle Equipment Amendment 2007*.

Clause 2.7(9): replaced, on 1 April 2011, by clause 2.2 of Land Transport Rule: Vehicle Equipment Amendment 2011.

Clause 2.7(9): inserted, on 1 June 2008, by clause 2.3(3) of Land Transport Rule: Vehicle Equipment Amendment 2007.

Clause 2.7(10): amended, on 1 August 2008, by Part 2 of Schedule 3 of the Land Transport Management Amendment Act 2008.

Clause 2.7(10): inserted, on 1 June 2008, by clause 2.3(3) of Land Transport Rule: Vehicle Equipment Amendment 2007.

2.8 Footrests on motorcycles and mopeds

- 2.8(1) A motor vehicle of Class LA or Class LB must have:
- (a) adequate footrests or pedals for the rider; and
 - (b) if provision is made for pillion riding, adequate footrests for the pillion passenger.
- 2.8(2) A motor vehicle of Class LC, Class LD or, if applicable, Class LE, must have:
- (a) adequate footrests for the rider; and
 - (b) if provision is made for pillion riding, adequate footrests for the pillion passenger.

2.9 Child restraints

- 2.9(1) When a child is carried in a motor vehicle in a child restraint, that child restraint must be fitted so that it restrains and protects the child effectively.
- 2.9(2) A motor vehicle complies with 2.9(1) if the child restraint is fitted in accordance with the child restraint manufacturer's instructions.
- 2.9(3) A child restraint must comply with a version of one or more of the approved standards for child restraints in 2.9(4) and must be labelled or otherwise marked in accordance with the requirements of the applicable standard or standards.
- 2.9(4) The approved standards for child restraints are:
- (a) *Australian Standard/New Zealand Standard 1754 Child restraint systems for use in motor vehicles;*
 - (b) *British Standard 3254 for adult seat belts, forward facing child safety seats and child harnesses;*
 - (c) *British Standard AUI85 for booster cushions;*

- (d) *British Standard AU202, Specification for rearward-facing restraint systems for infants, for use in road vehicles;*
- (e) *UN/ECE Regulation No. 44, Uniform provisions concerning the approval of restraining devices for child occupants of power-driven vehicles (“Child Restraint System”) (E/ECE324-E/ECE/TRANS/505/Add.43);*
- (f) *Federal Motor Vehicle Safety Standard No. 213, Child Restraint Systems;*
- (g) *Technical Standard for Child Restraints (Japan);*
- (h) *UN/ECE Regulation 129: Uniform provisions concerning the approval of enhanced Child Restraint Systems used on board of motor vehicles (ECRS) (E/ECE324-E/ECE/TRANS/505/Add.128).*

2.9(5) A child restraint manufactured to comply with 2.9(4)(f) must have been verified for compliance with that standard by an organisation specified by the Agency by notice in the *Gazette*.

2.9(6) A child restraint that complies with 2.9(4)(g) must be integrated with the rear seat of a motor vehicle.

Version of standards for child restraints

2.9(7) A child restraint must comply with the version of an approved standard for child restraints that is:

- (a) applicable in the relevant standard-setting jurisdiction to the date of manufacture of the child restraint or as specified in the standard; or
- (b) a more recent version of that standard if the safety performance of the child restraint in the motor vehicle is not adversely affected.

Compliance with standards

2.9(8) A child restraint complies for the purposes of this rule with an applicable approved standard for child restraints if it:

- (a) complied with that standard when manufactured;
- (b) is currently within safe tolerance of its state when manufactured.

Clause 2.9(4)(h): inserted, on 1 November 2014, by clause 2.1(2) of Land Transport Rule: Vehicle Equipment Amendment 2014.

Clause 2.9(5): amended, on 1 August 2008, by Part 2 of Schedule 3 of the Land Transport Management Amendment Act 2008.

Section 3 Modification and repair

3.1 Modification

3.1(1) A modification to an item of vehicle equipment that is specified in this rule, or to a motor vehicle that affects the performance of that equipment beyond safe tolerance:

- (a) must not prevent the vehicle from complying with this rule; and
- (b) must be certified in accordance with *Land Transport Rule: Vehicle Standards Compliance 2002*.

3.1(2) The installation of an LPG or CNG fuel system in a motor vehicle, or the modification of such a system, must be certified in accordance with 6.5(7) of *Land Transport Rule: Vehicle Standards Compliance 2002* before it is charged.

3.1(3) Subject to 3.1(4), if a Class LC, LD, LE, MA, MB, MC, MD1, MD2 or NA motor vehicle is modified such as to increase the vehicle's exhaust noise output, the exhaust system must be tested and certified under the *Low Volume Vehicle Code* in accordance with *Land Transport Rule: Vehicle Standards Compliance 2002*.

3.1(4) *Subclause 3.1(3)* does not apply if the vehicle's increased exhaust noise output is clearly below the maximum decibel level prescribed in *Schedule 3*.

Clause 3.1(2): inserted, on 1 April 2006, by *clause 2.2 of Land Transport Rule: Vehicle Equipment Amendment 2005*.

Clause 3.1(3): inserted, on 1 June 2008, by *clause 3.1 of Land Transport Rule: Vehicle Equipment Amendment 2007*.

Clause 3.1(4): inserted, on 1 June 2008, by *clause 3.1 of Land Transport Rule: Vehicle Equipment Amendment 2007*.

3.2 Repair

3.2(1) A repair to an item of vehicle equipment that is specified in this rule, or a repair to a motor vehicle affecting that equipment, must comply with this rule and with *Land Transport Rule: Vehicle Repair 1998*.

3.2(2) Replacement equipment used in a repair to a motor vehicle must comply with this rule.

Section 4 Responsibilities

4.1 Responsibilities of operators

A person who operates a motor vehicle must ensure that the vehicle and the vehicle equipment fitted in or to the vehicle comply with this rule.

4.2 Responsibilities of repairers

A person who repairs, adjusts or replaces an item of vehicle equipment specified in this rule must ensure that the repair, adjustment or replacement:

- (a) does not prevent the motor vehicle from complying with this rule; and
- (b) complies with *Land Transport Rule: Vehicle Repair 1998*.

4.3 Responsibilities of modifiers

A person who modifies an item of vehicle equipment that is specified in this rule, or who modifies a motor vehicle so as to affect the performance of that equipment, must:

- (a) ensure that the modification does not prevent the vehicle from complying with this rule;
- (b) notify the operator if the vehicle must be inspected and, if necessary, certified, because there is reason to believe it is:
 - (i) a light motor vehicle that has been modified to become a low volume vehicle; or
 - (ii) a heavy motor vehicle that has been modified so as to adversely affect its safety performance or compliance with this rule.

4.4 Responsibilities of vehicle inspectors and inspecting organisations

A vehicle inspector or inspecting organisation must not certify a motor vehicle under *Land Transport Rule: Vehicle Standards Compliance 2002* if they have reason to believe that the vehicle does not comply with this rule.

4.5 Responsibilities of manufacturers and retailers

A person may manufacture, stock or offer for sale an item of vehicle equipment specified in this rule that is intended for fitting to a motor vehicle to be operated on a New Zealand road, only if that equipment:

- (a) complies with this rule; and
- (b) if used to repair a vehicle, enables the repaired vehicle to comply with this rule.

Part 2

Definitions

ADR means Australian Design Rule.

Agency means the New Zealand Transport Agency established under *section 93* of the *Land Transport Management Act 2003*.

Ambulance service means a service that complies with the requirements in *NZS 8156:2002 Ambulance Sector Standard*.

BS means British Standard.

Certify has the same meaning as in *Land Transport Rule: Vehicle Standards Compliance 2002*.

Child restraint includes child seats, booster seats and seatbelts designed specifically to fit children.

Class in relation to vehicles, means a category of vehicle of one of the Groups A, L, M, N and T, as specified in *Table A: Vehicle classes*.

Civil defence emergency vehicle means a vehicle operated under the instructions of a controller appointed under *section 10* or *section 26* of the *Civil Defence Emergency Management Act 2002* in an emergency as defined in *section 4* of that Act.

CNG means compressed natural gas.

Defence fire brigade has the same meaning as it has in *section 2* of the *Fire Service Act 1975*.

Defence Force emergency vehicle means a vehicle that is:

- (a) operated by the Royal New Zealand Navy Naval Police, the New Zealand Army Military Police, or the Force Protection Branch of the Royal New Zealand Air Force; or
- (b) an improvised explosive device disposal (IEDD) response vehicle operated by the New Zealand Defence Force; or
- (c) a medical response vehicle operated by the New Zealand Defence Force; or
- (d) a counter-terrorism response vehicle operated by the New Zealand Defence Force.

Emergency vehicle means a vehicle used for attendance at emergencies and operated:

- (a) by an enforcement officer;
- (b) by an ambulance service;
- (c) as a fire service vehicle;

- (d) as a civil defence emergency vehicle;
- (e) as a Defence Force emergency vehicle.

Enforcement officer means:

- (a) a sworn member of the Police;
- (b) a non-sworn member of the Police who is authorised for the purpose by the Commissioner of Police;
- (c) a person who is appointed to that office by warrant under *section 208* of the *Land Transport Act 1998* or who holds office by virtue of that Act.

Enter service has the same meaning as it has in *Land Transport Rule: Vehicle Standards Compliance 2002*.

Exhaust system means a pipe assembly through which the engine exhaust gases pass to the atmosphere and includes some means of sound attenuation.

Federal Motor Vehicle Safety Standard is a vehicle standard of the United States of America.

Fire authority has the same meaning as it has in *section 2* of the *Forest and Rural Fires Act 1977*.

Fire service vehicle means a vehicle that is:

- (a) owned by the New Zealand Fire Service Commission or a fire authority;
- (b) operated by the New Zealand Fire Service, a defence fire brigade or any brigade responding under a co-ordination agreement and approved by the National Commander of the New Zealand Fire Service;
- (c) operated and approved by a fire authority.

Forklift means a motor vehicle (not fitted with self-laying tracks) designed principally for lifting, carrying and stacking goods by means of one or more tines, platens or clamps.

Group in relation to vehicles, means a collective category of the vehicle classes that are specified in *Table A: Vehicle classes*, as follows:

- (a) Group A means vehicles of Class AA and Class AB;
- (b) Group L means vehicles of Classes LA, LB, LC, LD and LE;
- (c) Group M means vehicles of Classes MA, MB, MC, MD and ME;
- (d) Group N means vehicles of Classes NA, NB and NC;
- (e) Group T means vehicles of Classes TA, TB, TC and TD.

Heavy motor vehicle means a motor vehicle that:

- (a) is of Class MD3, MD4, ME, NB, NC, TC or TD; or

- (b) has a gross vehicle mass that exceeds 3500 kg and is not of a class specified in *Table A: Vehicle classes*.

ISO means International Standard Organisation Standard.

Light motor vehicle means a motor vehicle of any class except one defined as a 'heavy motor 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.

Low volume vehicle authority card means a certification document issued by the Low Volume Vehicle Technical Association Incorporated, in accordance with the *Low Volume Vehicle Code*, that applies to a light motor vehicle modified for a specific purpose including for motor sport activities or for a person with a disability.

Low Volume Vehicle Code means the code of the Low Volume Vehicle Technical Association Incorporated.

LPG means liquefied petroleum gas.

Modify in relation to a vehicle, means to change the vehicle structure from its original state by altering, substituting, adding or removing any structure, system, component or equipment; but does not include repair.

Motor sport vehicle means a Class MA or Class MC motor vehicle that is:

- (a) used in motor sport competition; and
- (b) operated in accordance with the conditions of a valid motor sport authority card issued to that vehicle by an organisation in 2.7(10).

Motorsport New Zealand means Motorsport New Zealand Incorporated.

Motor vehicle has the same meaning as it has in *section 2(1)* of the *Land Transport Act 1998*.

Mudguard means a fitting, inclusive of any portion of the vehicle and of any mudflaps attached, that serves to intercept material thrown up by a wheel more or less in the plane of the wheel.

Operate in relation to a vehicle, means to drive or use the vehicle on a road, or to cause or permit the vehicle to be on a road, or to be driven on a road, whether or not the person is present with the vehicle.

Operation in service has the same meaning as it has in *Land Transport Rule: Vehicle Standards Compliance 2002*.

Passenger service vehicle has the same meaning as in *Land Transport Rule: Passenger Service Vehicles 1999*.

Repair means to restore a damaged or worn motor vehicle, its structure, systems, components or equipment; and includes the replacement of damaged or worn structures, systems, components or equipment with equivalent undamaged or new structures, systems, components or equipment.

SAE means Society of Automotive Engineers Standard.

Safe tolerance means the tolerance within which the safe performance of the vehicle, its structure, systems, components or equipment is not compromised, having regard to any manufacturer's operating limits.

Speedometer means an instrument in a motor vehicle that continuously indicates to the driver the forward speed of the vehicle in either kilometres per hour or miles per hour.

Straddle truck means a powered vehicle that transports a load beneath its chassis and between its wheels.

Sun visor means any attachment mounted above the inside of the windscreen and provided for the purpose of shielding the eyes of the driver and other front seat passengers from solar glare.

Technical Standard means a Japanese domestic vehicle standard issued by the Japanese Ministry of Land, Infrastructure and Transport and translated into, and published in, English by the Japan Automobile Standards Internationalization Center (JASIC) in the *Automobile Type Approval Handbook for Japanese Certification*.

TRIAS means Type Approval Test Procedure (Japan).

Tyre rolling radius means the distance from the centre of the wheel to the road.

Tyre tread means the portion of a tyre that contacts the road.

UN/ECE is an abbreviation for a regulation of the United Nations Economic Commission for Europe.

Vehicle has the same meaning as it has in *section 2(1)* of the *Land Transport Act 1998*.

Vehicle inspector or **inspecting organisation** has the same meaning as in *Land Transport Rule: Vehicle Standards Compliance 2002*.

*Part 2, Definitions, **ADR**: inserted, on 1 June 2008, by clause 4.1 of Land Transport Rule: Vehicle Equipment Amendment 2007.*

*Part 2, Definitions, **Agency**: inserted, on 1 August 2008, by Part 2 of Schedule 3 of the Land Transport Management Amendment Act 2008.*

*Part 2, Definitions, **BS**: inserted, on 1 June 2008, by clause 4.1 of Land Transport Rule: Vehicle Equipment Amendment 2007.*

*Part 2, Definitions, **CNG**: inserted, on 1 April 2006, by clause 3.1 of Land Transport Rule: Vehicle Equipment Amendment 2005.*

*Part 2, Definitions, **Defence Force emergency vehicle**: replaced, on 1 November 2012, by clause 2.1 of Land Transport Rule: Vehicle Equipment Amendment 2012.*

*Part 2, Definitions, **Defence Force emergency vehicle, paragraph (b)**: amended, on 1 December 2016, by clause 2.1(a) of Land Transport Rule: Vehicle Equipment Amendment 2016.*

*Part 2, Definitions, **Defence Force emergency vehicle, paragraph (d)**: inserted, on 1 December 2016, by clause 2.1(c) of Land Transport Rule: Vehicle Equipment Amendment 2016.*

*Part 2, Definitions, **Enter service**: inserted, on 1 June 2008, by clause 4.1 of Land Transport Rule: Vehicle Equipment Amendment 2007.*

*Part 2, Definitions, **ISO**: inserted, on 1 June 2008, by clause 4.1 of Land Transport Rule: Vehicle Equipment Amendment 2007.*

*Part 2, Definitions, **Low volume vehicle**: replaced, on 1 April 2011, by clause 3.1 of Land Transport Rule: Vehicle Standards Compliance Amendment 2011.*

*Part 2, Definitions, **LPG**: inserted, on 1 April 2006, by clause 3.1 of Land Transport Rule: Vehicle Equipment Amendment 2005.*

*Part 2, Definitions, **Motorsport New Zealand**: inserted, on 1 June 2008, by clause 4.1 of Land Transport Rule: Vehicle Equipment Amendment 2007.*

*Part 2, Definitions, **Motor sport vehicle**: inserted, on 1 June 2008, by clause 4.1 of Land Transport Rule: Vehicle Equipment Amendment 2007.*

*Part 2, Definitions, **Operation in service**: inserted, on 1 June 2008, by clause 4.1 of Land Transport Rule: Vehicle Equipment Amendment 2007.*

*Part 2, Definitions, **SAE**: inserted, on 1 June 2008, by clause 4.1 of Land Transport Rule: Vehicle Equipment Amendment 2007.*

*Part 2, Definitions, **Speedometer**: replaced, on 1 April 2011, by clause 3.1 of Land Transport Rule: Vehicle Equipment Amendment 2011.*

*Part 2, Definitions, **TRIAS**: inserted, on 1 June 2008, by clause 4.1 of Land Transport Rule: Vehicle Equipment Amendment 2007.*

Table A—Vehicle classes

| Class | Description |
|---------------------------------|--|
| AA (Pedal cycle) | A vehicle designed to be propelled through a mechanism solely by human power. |
| AB (Power-assisted pedal cycle) | A pedal cycle to which is attached one or more auxiliary propulsion motors having a combined maximum power output not exceeding 300 watts. |
| LA (Moped with two wheels) | A motor vehicle (other than a power-assisted pedal cycle) that: <ul style="list-style-type: none"> (a) has two wheels; and (b) either: <ul style="list-style-type: none"> (i) has an engine cylinder capacity not exceeding 50 ml and a maximum speed not exceeding 50 km/h; or (ii) has a power source other than a piston engine and a maximum speed not exceeding 50 km/h. |
| LB (Moped with three wheels) | A motor vehicle (other than a power-assisted pedal cycle) that: <ul style="list-style-type: none"> (a) has three wheels; and (b) either: <ul style="list-style-type: none"> (i) has an engine cylinder capacity not exceeding 50 ml and a maximum speed not exceeding 50 km/h; or (ii) has a power source other than a piston engine and a maximum speed not exceeding 50 km/h. |
| LB 1 | A Class LB motor vehicle that has one wheel at the front and two wheels at the rear. |
| LB 2 | A Class LB motor vehicle that has two wheels at the front and one wheel at the rear. |
| LC (Motor cycle) | A motor vehicle that: <ul style="list-style-type: none"> (a) has two wheels; and (b) either: <ul style="list-style-type: none"> (i) has an engine cylinder capacity exceeding 50 ml; or (ii) has a maximum speed exceeding 50 km/h. |
| LD (Motor cycle and side-car) | A motor vehicle that: <ul style="list-style-type: none"> (a) has three wheels asymmetrically arranged in relation to the longitudinal median axis; and (b) either: <ul style="list-style-type: none"> (i) has an engine cylinder capacity exceeding 50 ml; or (ii) has a maximum speed exceeding 50 km/h. |
| Side-car | A car, box, or other receptacle attached to the side of a motor cycle and supported by a wheel. |
| LE (Motor tri-cycle) | A motor vehicle that: <ul style="list-style-type: none"> (a) has three wheels symmetrically arranged in relation to the longitudinal median axis; and (b) has a gross vehicle mass not exceeding one tonne; and |

| Class | Description |
|--|--|
| | (c) either: (i) has an engine cylinder capacity exceeding 50 ml; or (ii) has a maximum speed exceeding 50 km/h. |
| LE 1 | A Class LE motor vehicle that has one wheel at the front and two wheels at the rear. |
| LE 2 | A Class LE motor vehicle that has two wheels at the front and one wheel at the rear. |
| Passenger vehicle | A motor vehicle that: (a) is constructed primarily for the carriage of passengers; and (b) either: (i) has at least four wheels; or (ii) has three wheels and a gross vehicle mass exceeding one tonne. |
| MA (Passenger car) | A passenger vehicle (other than a Class MB or Class MC vehicle) that has not more than nine seating positions (including the driver's seating position). |
| MB (Forward control passenger vehicle) | A passenger vehicle (other than a Class MC vehicle): (a) that has not more than nine seating positions (including the driver's seating position); and (b) in which the centre of the steering wheel is in the forward quarter of the vehicle's total length. |
| MC (Off-road passenger vehicle) | A passenger vehicle, designed with special features for off-road operation, that has not more than nine seating positions (including the driver's seating position), and that: (a) has four-wheel drive; and (b) has at least four of the following characteristics when the vehicle is unladen on a level surface and the front wheels are parallel to the vehicle's longitudinal centre-line and the tyres are inflated to the vehicle manufacturer's recommended pressure: (i) an approach angle of not less than 28 degrees; (ii) a breakover angle of not less than 14 degrees; (iii) a departure angle of not less than 20 degrees; (iv) a running clearance of not less than 200 mm; (v) a front axle clearance, rear axle clearance, or suspension clearance of not less than 175 mm. |
| Omnibus | A passenger vehicle that has more than nine seating positions (including the driver's seating position). An omnibus comprising two or more nonseparable but articulated units shall be considered as a single vehicle. |
| MD (Light omnibus) | An omnibus that has a gross vehicle mass not exceeding 5 tonnes. |
| MD 1 | An omnibus that has a gross vehicle mass not exceeding 3.5 tonnes and not more than 12 seats. |

| Class | Description |
|---------------------------|---|
| MD 2 | An omnibus that has a gross vehicle mass not exceeding 3.5 tonnes and more than 12 seats. |
| MD 3 | An omnibus that has a gross vehicle mass exceeding 3.5 tonnes but not exceeding 4.5 tonnes. |
| MD 4 | An omnibus that has a gross vehicle mass exceeding 4.5 tonnes but not exceeding 5 tonnes. |
| ME (Heavy omnibus) | An omnibus that has a gross vehicle mass exceeding 5 tonnes. |
| Goods vehicle | <p>A motor vehicle that:</p> <p>(a) is constructed primarily for the carriage of goods; and</p> <p>(b) either:</p> <p>(i) has at least four wheels; or</p> <p>(ii) has three wheels and a gross vehicle mass exceeding one tonne.</p> <p>For the purpose of this description:</p> <p>(a) a vehicle that is constructed for both the carriage of goods and passengers shall be considered primarily for the carriage of goods if the number of seating positions multiplied by 68 kg is less than 50% of the difference between the gross vehicle mass and the unladen mass;</p> <p>(b) the equipment and installations carried on special purpose vehicles not designed for the carriage of passengers shall be considered to be goods;</p> <p>(c) a goods vehicle that has two or more non-separable but articulated units shall be considered to be a single vehicle.</p> |
| NA (Light goods vehicle) | A goods vehicle that has a gross vehicle mass not exceeding 3.5 tonnes. |
| NB (Medium goods vehicle) | A goods vehicle that has a gross vehicle mass exceeding 3.5 tonnes but not exceeding 12 tonnes. |
| NC (Heavy goods vehicle) | A goods vehicle that has a gross vehicle mass exceeding 12 tonnes. |
| Trailer | A vehicle without motive power that is constructed for the purpose of being drawn behind a motor vehicle. |
| TA (Very light trailer) | A single-axled trailer that has a gross vehicle mass not exceeding 0.75 tonnes. |
| TB (Light trailer) | A trailer (other than a Class TA trailer) that has a gross vehicle mass not exceeding 3.5 tonnes. |
| TC (Medium trailer) | A trailer that has a gross vehicle mass exceeding 3.5 tonnes but not exceeding 10 tonnes. |

| Class | Description |
|--------------------|--|
| TD (Heavy trailer) | A trailer that has a gross vehicle mass exceeding 10 tonnes. |

*Table A – Vehicle classes, item relating to **Class AB (power-assisted pedal cycle)**: amended, on 1 April 2010, by clause 3.1 of *Land Transport Rule: Vehicle Standards Compliance Amendment 2010*.*

Part 3

Schedule 1

Vehicles not required to meet certain requirements in this rule

- (a) traction engines;
- (b) mechanically propelled rollers;
- (c) cranes fitted with self-laying tracks;
- (d) excavators fitted with self-laying tracks;
- (e) tractors or machines used solely in agricultural, land management or roading operations, whether for traction or otherwise, that are not operated at a speed exceeding 30 km/h, together with any trailers operated only while being towed by those tractors or machines;
- (f) trailers designed exclusively for agricultural purposes and not operated except when being:
 - (i) delivered from a manufacturer to the manufacturer's agent; or
 - (ii) taken to or from an agricultural show for display or demonstration purposes; or
 - (iii) taken from one part of a farm to another part of that farm, or from one farm to another farm owned or managed by the same person; or
 - (iv) taken to or from a farm by an agricultural contractor for the purpose of cultivation or harvest other than operations connected with the logging of trees and the cartage of fertiliser or lime or bulk liquids;
- (g) vehicles normally propelled by mechanical power while they are being temporarily towed without the use of their own power;
- (h) all-terrain vehicles used:
 - (i) in moving from the operator's place of residence to a road that is not a public highway, when the distance travelled is less than 3 km; or
 - (ii) in connection with their inspection, servicing or repair; or
 - (iii) as agricultural vehicles.

The heading to *Part 3*: amended, on 1 June 2008, by *clause 5.1 of Land Transport Rule: Vehicle Equipment Amendment 2007*.

Schedule 2
Maximum decibel levels – drive-by test

Ref. 2.7(4)(a)

| Vehicle class | Maximum noise levels (dBA) |
|---|----------------------------|
| LC, LD, LE (with engine capacity of 125 cm ³ or less) | 82 |
| LC, LD, LE (with engine capacity of more than 125 cm ³) | 86 |
| MA, MB, MC, MD1, MD2, and NA | 81 |
| MD3, MD4, ME, NB, and NC (with power output of 150 kW or less) | 86 |
| MD3, MD4, ME, NB, and NC (with power output of more than 150 kW) | 88 |

Schedule 3
Maximum decibel levels – stationary test

Ref. 2.7(4)(b)

| Vehicle class | Maximum noise levels (dBA) |
|---|----------------------------|
| LC, LD, LE (with engine capacity of 125 cm ³ or less) | 96 |
| LC, LD, LE (with engine capacity of more than 125 cm ³) | 100 |
| MA, MB, MC, MD1, MD2, and NA | |
| - first registered in New Zealand before 1 June 2008 | 95 |
| - first registered in New Zealand on or after 1 June 2008; and | |
| - manufactured* before 1 January 1985 | 95 |
| - manufactured* on or after 1 January 1985 | 90 |

* If the date of manufacture cannot be ascertained, the date of first registration (outside New Zealand) is deemed to be the date of manufacture.

Schedule 2: inserted, on 1 June 2008, by clause 5.2 of Land Transport Rule: Vehicle Equipment Amendment 2007.

Schedule 3: inserted, on 1 June 2008, by clause 5.2 of Land Transport Rule: Vehicle Equipment Amendment 2007.