



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

Harry James Duynhoven

Associate Minister of Transport

Land Transport Rule
Vehicle Equipment 2004
Rule 32017

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Land Transport Rule
Vehicle Equipment 2004

Rule 32017

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Objective of the rule

Land Transport Rule: Vehicle Equipment 2004 is one of a series of rules that sets safety requirements and standards for systems and components in motor vehicles operating in New Zealand. This rule covers the safety and maintenance requirements for the following equipment fitted to motor vehicles: warning devices, speedometers, sun visors, mudguards, footrests on motorcycles and mopeds, child restraints, televisions, fuel tanks and fuel lines. The rule applies to all motor vehicles except power-assisted pedal cycles.

The rule sets out requirements for items of vehicle equipment fitted to a vehicle and lists the approved vehicle standards to be met by child restraints. Most of the equipment is mandatory, but the rule also specifies requirements for safety equipment that is voluntarily fitted.

Approved vehicle standards are specified for child restraints only. A choice of standards provides flexibility within agreed safety parameters. The approved vehicle standards are incorporated by reference in accordance with *section 165* of the *Land Transport Act 1998* so that, effectively, they are part of the rule.

This rule applies throughout the on-road life of a motor vehicle by specifying requirements for certification as a prerequisite to first registration in New Zealand, repair, modification, in-service inspection and other aspects of continuing compliance. The rule is an essential element of the safety framework governing vehicles in New Zealand. It links with, and provides a means of assessment for, *Land Transport Rule: Vehicle Standards Compliance 2002*, which sets procedures for vehicle certification for registration, in-service fitness and other purposes.

The rule states who is responsible for ensuring compliance with its requirements: operators, repairers, modifiers, certifiers, manufacturers and retailers. This links the rule to provisions of the *Land Transport*

(Offences and Penalties) Regulations 1999 (see, in particular, *regulation 3* in conjunction with *Schedule 1*).

Extent of consultation

Formal public consultation on this rule began on 17 April 2003 when the Land Transport Safety Authority (LTSA) released the yellow (public consultation) draft. The availability of the draft was publicised in metropolitan and regional daily newspapers, *Te Karere National News* and the *New Zealand Gazette*. The draft rule was also made available on the LTSA's website and was sent to overseas libraries and transport organisations.

The LTSA received nearly 3000 submissions on the yellow draft. The submissions were taken into account in redrafting the rule before it was submitted to Cabinet, and to the Associate Minister of Transport for signature.

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 child restraints.

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 this 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 the *Schedule* 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.

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 the *Schedule*, 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.

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 the *Schedule*, does not have to comply with 2.3(1).

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 the *Schedule*;
 - (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*.

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 fitted as original equipment by the vehicle manufacturer and 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.

2.6 Fuel tanks and fuel lines

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.

2.7 Exhaust systems

- 2.7(1) Except for a motor vehicle in the *Schedule*, 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) Noise from an exhaust system must not be noticeably and significantly louder than it would have been when the motor vehicle was manufactured with its original exhaust system.
- 2.7(4) 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.

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 AU185 for booster cushions,*
 - (d) *British Standard AU202, Specification for rearward-facing restraint systems for infants, for use in road vehicles,*
 - (e) *UNECE 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).*

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 Director 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.

Section 3 Modification and repair

3.1 Modification

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*.

3.2 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

Ambulance service

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

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 which is either:

- (a) operated by the Royal New Zealand Navy Naval Police, the New Zealand Army Military Police or the Air Security Branch of the Royal New Zealand Air Force; or
- (b) an Improvised Explosive Device Disposal (IEDD) response vehicle.

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.

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*

Light motor vehicle

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

Low volume vehicle

means a motor vehicle of a class 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 200 or less at any one location in any one year, by a manufacturer whose total production of motor vehicles does not exceed 200 units over the same period, and where the construction of the motor vehicle directly or indirectly affects compliance of the motor vehicle with any of the vehicle standards prescribed by New Zealand law; or
- (b) modified uniquely, or in quantities of 200 or less at any one location in any one year, in such a way as to affect the compliance of the motor vehicle, its structure, systems, components and equipment, with a legal requirement relating to safety performance applicable at the time of the modification.

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.

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 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.
- 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.
- 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 is used to determine forward speed of the vehicle in 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 <i>Automobile Type Approval Handbook for Japanese Certification</i> .
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 <i>section 2(1)</i> of the <i>Land Transport Act 1998</i> .
Vehicle inspector or inspecting organisation	has the same meaning as in <i>Land Transport Rule: Vehicle Standards Compliance 2002</i> .

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 200 watts.
LA (Moped with two wheels)	A motor vehicle (other than a power-assisted pedal cycle) that: (a) has two wheels; and (b) either: (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: (a) has three wheels; and (b) either: (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: (a) has two wheels; and (b) either: (i) has an engine cylinder capacity exceeding 50 ml; or (ii) has a maximum speed exceeding 50 km/h.

Table A Vehicle classes (continued)

Class	Description
LD (Motor cycle and side-car)	A motor vehicle that: (a) has three wheels asymmetrically arranged in relation to the longitudinal median axis; and (b) either: (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: (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 (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).

Table A Vehicle classes (continued)

Class	Description
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 non-separable 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.
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.

Table A Vehicle classes (continued)

Class	Description
ME (Heavy omnibus)	An omnibus that has a gross vehicle mass exceeding 5 tonnes.
Goods vehicle	<p>A motor vehicle that:</p> <ul style="list-style-type: none"> (a) is constructed primarily for the carriage of goods; and (b) either: <ul style="list-style-type: none"> (i) has at least four wheels; or (ii) has three wheels and a gross vehicle mass exceeding one tonne. <p>For the purpose of this description:</p> <ul style="list-style-type: none"> (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; (b) the equipment and installations carried on special purpose vehicles not designed for the carriage of passengers shall be considered to be goods; (c) a goods vehicle that has two or more non-separable but articulated units shall be considered to be a single vehicle.
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.

Table A Vehicle classes (continued)

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

Part 3 Schedule

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.