

Re-issue of LVV Code, Operating Requirements Schedule, & Standards

Introduction:

This Information Sheet is intended to summarise a further group of changes made to the Low Volume Vehicle Code (Code), the Low Volume Vehicle Operating Requirements Schedule (ORS) and 16 LVV Standards, which have recently undergone an amendment process.

This round of amendments is a new series of changes that have taken place as a result of NZTA's review of the LVV certification system, subsequent to the changes that were made to the same documents during June and July of this year.

Identification of changes:

Coloured highlight over text:

You're probably aware that we always show new changes in **yellow highlight** so as to draw attention to them (primarily for the LVV certifiers). The LVV Code has the latest changes made (since the June-July changes) in **yellow highlight** as usual.

You will notice however, that on this occasion, within the LVV Operating Requirements Schedule, and in all of the Standards, there is a combination of **yellow highlight** and **blue highlight**. This might initially seem a bit confusing because we've never done this before, but there's a good reason for doing so this time. As you know, we encourage LVV certifiers to keep a close eye on the **yellow highlight** while doing LVV certifications for some time after receiving an amended standard, so they can become familiar with changes that have been made.

There have been so many changes made to the LVV Standards during June and July of this year (that are all shown in **yellow highlight**), that we feel it's too early to drop out the **yellow highlight** (which identifies the many amendments made during that earlier period) as we feel that LVV certifiers may not have had enough time with all of the new standards (with the many changes that they each incorporate) to be sufficiently familiar with all of the June-July 2016 amendments.

So, we've broken our formatting rule in this one instance by leaving everything in there that's only a few months old as is in **yellow highlight**, and we're showing you the new October changes in **blue highlight**. This way, you can still see the changes made during earlier this year, but distinguish the more recent changes from them.

All existing highlight will get dropped out next time any of these documents are amended.

Margin strokes:

You will notice that some amendments have a grey vertical stroke in the adjacent left-side margin, and that some amendments do not have this grey stroke. The difference is this; - those amendments which are more of a minor correction or formatting nature will not have the grey stroke, whereas those amendments which are of a technical or reference nature, or are considered important for LVV Certifiers to be aware of will have the grey vertical stroke.

These more minor amendments (without the grey vertical stroke) will have no fundamental impact on the LVV Certifiers' inspection and assessment processes.

Overview of changes to documents:

An overview is provided below of the changes that have been made to the Code, ORS and the Standards.

Specific amendments to the LVV Code:Acceptance of overseas standards:

The principle change that has been made to the LVV Code is to facilitate NZTA's desire to enable certain vehicles that have been modified overseas and can be shown to comply with a recognised overseas standard to enter the New Zealand fleet without the need for LVV certification.

Under 2.3 of the Code '*Where a vehicle qualifies for LVV certification*', a statement has been added to say that if a vehicle is identified as having been modified by a second-stage vehicle manufacturer and complies with an approved overseas standard which is listed in *Annex 6* of the Code, it is not required to be certified to the Code.

The first overseas standard that has been recognised by NZTA is 'European Community Whole Vehicle Type Approval' (ECWVTA). The LVV Code recognises this acceptance of ECWVTA, by recording that any vehicle which meets a standard recognised within *Annex 6* of the LVV Code is not required to be certified to the standard. You will find the ECWVTA listed in *Annex 6* of the Code, along with all of the relevant conditions and criteria.

Other minor changes:

We have also clarified within the same section that a vehicle which is modified for the purpose of law enforcement or the provision of emergency service is also not required to be certified to the Code.

We have taken the opportunity to change any reference to the '*New Zealand Hobby Car Technical Manual*' to the '*New Zealand Car Construction Manual*'.

A change has been made to 1.4(8) to streamline the way in which key documents are signed off, by removing the need for an initial on each page.

The amendment number and implementation date for the 16 standards which have been changed has been recorded within Annex 1 (Incorporated standards) of the Code.

The new name '*New Zealand Car Construction Manual*' has been recorded within *Annex 4* (supporting documents) of the Code.

Some new definitions have added into the *Terms and Definitions* section at the back of the Code.

Specific amendments to the LVV Operating Requirements Schedule:

Technical Advisory Committee:

A new section has been added in to detail a new sub-committee of the Technical Advisory Committee, which is the 'TAC Commercial Technical Advisory Committee' (known as ComTAC). This new sub-committee has been established to deal with commercial applications in a way that provides a more streamlined application and assessment process. The operating principles of the new committee are detailed in section 4.11, and an LVV Information Sheet is currently being developed to cover the more detailed aspects of the new committee and its associated processes and systems.

Also, some further details have been added to the section that covers the operations of the main Technical Advisory Committee of LVVTA, around applications and fees.

Other minor changes:

We have taken the opportunity to change any reference to the '*New Zealand Hobby Car Technical Manual*' to the '*New Zealand Car Construction Manual*'.

Some new definitions have added into the *Terms and Definitions* section at the back of the ORS.

LVV Standards:

Acceptance of overseas standards:

The principle change that has been made to all of the 16 LVV standards is – as with the LVV code - to facilitate NZTA's desire to enable certain vehicles that have been modified overseas and can be shown to comply with a recognised overseas standard to enter the New Zealand fleet without the need for LVV certification.

The first overseas standard that has been recognised by NZTA is 'European Community Whole Vehicle Type Approval' (ECWVTA). Each LVV standard recognises this acceptance of ECWVTA, by recording that any vehicle which meets a standard recognised within *Annex 6* of the LVV Code, is not required to be certified to the standard.

You will find a statement within '*Section 4 Vehicles not required to be certified to this standard*', which makes reference to *Annex 6* of the Code. This is the appropriate place to facilitate this, as this is the area within the LVV Standards where vehicles which are not required to be certified to the Standards are recorded (such as vehicles that are below threshold, emergency vehicles, etc).

Other minor changes:

The only other change that has been made to all of the standards is that we have taken the opportunity to change any reference to the 'New Zealand Hobby Car Technical Manual' to the 'New Zealand Car Construction Manual'.

Finally:

The amended and updated content of the Code, ORS, and LVV standards will be reinforced during a series of LVV Certifier training sessions held throughout the country in April/May 2017. In the meantime, if you require any explanation or clarification on the changes within the standards, please contact an LVVTA Technical Team member at the Wellington LVVTA office.

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