



# LVVTA and LVV standards



## Background

Although not a government department, the Low Volume Vehicle Technical Association (LVVTA) is contracted to develop and administer modified vehicle standards and the Low Volume Vehicle (LVV) certification system on behalf of the New Zealand Transport Agency (NZTA). LVVTA – an incorporated society – came about as a result of an impending change in vehicle regulations in the 1990s to ensure that New Zealanders were still able to modify vehicles, be it for commercial or recreational purposes. Just like their customers, the certifiers and LVVTA head office staff all live

and breathe modified vehicles and are passionate about the LVV system, all understanding the importance of maintaining the freedom that the system provides for fellow enthusiasts.

Government requires that all vehicles meet applicable safety requirements. Once a vehicle is modified from its original state or is scratch-built, there needs to be a method of ensuring continued compliance. The purpose of the low volume vehicle certification system, therefore, is to ensure that all modified production vehicles – whether modified for commercial, passenger service, mobility, recreational, leisure, sporting, or compliance purposes

– and scratch-built vehicles, have been designed and constructed in such a way that they are safe to be operated on the road, and comply as closely as practicable with the legal safety requirements applicable to high-volume production vehicles.

## Development of LVV standards

As well as training and supporting the nationwide network of LVV certifiers, with a focus on consistency, one of LVVTA's key functions is developing appropriate legal standards as vehicles and modification styles evolve. During the development of a new LVV Standard, LVVTA

researches the relevant overseas vehicle standards that apply to mass-produced vehicles, gains an understanding of the intent of the overseas standards, and then aims to develop a practically-oriented 'alternative standard'. The alternative Standard is written in such a way that it can be implemented without destructive testing or prohibitive analysis costs.

A comprehensive consultation process is undertaken with NZTA, the LVVTA Council members, LVV Certifiers, affected industry members and the public. All submissions received are analysed and where appropriate the suggestions are incorporated into the LVV Standard. If necessary, LVVTA undertakes further consultation with key groups or individuals before

finalising the amendments. All LVV Standards, when completed, must be approved and signed off by NZTA on behalf of the New Zealand Government.

## Amendment of existing LVV standards

To ensure that LVV Standards are up to date, LVVTA aims to review a minimum of four Standards each calendar year. As part of this process, the same consultation that exists during the development of new Standards is applied. During 2019, consultation has been sought for LVV Standard 85-40(02) (Engine & Drive-train Conversions), LVV Standard 205-00(02) (Wheels and Tyres), LVV Standard 195-00(02) (Suspension Systems), and LVV Standard 35-00(02) (Braking Systems).

## The future

LVVTA is currently working with NZTA on updating the modification table in the VIRM, to ensure that they are relevant and able to be understood. As time goes by, new vehicle standards will be introduced by the Government, and for as long as the good relationship that exists today between LVVTA and the Government continues, LVVTA will continue to develop 'alternative standards' for modified and scratch-built vehicles in parallel with each new main-stream vehicle standard that is introduced.

To ensure you're kept up to date with any changes to LVV Standards, join LVVTA's mailing list by visiting [www.lvvtta.org.nz/signup](http://www.lvvtta.org.nz/signup).

