



Issue of Low Volume Vehicle Standards External Projections, Door Retention Systems, Head Restraints and Rear View Mirrors

This information sheet covers the distribution of the first of the LVVTA Low Volume Vehicle Standards to Low Volume Vehicle Certifiers. Some explanations of where these have developed from may be useful to you.

Background

Back in the late 1980s, the pending introduction of the Transport (Vehicle Standards) Regulations 1990 (VSRs) into New Zealand by the (then) Ministry of Transport (MOT) caused the various motor vehicle hobbyist groups to look into the effect that these regulations could have on their respective hobbies. It was quickly realised that the VSRs, in their purest form as they apply to mass-produced vehicles, couldn't be applied to one-off hobby vehicles or modified mass-produced vehicles, due to the cost of demonstrating compliance, often involving crash testing.

Pro-active hobbyist groups such as the New Zealand Hot Rod Association, Sports Car Club of NZ, and Car Constructors Club became allowed by the MOT to develop and apply their own rules in relation to the design, construction, and modification of their hobbyist vehicles. Part of this process involved writing a set of alternative standards for low volume vehicles to parallel the various VSRs that had been introduced for high volume (mass-produced) vehicles. For the hobbyist groups the object of this exercise was to research and identify what the VSRs were setting out to achieve for high volume vehicles, then capture the intent of the standards in such a way that they could be practically applied and achieved within the alternative standards for hobbyist vehicles.

By the early '90s, various certification groups were applying their various interpretations of the standards as they went about their certification business. Whilst it was all a good effort for the day, it was soon evident that the solution would be for the Low Volume Vehicle Technical Association (LVVTA) to develop and introduce one set of alternative standards in consultation with all member associations and certifying groups. Little did we know then what a long and complex job this would become!

In 1994 the LVVTA began the job of developing an alternative standard to parallel each of the LTNZ's high volume standards, which would be applied as appropriate in every low volume vehicle certification. These alternative standards would become known as, more correctly, 'Low Volume Vehicle Standards'. Two criteria's had to be met during the development process of the standards. Firstly, the standards need to be legally correct as they are in fact a part of New Zealand's motor vehicle legislation through being incorporated by reference in the LTNZ Compliance Rule, and incorporated by reference through the Low Volume Vehicle Code in each of the LTNZ Rules. Each standard is formally agreed to and signed off by LTNZ. The second and equally important criteria the low volume vehicle standards have to meet is to be user-friendly enough to be able to be understood by car builders and modifiers, and be able to be realistically applied by the low volume vehicle certifiers.

Given the opposing nature of those two criteria, you can understand that it's been a fairly tall order that has taken quite some time.

During the recent changes where MotorSafe has undertaken the administration and auditing role of the low volume vehicle certification system, LVVTA is now more firmly focussed on its key role of setting technical specifications and standards.

The attached low volume vehicle standards

Of the 27 low volume vehicle standards currently in various stages of progress, the first 4 of the completed standards have been formally agreed and signed off by LTNZ, and as such can now be distributed and applied by the low volume vehicle certifiers. These are:

- **LVVTA Low Volume Vehicle Standard 100-30(00) External Projections; and**
- **LVVTA Low Volume Vehicle Standard 155-20(00) Door Retention Systems; and**
- **LVVTA Low Volume Vehicle Standard 185-40(00) Head Restraints; and**
- **LVVTA Low Volume Vehicle Standard 200-30(00) Rear View Mirrors.**

As the others are finally approved and signed off, they too will be distributed to you. We would expect and hope that you will be receiving more than ten LVVTA Low Volume Vehicle Standards during the remainder of this year.

Application

LVVTA Low Volume Vehicle Standard 155-20 Door Retention Systems replaces section 8.6 Door Locks and Hinges on pages 110 - 113 of the Code of Construction Manual. This standard is generally applied to scratchbuilt vehicles but may also be used when specific standards requirements have to be met during the certification of modified production vehicles.

The other 3 low volume vehicle standards attached with this information sheet relate to LTNZ VSRs which were introduced in more recent years after the Code of Construction Manual was written, so they don't replace anything, but must be added to your existing documentation.

Amendments

We all learn more as time goes by, and there's sure to be changes and amendments required over time to improve these standards. The standards will be amended regularly, so please get in touch and let us know of any problems the standards present, or ways in which they could be made better, clearer, or cover more situations. The LTNZ Compliance Rule actually requires LVVTA to go through an annual consultation and amendment process with these standards, so think of them as living documents that will be continually improved.

Training

We recognise that there is a lot to come to terms with within each of these standards, and there are many areas that could be subject to interpretation which all need clarification. There will be training provided in the fairly near future, hopefully during this coming winter, to explain the various aspects of these standards and enable common interpretation to evolve amongst all low volume vehicle certifiers. You will be notified of dates and locations as soon as they are established, with plenty of lead time.

In the meantime, please feel free to call me if you require interim clarification on any aspects of these standards and I'll be happy to work through any issues that you may have.

Tony Johnson
Technical Officer

Glenn Johnston
Executive Officer