



## LVV certification of unregistered vehicles

The process of entering [or re-entering] a vehicle into the registration system is the responsibility of one of the Transport Service Delivery Agents [TSDA], namely AA, On Road, VINZ or VTNZ.

With increasing pressure on eligibility of passenger cars brought about by changes to frontal impact rules, some of your customers may misunderstand the influence that LVV certification has on the eligibility of a vehicle for registration. **The issue of a LVV Certification plate does not mean that a vehicle complies with all requirements for entry into service**, particularly where that vehicle is a modified production vehicle.

For this reason it is essential that all unregistered modified vehicles are processed by the TSDA first, who will decide on basic eligibility criteria prior to referring a customer for LVV certification. This of course is not a new requirement, having been part of the LVV process for some years, reinforced by 2.3(6) of the LVV Code, effective March 2001, which states:

'For an unregistered modified production vehicle to be surveyed it must first have both its identity verified and its original standards compliance established by a Vehicle Compliance Certifier in accordance with 4.4(1) of *Land Transport Rule: Vehicle Standards Compliance 1998*.'

The Land Transport Rule: Vehicle Standards Compliance 2002 has now superseded the 1998 version, incorporating entry requirements in Section 6 that do not, in effect, alter the above LVV Code requirements.

Note that the reference to 'original standards compliance' in the LVV Code is now linked to the new compliance rule, which requires that a vehicle be complied with 'applicable requirements when manufactured'. This means that a vehicle's eligibility for registration is linked to its class when manufactured, even though it may have been modified subsequently in a way that changes that class.

It may be that a vehicle referred to you for LVV certification is a different class from when it was originally manufactured, for example modified so that it has become an NA from its original MA. For LVV certification purposes this is in itself irrelevant, as **your task is to ensure that it is safe** according to the requirements of the LVV Code and LVV Standards. Please **always ensure however, that any unregistered production vehicle has been processed for eligibility by a TSDA prior to your specialist involvement**.

Adherence to this procedure should avoid any false registration expectations by your customer and eliminate possible subsequent conflict situations.

Glenn Johnston  
**Executive Officer**