



Amendment to LVV Standard 90-20(01) (Exhaust Noise Emissions)

The purpose of this LVV Information Sheet is to introduce to LVV Certifiers a series of amendments that have been made to LVV Standard 90-20(01) (Exhaust Noise Emissions), which has resulted in the release of LVV Standard 90-20(02), taking effect on June 1 2008.

Scope of standard:

One of the main changes to the standard is the vehicles that the standard now affects. Whereas 90-20(01) applied just to vehicles referred by used entry certifiers and the Police, 90-20(02) now applies (in addition to vehicles referred by used entry certifiers and the Police) to:

- from 1 June 2008, vehicles referred by In-service certifiers (in other words, every warrant of fitness issuer for every in-service vehicle); and
- from 1 December, scratch-built low volume vehicles.

Having in-service vehicles caught in the net was always part of the Government's plan, and it was inevitable that scratch-built vehicles should be subject to a decibel limit at some stage.

The latter means that as from 1 December 2008, Objective Noise Testing will form part of the LVV certification process for scratch-built vehicles.

Change to test percentage of ESMP:

When testing to a known ESMP, for engines other than motorcycles, the engine speed must be 75% of that ESMP, rather than 50% as previously stated. We realise that this is a tough call for many vehicles, however this (along with most of the other changes) comes as a result of the intense lobbying that the Ministry of Transport has been subjected to in recent times.

Motorcycle engines will continue to be tested at 50% of their ESMP.

Changes to decibel limits:

Another significant change in 90-20(02) is the reduction in decibel limits for certain vehicles, depending on age and date of first registration in New Zealand.

Again, this has been forced on the motoring public because of the intense pressure being brought to bear on the Government by lobby groups, City Councillors, opposition MPs, and even the likes of the tourism industry.

The new decibel limits are as follows:

- for vehicles that are already in the fleet (up until 1 June 2008), the limit stays at 95 dBA; and
- for vehicles that were manufactured in 1985 or before (irrespective of date of first registration in NZ), the limit stays at 95 dBA; and
- for vehicles newer than 1985 and first registered in NZ after 1 June 2008, the limit drops to 90 dBA.

LVVTA well recognises that the limits are totally unrealistic, but we have been unable to influence anyone on this. We have even shown to Ministry of Transport staff and Land Transport New Zealand staff our documented evidence of many reasonably modern vehicles in showroom standard condition that would fail at 90 dBA.

Sub-category 'Historic Replica' and 'Reproduction' scratch-built vehicles that are a replication or reproduction of a vehicle manufactured before 1 June 1985 can remain at 95, as such vehicles generally incorporate all of the same design limitations as pre-1985 vehicles (usually shortage of under-body room, larger displacement engines, etc).

Incidental changes:

Requirements for sound level meters and field calibrators have been split out into separate sections, but that doesn't have any effect on the requirements or the testing process.

There are some additions to the Terms and Definitions section of the standard.

Finally:

Considerable time will be devoted to the amendments to the Exhaust Noise Emissions LVV Standard at the April/May 2008 LVV Certifier training sessions.

If you have any queries or require any further clarification relating to this Information Sheet, please feel free to contact Kendall Bradley at the Wellington LVVTA office on (04) 477-4372.

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