



Rear Seat Removal and Changing Vehicle Class to NA

This Information Sheet is a re-release of Infosheet 03-2005 and covers clarification of the details regarding removal of the rear seats on MC or MA class vehicles, converting them to NA Class 2-seaters. This is an option that can be used on a Nissan Terrano or Mistral, instead of installing a LVV load-bar or full rear floor replacement. Seat removal is not an appealing option for most, and a LVV load-bar is a better method that retains the presence and safety of the rear seats.

To follow is the recommended procedure for conversion of a vehicle from a MA or MC-class to NA-class. Note that LVV Certification is not required when this process occurs.

To convert the vehicle to a NA-class light commercial vehicle:

- Remove the rear seatbelts; and
- either:
 - (a) remove the rear seats completely; or
 - (b) fold the seats down and secure them permanently in that position, by welding, bolting, bracketing or similar, such that the seats cannot readily be folded back up.

Guideline: the seats can be regarded as “permanently” secured if it is fairly estimated that it would take an hour’s labour, or more, using tools, to restore the original seating arrangement. This can be achieved, for example, by the fitting of a full load floor, secured to the vehicle by bolting or use of screws and/or construction adhesive; and/or the fitting of a suitable cargo barrier such that the seats cannot be folded back up without unbolting the barrier.

- Do not weld up, damage or otherwise make unusable the original seatbelt anchorages. It is not recommended or required.
- Take the vehicle to a TSDA, who will confirm that the seats have been removed, and will record on Landata the change of vehicle class (from MC or MA to NA) and of the new number of seating positions.

Rusty floor-pans in NA-class vehicles

- If the vehicle has been failed for in-service certification (WoF or CoF) because of rear floor-pan rust, the inspector will need to sight evidence that the changes have been made and recorded. A printout may be obtained from the TSDA for this purpose.
- The inspector can then ignore the rear floor-pan rust for WoF purposes, since the panel no longer has a structural safety function; provided the floor-pan rust does not exceed the position and size limits detailed in pages 3-1-4, 6-1-2, 7-5-9 and 9-1-5 of the Vehicle Inspection Requirements Manual – In-service Certification (the in-service VIRM). If repairs are needed to meet the VIRM requirements, *then patch repairs, carried out to best trade practice, are acceptable.*

If you have any queries or require any further clarification relating to this Information Sheet, please feel to contact the LVVTA office on (09) 268-9550.

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