

Series-production Modification Pre-approval Process

Introduction:

There are a number of companies, both within New Zealand and in other countries, who carry out mechanical and structural modifications to vehicles on a 'series' basis, sometimes referred to as a 'low volume production run'. These modifications range from straight-forward and simple modifications to highly-complex re-engineering of vehicle structures and safety systems.

Examples include:

- raised roof 'pop-top' camper vans
- station wagons converted to utilities
- lowered floors for disability access
- stretched limousines
- right-hand drive steering conversions
- seat and seatbelt fit-outs
- hearse conversions.



LVVTA to be involved at outset:

Many of these conversions are very well executed by experienced companies who have the necessary expertise to perform such complex structural modifications, resulting in safe vehicles. If however a conversion is produced in numbers and has safety-related flaws, the consequences to road safety are multiplied by the number of vehicles modified, along with the time and effort required to rectify the issues on all affected vehicles.

With the ever-increasing complexity associated with modern motor vehicle design and construction, there is continually greater need to identify the risks involved with each volume modification process prior to the modification process taking place, and for LVVTA to provide technical support to the LVV Certifier before the certification process, so as to ensure that any issues are resolved back in the design phase of the work.

There have been problems in the past as a result of LVV Certifiers trying to deal with complex matters in isolation, and the objective of this pre-approval process is to ensure that LVV Certifiers are given technical support by LVVTA technical and engineering staff before the modifications occur. In the past, where LVVTA has been involved at the outset, problems have been avoided and safe outcomes have been achieved without costly and time-consuming rectification work.

Flow-chart to be followed and applied:

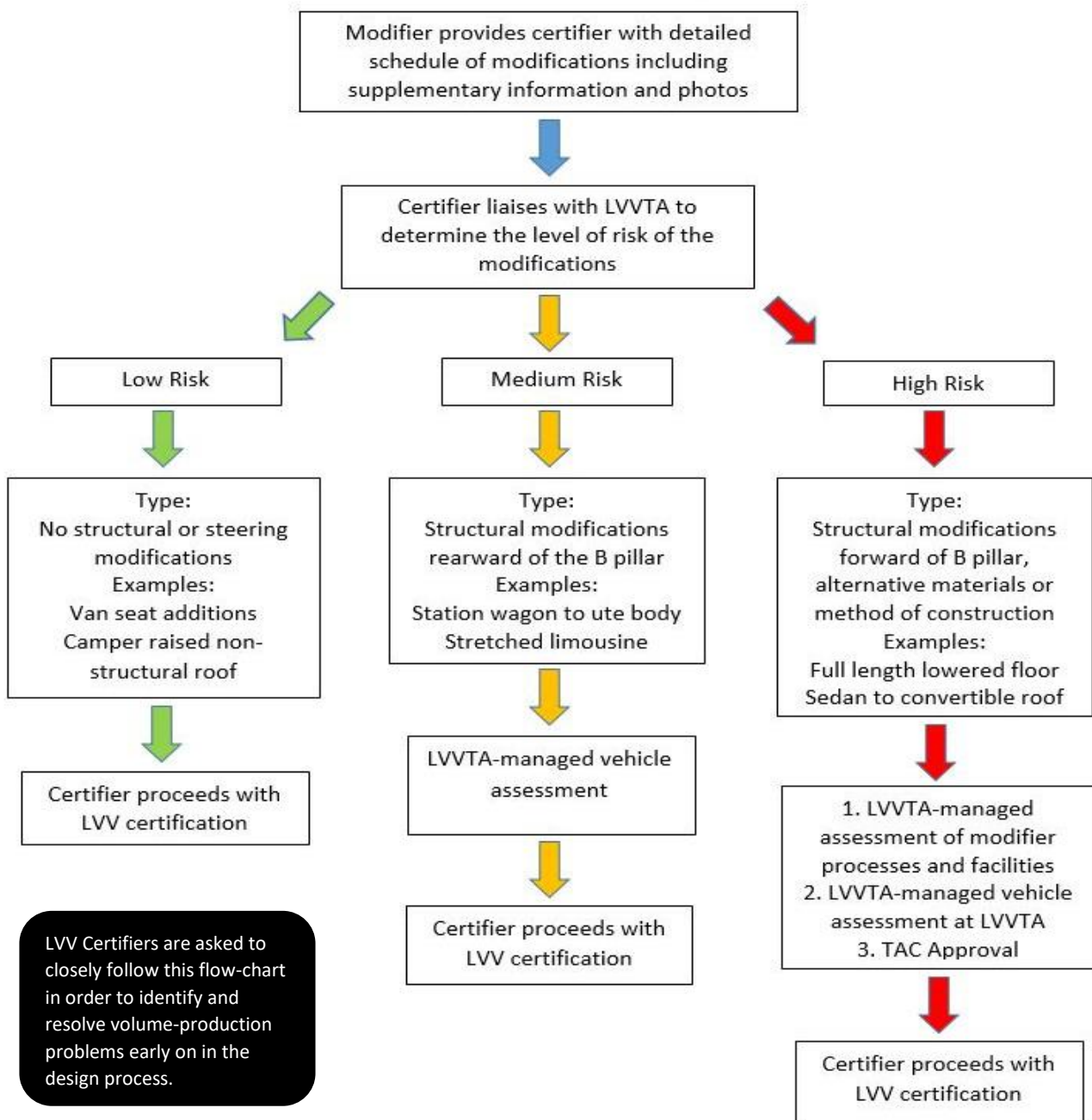
In order to enable this LVVTA support structure to occur, LVVTA requires LVV Certifiers to work with the modifier (or importer) to assess the risks and determine whether to involve LVVTA early on. The adjacent (draft) flow chart shows the process and outcomes. As can be seen in the flow-chart, with any series-production modifications, for all but very low risk modifications, the LVV Certifier must contact LVVTA prior

to any work or importation commencing. In cases that are not clear to an LVV Certifier, LVVTA can assist to establish which level of risk the project may fall into.

Where issues are highlighted as part of the LVVTA assessment, LVVTA can work with the LVV Certifier and modifier to achieve a safe outcome.

LVVTA asks all LVV Certifiers to follow and apply this simple flow-chart, with immediate effect.

Process Flow-chart for LVV Certification of Series-production Modifications



LVV Certifiers are asked to closely follow this flow-chart in order to identify and resolve volume-production problems early on in the design process.

Finally:

For any assistance in the use of this Information Sheet please contact an LVVTA technical team member at the LVVTA office on (04) 238-4343.