Low Volume Vehicle Technical Association (inc)

Helping New Zealanders Build & Modify Safe Vehicles

LVV Operating Requirements Schedule

Chapter 2
Low Volume Vehicle Classifications

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Approval Record

Signed in accordance with clause *1.3(5)* of the *Low Volume Vehicle Code* of LVVTA, on …… by:			
New Zealand Transport Agency		Low Volume Vehicle Technical Association	
Name	Signature ----------	Name	Signature ----------

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Note 2 Text highlighted in grey shows amendments that have been made subsequent to the previous version of this chapter, and a grey vertical stroke to the left of the text denotes important new or changed information (which may include information which has been removed).

About the LVV Operating Requirements Schedule

The LVV Operating Requirements Schedule (LVV ORS), and its sub-set of LVV ORS chapters (the chapters) set out the operational systems and processes which enables the LVV certification system to function effectively. Whereas the *Low Volume Vehicle Code* provides the legal platform upon which the LVV certification system operates, the LVV ORS provides robust operational systems and processes to ensure that LVV certification outcomes are consistent, fair, transparent, and of a high quality.

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The information in this chapter has stemmed from work undertaken by LVVTA founding member organisations that commenced in 1989 and has been progressively developed as an integral part of the New Zealand Government's land transport regulatory system, by agreement and in consultation with the New Zealand Transport Agency (NZTA).

As a result, the considerable experience in specialist certification management built up by LVVTA and the specialist automotive member groups over the past several decades can be of benefit to members of the New Zealand public who also wish to build or modify motor vehicles.

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User's Feedback

This chapter is constantly undergoing an evolutionary development process in order to keep pace with changing trends and technology. To assist in this, LVVTA invites users of the chapter to engage in an ongoing consultation process with us by making submissions for any changes, additions, or clarifications which might improve the chapter, at any time.

Any submissions made via this rolling consultation process will be thoroughly considered, and incorporated, where appropriate, at the next available amendment opportunity.

Submissions should be made to submission@lvvta.org.nz, with the name of this chapter in the Subject line.

Legal Status & Copyright

This chapter is incorporated by reference, as an integral part of the *Low Volume Vehicle Code*, within *Land Transport Rule: Vehicle Standards Compliance 2002*.

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Chapter 2:
Low Volume Vehicle Classifications

Purpose of this Chapter

The purpose of this LVV Operating Requirements Schedule chapter (the chapter) is to provide information about what a low volume vehicle is, and to provide the legal definitions, along with some supporting information, on the varying types of low volume vehicles which exist.

Low volume vehicles are divided into two separate classifications: 'modified production' low volume vehicles, and 'scratch-built' low volume vehicles.

'Scratch-built' low volume vehicles are then further divided into three separate sub-classifications; scratch-built 'historic replica', scratch-built 'reproduction', and scratch-built 'unique' low volume vehicles.

These differentiations enable varying extents of technical requirements to be applied to low volume vehicles based on the degree of their originality or, in the case of 'scratch-built' low-volume vehicles, how closely they replicate a mass-produced vehicle.

Italics are used throughout this chapter when referencing '*external documents*' that are not part of this chapter.

Section 1 Defining a Low Volume Vehicle

1.1 Introduction

Before a modifier or builder carries out modifications to a vehicle, or builds a vehicle, it is important to understand which low volume vehicle classification, and in the case of a scratch-built vehicle, which sub-classification, the vehicle will fall into as a result of the modifications or type of construction.

The reason that it is important to understand this is because the vehicle's classification, or sub-classification, will determine the extent of technical requirements which the vehicle must meet. The LVV certification system imposes a higher level of technical requirements on new vehicles (even though they might look like old vehicles) and provides concessions to genuine old vehicles that have been modified.

Similarly, before an LVV Certifier commences the LVV certification process on a low volume vehicle, the vehicle's classification or sub-classification should be established so that the appropriate LVV certification process can be applied.

1.2 Overview of a low volume vehicle

The legal definition of a low volume vehicle is provided in 1.3, however in simplest terms, a low volume vehicle is a light vehicle that is modified or constructed in quantities of 500 or less in any one year, in a way that could affect any safety-related legal requirement.

As a basic explanation of the main elements within the overview above:

- a 'light vehicle' generally means a vehicle which has a GVM of less than 3500 kgs (although some vehicles, such as MA-class vehicles [passenger cars] and MC-class vehicles [four-wheel drive vehicles] don't have this upper weight limit applied); and
- '500 or less' allows for one-off individually modified or scratch-built vehicles, through to (as examples) small-volume motorhomes and taxi-vans; and

- a 'safety-related legal requirement' means those items contained within New Zealand's land transport legislation.

Some minor modifications ('below threshold'), contained in the LVVTA Modification Threshold Schedule, are exempt from the requirement to be LVV certified (see Note 1 below).

Note 1	The LVVTA *Modification Threshold Schedule* is available to the public electronically, free of charge, from the LVVTA website www.lvvta.org.nz

1.3 Legal definition of a low volume vehicle

1.3(1) A low volume vehicle means a make and model of a vehicle, of a class specified in Table-A Classes, other than Class MD3, MD4, ME, NB, NC, TC or TD, that is (see Notes 1 to 3 below):

(a) manufactured, assembled or scratch-built in quantities of 500 or less in any one year, and where the construction of the vehicle may directly or indirectly affect compliance of the vehicle with any of the vehicle standards prescribed by New Zealand law; or

(b) modified uniquely, or in quantities of 500 or less in any one year, in such a way that compliance of the vehicle, its structure, systems, components or equipment with a legal requirement relating to safety performance applicable at the time of the modification may be affected.

Note 1	The legal definition of a low volume vehicle, as referred to in 1.3(1), is incorporated in *Land Transport Rule: Vehicle Standards Compliance 2002.*
Note 2	'Table-A Classes', as referred to in 1.3(1), are the vehicle classes used to regulate New Zealand's land transport system, and are specified in *Land Transport Rule: Vehicle Standards Compliance 2002.*
Note 3	In practice, by agreement with NZTA: • while not listed in 1.3(1), vehicles of Table-A Class AA, AB, LA, LB, TA, and TB are not subject to LVV certification; and • the remaining Table-A Classes which, therefore, are subject to LVV certification, are Classes LC, LD, LE1, LE2, MA, MB, MC, MD1, MD2, and NA, and also any other vehicles of a Class not in Table A not exceeding 3500 kgs GVM.

Section 2 'Modified Production' vs 'Scratch-built' Low Volume Vehicles

2.1 Introduction

Motor vehicles, when modified or 'scratch-built', have to meet certain legal requirements, which differ between:

- a 'modified production' low volume vehicle which only has to meet those requirements that are applicable to the aspects of the vehicle which are modified; and
- a 'scratch-built' low volume vehicle which will always be a 'new' vehicle (at the time it is constructed) and therefore must meet all or most of the LVV certification requirements (depending on its sub-classification) which are applicable at the time the vehicle was built.

2.2 The determination process

Because of the many variables involved when building or modifying a light motor vehicle, it can sometimes be difficult to determine whether a given vehicle – because of the nature of its modifications or construction methods, or the use of various components within the vehicle's modification or construction process – is in fact a 'modified production' low volume vehicle or a 'scratch-built' low volume vehicle.

Some low volume vehicles can be assessed quite simply, but this distinction can be difficult to make on more complex vehicles. Therefore, where any uncertainty exists, a formal 'pre-classification' process from LVVTA may be required in order to determine whether the vehicle is in fact a 'modified production' low volume vehicle or a 'scratch-built' low volume vehicle.

2.3 Concessions available to 'modified production' low volume vehicles

One reason why it is important to correctly classify a low volume vehicle (in regard to whether it is a 'modified production' or 'scratch-built' low volume vehicle) is so that certain concessions can be provided by the requirements to those vehicles which can still reasonably be considered the same vehicle as that from which it originated – in other words a genuine 'modified production' low volume vehicle. Such a vehicle can remain (in certain circumstances) left-hand drive, and also can retain much of its as-manufactured equipment, such as original lighting, non-burst-proof door latches, and in some cases, seatbelts may not need to be fitted.

By contrast, a 'scratch-built' low volume vehicle cannot be afforded such concessions because it is, in fact, a new vehicle, and must be treated differently to a genuine old production vehicle.

If a low volume vehicle cannot meet the 'modified production' definition, it will become a 'scratch-built' low volume vehicle, and as such will need to meet more rigorous requirements.

In short, the definitions for 'modified production' and 'scratch-built' low volume vehicles exist so that the most fair and reasonable technical requirements can be applied to them.

2.4 Avoidance of birthing 'modified production' low volume vehicles

An over-riding principle of the classification process (of the 'modified production' and 'scratch-built' low volume vehicle definitions), and in particular the certification of 'modified production' low volume vehicles, is that one mass-produced vehicle cannot give birth to multiple 'modified production' low volume vehicles as a result of being disassembled, sold in parts, and another vehicle being assembled or built from the parts and claiming to be 'the vehicle'.

This has happened many times over the years, and such situations can cause considerable difficulty to one or more vehicle owners.

If a genuine old mass-produced vehicle is separated into parts, only the originating vehicle – with the identifiers and key components (primarily the body) – can continue to be a 'modified production' low volume vehicle. If a vehicle is constructed without the original mass-produced vehicle's body and identifiers, it will become a 'scratch-built' low volume vehicle, and must comply with all of the technical requirements applicable to a 'scratch-built' low volume vehicle.

Section 3 Defining a 'Modified Production' Low Volume Vehicle

3.1 Overview of a 'modified production' low volume vehicle

A 'modified production' low volume vehicle is, in simplest terms, a vehicle that can still be considered the same vehicle which it appears to be. Most 'modified production' low volume vehicles will comfortably sit within the criteria specified in part (a) of the legal definition of a 'modified production' low volume vehicle, as detailed in 3.3.

3.2 Definition 'A, B, and C modified production' low volume vehicles

A typical 'Definition A modified production' low volume vehicle [meaning a vehicle that meets part (a) of the definition] is – simply – a mass-produced vehicle which may have undergone considerable modifications, however the vehicle:

- still looks like the original vehicle; and
- is dimensionally similar to the original vehicle, and
- incorporates most of the vehicle's original body and most of the vehicle's original chassis.

If it is obvious, based on the definition, that a vehicle is a 'Definition A modified production' low volume vehicle, then there is no need for a vehicle owner, or modifier or builder, to look any further to determine what classification of 'modified production' low volume vehicle it is.

If, however, a vehicle's modifications are more extensive than that which is specified in part (a) of the legal definition of a 'modified production' low volume vehicle, it may fit into part (b) of the legal definition [known as a 'Definition B modified production' low volume vehicle], or it may fit into part (c) of the legal definition [known as a 'Definition C modified production' low volume vehicle].

In order to understand what a 'Definition B modified production' low volume vehicle or a 'Definition C modified production' low volume vehicle is, *LVVTA Information Sheet # 02-2018 'Modified Production' and 'Scratch-built' LVV Definitions* should be referred to.

All of the necessary information required to identify a 'Definition B modified production' low volume vehicle or a 'Definition C modified production' low volume vehicle is contained within this *Information Sheet*, along with a wide range of examples of each type of 'modified production' low volume vehicle specified within the legal definition of a 'modified production' low volume vehicle (see Note 1 below).

Note 1	*LVVTA Information Sheet # 02-2018 'Modified Production' and 'Scratch-built' LVV Definitions* is available to the public electronically, free of charge, from the LVVTA website www.lvvta.org.nz

3.3 Legal definition of a 'modified production' low volume vehicle

3.3(1) A 'modified production' low volume vehicle means a vehicle that was produced by a recognised mass-produced vehicle manufacturer, has met NZTA's requirements which are necessary to enter service as a light vehicle, and has subsequently been modified in such a way that may affect one or more safety-related legal requirements, and (see Notes 1 to 9 below) either:

(a) despite its modifications, the vehicle:

(i) continues to bear a clear visual resemblance, and is dimensionally similar, to the specific make, model, and year of the originating mass-produced vehicle; and

(ii) retains, from the originating mass-produced vehicle, 60% or more of the original or authentically repaired body, (including panels, but not including external sub-panels), and 60% of the original or authentically-repaired chassis rails (or in the case of a unitary-constructed vehicle 60% of the floor-pan);

or

(b) is a mass-produced vehicle which features modifications such that it is identified as a 'modified production' low volume vehicle in *Section B of LVVTA Information Sheet # 02-2018 'Modified Production' and 'Scratch-built' LVV Definitions;*

or

(c) is classified, on a case-by-case basis, in accordance with *Section C of LVVTA Information Sheet # 02-2018 'Modified Production' and 'Scratch-built' LVV Definitions,* as a 'modified production' low volume vehicle and confirmed as such via the issue of an *LVV F010 Statement of Classification.*

Note 1 The 'modified production' low volume vehicle definition reflects that the body of a vehicle – particularly in relation to a body/chassis vehicle (as distinct from a unitary-constructed vehicle) – is the principal component of a low volume vehicle, rather than the chassis or floor.

Note 2 A 'modified production' low volume vehicle must meet all of the normal NZTA entry certification requirements, as specified in *2.3(6) of the Low Volume Vehicle Code,* before it can be processed as a low volume vehicle.

This specifically, and importantly, includes that the vehicle must have its unaltered factory-assigned identifiers, and the owner of the vehicle must have legal entitlement to the vehicle.

Note 3 A 'modified production' low volume vehicle which has two different identifiers assigned by recognised mass-produced vehicle manufacturers as a result of having its original body or original chassis replaced or modified, must have the surplus identifier linked to the vehicle's primary identifier, within the transport registry system, by an authorised agent of NZTA.

Note 4 The replacement of an old vehicle's timber body framing with steel framing (to increase the body's strength and stiffness) will not, on its own, cause the vehicle to become defined as a 'scratch-built' low volume vehicle.

Note 5 The replacement of an original body with another factory or coach-built body that was available for the chassis in question at the time of the chassis' manufacture, does not, on its own, cause the vehicle to become a 'scratch-built' low volume vehicle. For example, in the case of a 1930 Ford Model-A, the replacement of the factory sedan body to a mass-produced 1930 Ford Model-A coupe or roadster body will not, on its own, cause the vehicle to become defined as a 'scratch-built' low volume vehicle.

Note 6 Except in the case of a vehicle which has been issued with an LVV Authority Card which specifies 'frontal impact protection systems' and 'roll protection':

- a vehicle cannot have its structural and mechanical safety reduced by being retro-fitted with a floor structure or chassis from another vehicle which is older than the vehicle being modified; and
- in the case of a vehicle which is newer than 20 years old, the vehicle cannot be structurally modified in such a way that its compliance with an approved frontal impact standard could be affected. This means that a floor structure from another unitary-constructed vehicle, or aftermarket or custom-built chassis, or chassis from another production vehicle, cannot be fitted to a frontal impact-compliant vehicle.

Note 7 In determining the percentage of original or authentically repaired body, the reference in part 3.3(1)(a)(ii) of the definition to:

- 'body' includes the internal body structure which contributes to the body's overall structural integrity; and
- 'external sub-panels' means any panels including externally-mounted mudguards and running-boards which were fitted as original equipment and can be readily removed with the use of hand-tools.

Note 8 In determining the percentage of original or authentically repaired body or chassis rails, the reference to 'authentically repaired' in part 3.3(1)(a)(ii) means the replacement of any part of the original body or the original chassis rails which incorporates the same design, material specifications, and construction methods, as used in the manufacture of the original body or of the original chassis rails.

An important point to understand when considering the term 'repair', is that the 'repair' of something can only occur when there is something there to repair in the first place. In other words, only a vehicle which already exists can be 'repaired'. As examples:

- the fitment of some 'Heritage'-brand (or similar) body panels or a complete 'Heritage' (or similar) shell to a 1962 MGB roadster can only occur if there is a 1962 MGB roadster (which is so rusty or damaged that it is uneconomic to repair by 'patching') with a known history as a starting point, the identifiers are transferred across to the new shell (in accordance with the requirements of NZTA) and the rusty or damaged shell is known to have been destroyed or rendered unfit for road use. This process can be a 'repair', and it is in-line with world-practice in relation to historic vehicles. (In such cases, invoices and receipts relating to the purchase of replacement parts for the repairs must be made available.)
- it is not a 'repair', however, when a replica 1965 Ford Mustang is built from some 'Dynacorn'-brand (or similar) body panels or a complete 'Dynacorn' (or similar) shell without the existence of a mass-produced 1965 Ford Mustang with a Ford Motor Company-assigned identifier and a known history as a starting point. This is a 'scratch-built' low volume vehicle.

In the case of a genuine 'repair', such as the example above of a standard MGB roadster having been rebodied with 'Heritage' body panels or a complete 'Heritage' shell, then (provided no other modifications have been made to the vehicle) the MGB roadster would remain a standard unmodified MGB roadster, and as such would not need to be LVV certified.

Note 9 The legal definition of a 'modified production' low volume vehicle is incorporated within *the Low Volume Vehicle Code*, which is available to the public electronically, free of charge, from the LVVTA website www.lvvta.org.nz

Section 4 Defining a 'Scratch-built' Low Volume Vehicle

4.1 Overview of a 'scratch-built' low volume vehicle

A 'scratch-built' low volume vehicle is, in general terms, a vehicle that has been built from scratch without using a mass-produced vehicle as a starting point, or, a vehicle which uses a mass-produced vehicle as a starting point but which has been modified to such an extent that the finished vehicle can no longer reasonably be considered to be the same vehicle.

In most cases, a vehicle will be classified as a 'scratch-built' low volume vehicle if the vehicle:

- has a reproduction body; or
- has a chassis that is entirely unrelated to the body in terms of make or era; or
- is assembled from a conglomeration of entirely unrelated parts; or
- has no history or identifiers to show that the vehicle is or was a mass-produced vehicle.

A low volume vehicle which incorporates a fibre-glass reproduction body that replaces an OEM steel body will always be classified as a 'scratch-built' low volume vehicle.

If a vehicle modifier or builder has any doubt as to whether a vehicle is a 'modified production' or a 'scratch-built' low volume vehicle, then *LVVTA Information Sheet # 02-2018 'Modified Production' and 'Scratch-built' LVV Definitions* should be referred to (see Note 1 below).

Note 1	*LVVTA Information Sheet # 02-2018 'Modified Production' and 'Scratch-built' LVV Definitions* is available to the public electronically, free of charge, from the LVVTA website www.lvvta.org.nz

4.2 Legal definition of a 'scratch-built' low volume vehicle

4.2(1) A 'scratch-built' low volume vehicle means a low volume vehicle that is not a 'modified production' low volume vehicle (see Notes 1 to 3 below).

Note 1	A 'scratch-built' low volume vehicle that is a replica of a mass-produced vehicle must have its 'make' recorded as 'LVV', and its 'model' recorded as 'replica', whilst the year, make, and model of the mass-produced vehicle which it most closely resembles should be recorded in the sub-model field in the NZTA LANDATA system. (Because the LVV Form-sets do not incorporate a 'Sub-model' field, this information will be adjoined to the 'Model' field). A 'scratch-built' low volume vehicle that is not a replica of a mass-produced vehicle must have its 'make' recorded as 'LVV', and its 'model' recorded as whatever the vehicle owner wishes to call it.
Note 2	A 'scratch-built' low volume vehicle must meet all applicable NZTA entry certification requirements before it can be processed as a low volume vehicle.
Note 3	The legal definition of a 'scratch-built' low volume vehicle is incorporated within *the Low Volume Vehicle Code*, which is available to the public electronically, free of charge, from the LVVTA website www.lvvta.org.nz

Section 5 Sub-classifications of 'Scratch-built' Low Volume Vehicles

5.1 Introduction

A 'scratch-built' low volume vehicle can be many things. It could be, for example, either:

- a painstakingly perfect re-creation of a 1920s Type-35 Bugatti which is visually indistinguishable from an original example; or

- a low volume vehicle which is visually similar to a 1934 Ford Coupe, or a 1960s AC Cobra, but incorporating modern mechanical improvements; or
- the figment of an inventive builder's fertile imagination, like a futuristic flying saucer on wheels.

It must be remembered that, if a vehicle enthusiast builds a 'scratch-built' replica vehicle, then despite the fact that it may appear to be, say, a 1930 vehicle, it is in fact a brand-new vehicle, and as such must meet all of LVVTA's technical requirements specified within the *LVV Standards*.

There are however, as demonstrated above, different levels of 'replica', and to treat all replica vehicles in the same manner would not be fair or reasonable.

5.2 Technical concessions available

If a vintage or veteran car enthusiast chose to build a very accurate and authentic replica of, for example, an early 1920s-era Bentley tourer (because such a vehicle is not practically able to be purchased any more), and incorporated the original construction methods of timber-framing and canvas cladding, then compliance with all modern vehicle safety standards (such as a burst-proof door retention system that is required to withstand over a ton of load) is in some cases both unachievable and unreasonable. Therefore, it is appropriate to apply certain concessions to such a 'scratch-built' low volume vehicle.

Builders of other 'scratch-built' low volume vehicle types however, such as a futuristic sports car, where the builder is starting with a blank canvass and fertile imagination, and no design limitations, have no legitimate justification not to fully comply with all modern safety systems.

The different types of 'scratch-built' low volume vehicle sub-classifications, and what the certification requirements are for each sub-classification, are set out below.

5.3 Three different 'scratch-built' low volume vehicle sub-classifications

5.3(1) A 'scratch-built' low volume vehicle will fall into one of the three following sub-classifications:

(a) a scratch-built 'historic replica' low volume vehicle; or

(b) a scratch-built 'reproduction' low volume vehicle; or

(c) a scratch-built 'unique' low volume vehicle.

5.4 Legal definition of a scratch-built 'historic replica' low volume vehicle

5.4(1) A scratch-built 'historic replica' low volume vehicle is a replica of a vehicle which was, or could have been, manufactured before 1965, that uses components, systems, materials, and engineering processes throughout its construction that are appropriate to the period in which the vehicle is styled, and either (see Notes 1 and 2 below):

(a) is an accurate historical representation of a vehicle built from a particular period of motoring history; or

(b) is not readily distinguishable from an original example of the specific make and model of production vehicle being replicated.

Note 1	Examples of a typical scratch-built 'historic replica' LVV as described in 5.4(1) are a constructed 1925 Bentley 3-litre replica, a constructed alloy-bodied AC Cobra replica, or a constructed Type-35 Bugatti replica. It may also be an Austin Seven sedan re-bodied with a period-correct open sports body.
Note 2	A vehicle, for the purpose of the description in 5.4(1) that was manufactured before 1965, includes those vehicles whose production commenced prior to 1965 but continued past 1965.

5.5 Legal definition of a scratch-built 'reproduction' low volume vehicle

5.5(1) A scratch-built 'reproduction' low volume vehicle is a vehicle which is clearly recognisable as a reproduction of a specific make and model of production motor vehicle, and maintains an actual or approximate silhouette of the vehicle being reproduced, and uses an amalgamation of period and modern components, systems, materials, and engineering processes throughout its construction (see Note 1 below).

Note 1	Examples of a typical scratch-built 'reproduction' LVV as described in 5.5(1) are a fibre-glass reproduction 1934 Ford Coupe hot rod, a fibre-glass reproduction AC Cobra, or a fibre-glass reproduction MGTF.

5.6 Legal definition of a scratch-built 'unique' low volume vehicle

5.6(1) A scratch-built 'unique' low volume vehicle is a vehicle that is not recognisable as a reproduction of any specific make and model of production motor vehicle, but is the result of the builder's individual and unique ideas (see Note 1 below).

Note 1	Examples of a typical scratch-built 'unique' LVV as described in 5.6(1) are a uniquely styled sports car such as a Saker or a Radical, or a futuristic concept car.

5.7 Assessment method for 'scratch-built' low volume vehicle sub-classifications

5.7(1) A scratch-built 'historic replica' low volume vehicle must, to be classified as such, be issued with a valid *Identity Card* of The Vintage Car Club of New Zealand, which specifies the vehicle's classification as either 'B5', 'C4', or 'C5' (see Note 1 below).

Note 1	In assessing whether or not a 'scratch-built' low volume vehicle fits within the legal definition of a scratch-built 'historic replica' low volume vehicle, it should be considered whether the vehicle 'is an accurate historical representation of a vehicle built from a particular period of motoring history'. The Vintage Car Club of NZ will consider whether or not the vehicle presented could have been built during the period in which it is styled. This involves determining whether or not all of the key components of the vehicle were in fact available at that time.

5.7(2) A scratch-built 'reproduction' low volume vehicle, and a scratch-built 'unique' low volume vehicle must, to be classified as such, be assessed via visual inspection and identification by a Category LV1D-authorised LVV Certifier (see Note 1 below).

Note 1	For clarification, 5.7(1) and 5.7(2) explains who makes the determination on which sub-classification a 'scratch-built' vehicle falls into; a scratch-built 'reproduction' and a scratch-built 'unique' can both be determined as such by a Category LV1D-authorised LVV Certifier, however a scratch-built 'historic replica' can only be determined as such by The Vintage Car Club of NZ via the issue of their *Identity Card*. All 'scratch-built' vehicles, regardless of which sub-classification they fall into, must still undergo LVV certification by an LV1D-authorised LVV Certifier.

5.8 Application of requirements for 'scratch-built' sub-classifications

5.8(1) A scratch-built 'historic replica' low volume vehicle must comply with specified technical requirements contained in all *LVV Standards* and *NZ Car Construction Manual chapters*, and must, in every case, as a minimum (see Note 1 below):

(a) incorporate some form of steering system collapsibility specified in *Chapter 7 (Steering Systems)* of the *NZ Car Construction Manual*; and

(b) meet all applicable LVV braking requirements specified in *Chapter 8 (Braking Systems)* of the *NZ Car Construction Manual*; and

(c) incorporate as a minimum, a lap seatbelt for each seating position, which meets the applicable requirements specified in Chapter *14 (Seats, Seatbelts, and Anchorages)* of the *NZ Car Construction Manual*; and

(d) meet all applicable LVV glazing requirements specified in *Chapter 15 (Glazing and Vision)* of the *NZ Car Construction Manual*, for the windscreen and side and rear windows (if fitted); and

(e) meet all applicable LVV lighting performance requirements specified in *Chapter 17 (Lighting Equipment)* of the *NZ Car Construction Manual*, except for the requirement for lighting equipment to meet approved standards.

Note 1	The technical requirements specified in the *LVV Standards and NZ Car Construction Manual chapters* will incorporate concessions to scratch-built 'historic replica' low volume vehicles, which, in effect, will provide a less onerous LVV certification process to be applied, given the performance potential and authentic nature of the vehicles.

5.8(2) A scratch-built 'reproduction' low volume vehicle must comply with all applicable technical requirements specified in all *LVV Standards* and *New Zealand Car Construction Manual chapters* (see Note 1 below).

Note 1	A scratch-built 'reproduction' low volume vehicle will be required to comply with significantly more technical requirements within the *LVV Standards and NZ Car Construction Manual chapters* than a scratch-built 'historic replica' vehicle.

5.8(3) A scratch-built 'unique' low volume vehicle must comply with all technical requirements specified in all *LVV Standards* and *NZ Car Construction Manual chapters*.

Section 6 Individual Vehicle Policy for Unregistered Vehicles

6.1 Introduction

New Zealand's used entry certification process is the 'gatekeeper' to prevent stolen vehicles from entering the New Zealand fleet. NZTA is responsible, using its appointed agents such as VTNZ, VINZ, and AA, for ensuring that anyone who wishes to register a vehicle in New Zealand has 'entitlement' to that vehicle.

This process is effective in preventing stolen vehicles entering the fleet, but sometimes the same process also places an unreasonable burden on a person who has a vehicle which is not stolen, but the owner cannot prove entitlement or previous registration history.

It is recognised that there are many circumstances in which a person may not have the necessary importation or previous registration history information available to support a vehicle, and so LVVTA and NZTA have worked together to develop the '*Individual Vehicle Policy*' which is intended to remove road-blocks to getting a legitimate vehicle on the road (see Note 1 below).

Note 1	The *Individual Vehicle Policy* is currently under development, and will be incorporated into this LVV ORS chapter once completed when the next LVV ORS amendment opportunity arises.

Terms & Definitions for Chapter 2

Applicable requirements	means any technical or operational requirement referred to in the *LVV Code* which an LVV must comply with in order to be approved for LVV certification.

Authentically repaired	means the replacement of any part of the original body or original chassis rails which incorporate the same design, material specifications, and construction methods, as used in the manufacture of the original body or original chassis rails.
CCM	(**NZ Car Construction Manual**) means LVVTA's detailed technical standards, incorporated by reference under the *LVV Code*, which must be met to enable an LVV to comply with applicable requirements. The *CCM* is referred to by the corresponding *LVV Standard*.
Chassis	(also known as a frame, or chassis frame) means the supporting frame or platform of a motor vehicle to which the major mechanical components and body attach.
Chassis rail	(also known as a frame rail) means the main longitudinal sections of a chassis.
Entry certification	means the inspection process which a vehicle is required to undergo before it can be registered for road use as part of the New Zealand vehicle fleet.
GVM	(**Gross Vehicle Mass**) means the maximum total weight that a vehicle manufacturer certifies a vehicle and its payload for. More detailed information about GVM can be found in *Land Transport Rule: Vehicle Standards Compliance 2002*.
Identifiers	means the unique manufacturer-assigned chassis number, or the 17-digit Vehicle Identification Number (VIN) assigned by either the manufacturer or NZTA to a vehicle.
Inspection	means the vehicle inspection process specified in *section 2.4*, *2.5*, and *2.6* of the *LVV Code*, carried out by an LVV Certifier during the LVV certification of a low volume vehicle.
LANDATA	is the name of NZTA's main vehicle database, incorporating information relating to the Motor Vehicle Register, Road User Charges, Warrant of Fitness, and Certificate of Fitness.
LVV	(**Low Volume Vehicle**) means, in simple terms, vehicles which are modified or scratch-built in small numbers, and includes individually modified or scratch-built vehicles. The full definition of an LVV is contained in the *LVV Code*.
LVV Authority Card	(**Low Volume Vehicle Authority Card**) means an LVV certification document, issued under the delegated authority of LVVTA, specifying alternative safety related equipment required to be fitted to a vehicle for special purposes, as defined in *Annex 5* of the *LVV Code*.
LVV Certification	(**Low Volume Vehicle Certification**) means the process specified by the *LVV Code*, by which the design of an LVV is determined to comply with any applicable requirements, and, in recognition of which, an LVV EDP is affixed.
LVV Certifier	(**Low Volume Vehicle Certifier**) means a person appointed by NZTA under the provisions of *Land Transport Rule: Vehicle Standards Compliance 2002*, to carry out certification of modified and scratch-built LVVs, as specified by *Part 2* of the *LVV Code*.
LVV Certify	(**Low Volume Vehicle Certify**) means the same as LVV certification.
LVV Code	(**Low Volume Vehicle Code** or **the Code**) means an LVVTA document which is incorporated by reference into the *Land Transport Rule: Vehicle Standards Compliance 2002*, and all applicable individual *Land Transport equipment rules*, that provides the legal framework to enable the LVV certification of modified and scratch-built LVVs in New Zealand.

LVV ORS	(**Low Volume Vehicle Operating Requirements Schedule** or **ORS**) means the document, incorporated by reference under the *LVV Code*, which provides LVVTA's operational processes and systems necessary to meet applicable requirements. The *LVV ORS* sets out the obligations and responsibilities of LVVTA, and the LVV Certifiers.
LVV Standards	(**Low Volume Vehicle Standards**) means LVVTA's technical standards, incorporated by reference under the *LVV Code,* that set out the legal requirements which vehicles that are modified and scratch-built vehicles in New Zealand must meet. Each *LVV Standard* refers to a corresponding *CCM* or *MCM* for detailed technical requirements.
LVVTA	(**Low Volume Vehicle Technical Association**) is an incorporated society comprised of specialist vehicle associations. Established in 1992, its objectives are to represent the interests of vehicle modifiers and builders in New Zealand, and to ensure high safety standards for modified and scratch-built LVVs. The LVVTA owns and administers the *LVV Code*.
Mass-produced vehicle	(also known as production vehicle, or high-volume vehicle) means a motor vehicle that is produced in quantities of more than 500 at any one location in any one year.
MCM	(**NZ Motorcycle Construction Manual**) means LVVTA's detailed technical standards, incorporated by reference under the *LVV Code*, which must be met to enable a low volume motorcycle to comply with applicable requirements. The *MCM* is referred to by the corresponding *LVV Standard*.
MDC	(**Modification Declaration Certificate**), also known as Declaration or Declaration Certificate), means a document that was issued to modified and scratch-built LVVs between 1991 and 1998, as a record of confirmation that the LVV was built or modified prior to the introduction of the *Transport (Vehicle Standards) Regulations 1990*, and is therefore not required to be certified to the *LVV Code*. This is provided that the LVV has been continuously registered and has not been modified further.
Modification	is defined in *Land Transport Rule: Vehicle Standards Compliance 2002*) to change a vehicle from its original state by altering, substituting, adding or removing any structure, system, component or equipment, but does not include repair. 'Modified' and 'modification' have corresponding meanings.
Modified Production (LVV)	means, in simple terms, a vehicle which, while modified, maintains a sufficient percentage of body or chassis from one primary mass-produced vehicle that it can still be considered to be that vehicle. The full legal definition of a Modified Production LVV is complex and currently under review, and will be incorporated within the *LVV Code* once revised.
NZTA	(**New Zealand Transport Agency**) is a Crown entity responsible for managing New Zealand's land transport system.
OEM	(**Original Equipment Manufacturer**) means a company that produces the parts and equipment used in the assembly process of a mass-produced vehicle.
Repair	is as defined in the *Land Transport Rule: Vehicle Standards Compliance 2002*, to restore a damaged or worn vehicle, its structure, systems, components or equipment; and includes the replacement of damaged or worn structures, systems, components or equipment with equivalent undamaged or new structures, systems, components or equipment.

Scratch-built (LVV)	means, in simple terms, an LVV which has been individually constructed from unrelated components, or a mass-produced vehicle which has been modified to such an extent that it can no longer be considered to be a modified mass-produced vehicle. The full legal definition of a scratch-built LVV is currently under review, and will be incorporated within the *LVV Code* once revised.
Scratch-built Historic Replica (LVV)	means a sub-category of scratch-built low volume vehicle, as defined in *Chapter 2*: *Low Volume Vehicle Classifications* of the *LVV ORS*.
Scratch-built Reproduction (LVV)	means a sub-category of scratch-built low volume vehicle, as defined in *Chapter 2: Low Volume Vehicle Classifications* of the *LVV ORS*.
Scratch-built Unique (LVV)	means a sub-category of scratch-built low volume vehicle, as defined in *Chapter 2: Low Volume Vehicle Classifications* of the *LVV ORS*.
Table-A vehicle classes	means NZTA's classification of vehicle types, as defined in *Land Transport Rule: Vehicle Standards Compliance 2002*.
Unitary-construction	(also known as unitary-constructed) means a type of vehicle construction which incorporates the vehicle body and chassis frame in one unit, as opposed to having a separate and removable chassis.
VCC	(**The Vintage Car Club of New Zealand**) is an organisation which administers vintage and veteran vehicles within New Zealand, and is member of the LVVTA.
VCC Identity Card	(**The Vintage Car Club of New Zealand Identity Card**) means a document which confirms that a vehicle is recognised and classified for event participation by the Vintage Car Club of New Zealand.
VIN	(**Vehicle Identification Number**) means a 17-digit numbering system used world-wide as a primary means of individually identifying motor vehicles.