

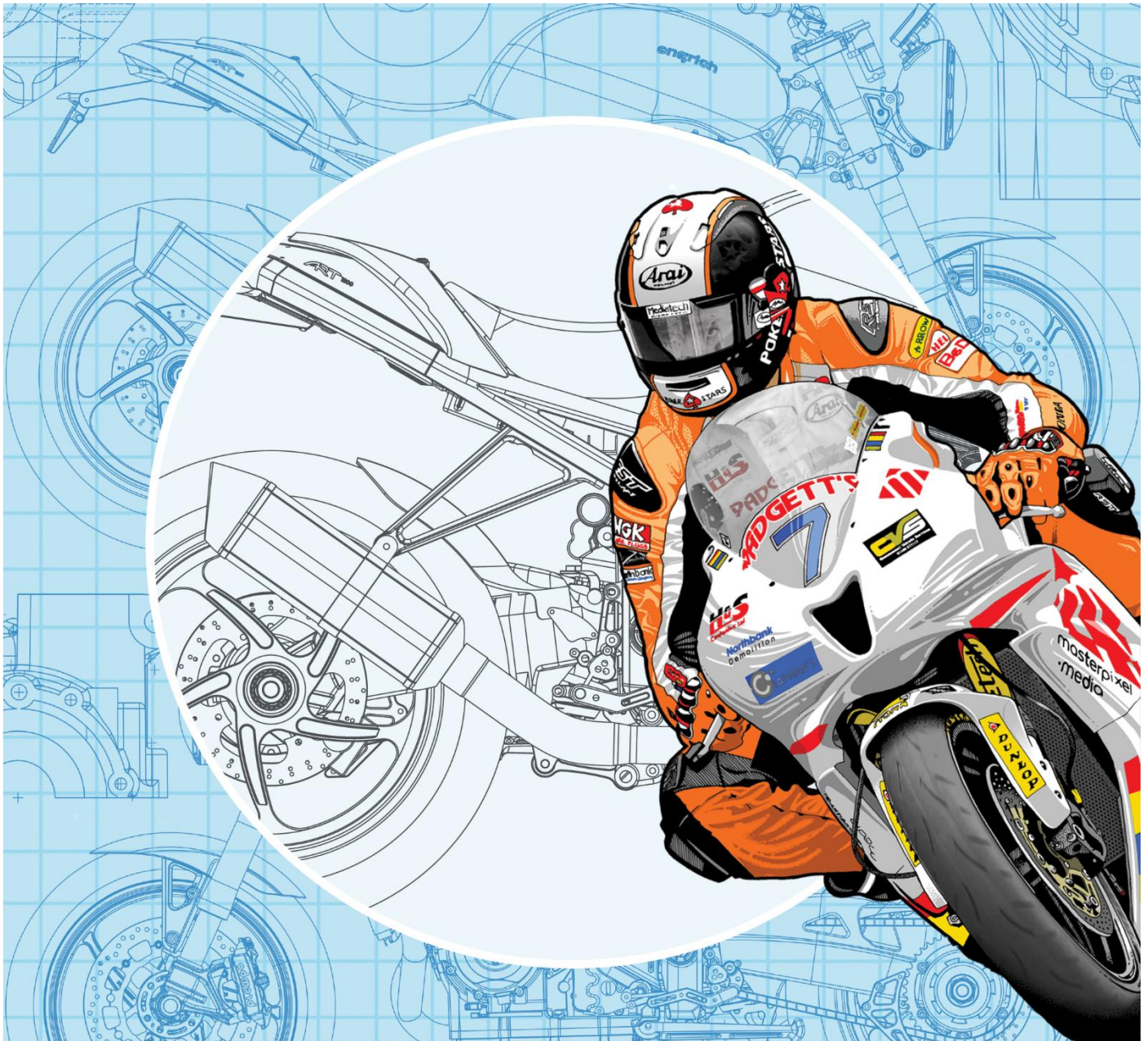
Helping New Zealanders Build & Modify Safe Vehicles

## Low Volume Vehicle Standard



### 145-45(00)

## Exhaust Noise Emissions – Motorcycles

Version 1 | Effective from 1 October 2025



## Approval Record

Signed in accordance with clause 1.3(5) of the <i>Low Volume Vehicle Code</i> of LVVTA, on ..... by:			
New Zealand Transport Agency		Low Volume Vehicle Technical Association	
Name <b>Jim Anderson</b>	Signature 	Name <b>Ken McAdam</b>	Signature 

## Amendment Record

Amendments details	Version #	Issue date	Effect date
• LVV Standard 145-45(00) - Original Issue	Version 1	2 September 2025	1 October 2025
Note 1    Text highlighted in grey shows amendments that have been made subsequent to the previous version of this standard, 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 Low Volume Vehicle Standards

The Low Volume Vehicle Standards (the standards) specify that motorcycles (which have been modified or constructed) require low volume vehicle certification, and provide a set of overarching technical requirements that they must meet. The standard refers to the associated *New Zealand Motorcycle Construction Manual chapter*, that sets out the specific technical requirements which must be met in order to achieve compliance with the standard.

## Author, Publisher, & Owner

This standard is authored, published, and owned by the Low Volume Vehicle Technical Association Incorporated (LVVTA). LVVTA is an incorporated society established in 1992, that represents a group of specialist automotive organisations (in turn representing approximately 150,000 members) who are dedicated to ensuring that vehicles, when scratch-built or modified, meet the highest practicable safety standards.

The information in this standard 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 applied safety engineering built up by LVVTA and its 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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## Availability and Current Version

This standard is printed and distributed by LVVTA, and is available to the public free of charge from the LVVTA website; [www.lvvta.org.nz](http://www.lvvta.org.nz).

Note that printed copies of this standard, like any other printed LVVTA documents, may have been superseded by a later version and become out of date.

Therefore, this and all other LVVTA documents should not be relied upon without first ensuring that the version number (on the right-hand side of the header above) is the current version – please visit the LVV Standards area of [www.lvvta.org.nz](http://www.lvvta.org.nz) to check that this standard is in fact the latest version.

## Users' Feedback

This standard 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 this standard to engage in an ongoing consultation process with us by making submissions for any changes, additions, or clarifications which might improve the standard, 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](mailto:submission@lvvta.org.nz), with the name of this standard in the Subject line.

## Supporting Information

This standard should be read in conjunction with *Chapter 11 (Part 1): Exhaust Noise & Gas Emissions - Motorcycles* of the *NZ Motorcycle Construction Manual* which provides all necessary requirements and best-practice guidance to enable compliance with this standard.

## Legal Status & Copyright

This standard is incorporated by reference, as an integral part of the *Low Volume Vehicle Code*, within *Land Transport Rule: Vehicle Standards Compliance 2002*. This standard corresponds technically with *Land Transport Rule: Vehicle Equipment 2004*.

The content of this standard remains the property of LVVTA, and no part may be reproduced without LVVTA's written consent.

## Disclaimer

LVVTA has made all reasonable efforts to provide sound and correct advice, based on the historical knowledge and best practice experiences of all parties involved in the development and production of this chapter.

However, no responsibility or liability is accepted by LVVTA for any error or omission, or any loss suffered by any person relying directly or indirectly on this chapter. Any person who builds or modifies a vehicle accepts that there may be some associated risks, and does so in the full knowledge of this, and accepts full responsibility for their own actions.

## Credits

LVVTA acknowledges the following contributors for their assistance in the development of this standard:

- Cover CAD diagrams: Engrich Motorcycle New Zealand
- Cover motorcycle illustration: Tony Johnson

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# 145-45(00)

## Exhaust Noise Emissions - Motorcycles

### Purpose of this Standard

The purpose of this low volume vehicle standard (the standard) is to provide the legal framework for measuring exhaust noise emissions from new scratch-built motorcycles, and from modified and scratch-built motorcycles that have been referred by an authorised vehicle inspector (during either used entry or in-service certification) or by a member of the NZ Police, for an objective exhaust noise emission test (ONT). Such a motorcycle is required by the *Land Transport Rule: Vehicle Equipment 2004* to comply with the *Low Volume Vehicle Code*, that in turn, requires compliance with this standard.

This standard sets out:

- which motorcycles are required to meet this standard; and
- how this standard is applied to those motorcycles; and
- the technical requirements which must be met by motorcycles required to comply with this standard.

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

### Section 1 Scope and Application of this Standard

#### 1.1 Scope of this Standard

1.1(1) This standard applies to all motorcycles other than those specified in 1.1(2), that are:

- (a) production motorcycles which are required to undergo an objective exhaust noise emission test for the purpose of either:
  - (i) achieving entry compliance on or after 19 July 2006; or
  - (ii) maintaining in-service compliance on or after 1 June 2008;
- or
- (b) scratch-built low volume motorcycles that are first registered or re-registered in New Zealand on or after 1 December 2008.

1.1(2) This standard does not apply to:

- (a) powered bicycles of Class AB; or
- (b) a motorcycle that is not powered by an internal combustion engine; or
- (c) a production motorcycle that retains the vehicle manufacturer's original equipment exhaust system in unmodified condition (provided that the motorcycle has not been referred by the NZ Police and is 'green-stickered' or 'pink-stickered' for emitting excessive noise); or
- (d) a motorcycle that has been referred for objective exhaust noise emission testing solely on the basis of exhaust leaks or an exhaust system that is in poor condition; or
- (e) those motorcycles specified in section 3.



Note 1 A green or pink sticker, as referred to in 1.1(2)(c), means a notice ordering a motorcycle off the road, that is issued by the NZ Police. For clarity, if a motorcycle was ordered off the road for excessive exhaust noise, it must undergo an ONT even if the motorcycle's unmodified OEM exhaust system has been refitted after the motorcycle was ordered off the road.

## 1.2 Application of this Standard

1.2(1) A motorcycle that is required to undergo an objective exhaust noise emission test as in 1.1(1), must comply with all applicable technical and procedural requirements contained in section 2 of this standard.

Note 1 A motorcycle specified in 1.2(1) does not necessarily become a low volume vehicle (as both modified and unmodified motorcycles may require objective exhaust noise emissions testing), however in the interest of consistency, such a motorcycle is referred to throughout this standard as a low volume motorcycle.

## Section 2 Technical Requirements of this Standard

### 2.1 General Safety Requirements

2.1(1) A motorcycle fitted with an internal combustion engine must be fitted with an exhaust system that is designed, constructed, positioned, and maintained such that it:

- (a) is in good working order; and
- (b) cannot be readily interfered with so as to change its operation or reduce its effectiveness; and
- (c) minimises the risk of exhaust heat or fumes harming the motorcycle's rider or pillion passenger.

Note 1 The requirements specified in 2.1(1) are the applicable requirements from *Land Transport Rule: Vehicle Equipment 2004*, that are required as part of this standard and are reproduced here in the interest of convenience.

### 2.2 Overarching Technical Requirements

2.2(1) An exhaust system fitted to a low volume motorcycle must:

- (a) be correctly positioned and fitted; and
- (b) where necessary, be fitted with protection; and
- (c) avoid presenting any harmful protrusions.

2.2(2) The exhaust noise emission testing of an exhaust system fitted to a low volume motorcycle must be performed:

- (a) on an appropriate site; and
- (b) using an approved sound level meter, calibrator, and tachometer; and
- (c) at a specified engine speed; and
- (d) following a specified test procedure.

2.2(3) The maximum permissible decibel level emitted by a low volume motorcycle during an exhaust noise test must not, except for in the case of where factoring is applied, exceed:

- (a) in the case of a moped (LA or LB-Class), 91 dBA; or

- (b) in the case of a motorcycle with an engine capacity of 125 cc or less (LC, LD, or LE-Class), 96 dBA: or
- (c) in the case of a motorcycle with an engine capacity of more than 125 cc (LC, LD, or LE-Class), 100 dBA.

Note 1	The decibel figures specified above are set by the Government, as specified in <i>Land Transport Rule: Vehicle Equipment 2004</i> , and may change from time to time as Government policy dictates. Any such changes will be reflected in an amendment to this standard.
Note 2	<i>Land Transport Rule: Vehicle Equipment 2004</i> specifies that objective exhaust noise emissions testing must be carried out in accordance with the <i>Low Volume Vehicle Code</i> . The <i>Low Volume Vehicle Code</i> refers, for exhaust noise emissions testing, to this standard.
Note 3	The factoring referred to in 2.2(3) is contained in 11.22 of <i>Chapter 11 (Part 1): Exhaust Noise &amp; Gas Emissions – Motorcycles</i> of the <i>NZ Motorcycle Construction Manual</i> .
Note 4	An electronic version of <i>Chapter 11 (Part 1): Exhaust Noise &amp; Gas Emissions – Motorcycles</i> , and all other chapters of the <i>NZ Motorcycle Construction Manual</i> , can be accessed from <a href="http://www.lvvta.org.nz">www.lvvta.org.nz</a> either individually or as a complete Manual, free of charge.

- 2.2(4) In order to demonstrate compliance with 2.2(1) to 2.2(3), a low volume motorcycle must comply with all relevant requirements specified in *Chapter 11 (Part 1): Exhaust Noise & Gas Emissions – Motorcycles* of the *NZ Motorcycle Construction Manual*.

Note 1	The relevant technical requirements and testing procedure for objective exhaust noise emission testing referred to in 2.2(4) are contained in <i>Chapter 11 (Part 1): Exhaust Noise &amp; Gas Emissions – Motorcycles</i> of the <i>NZ Motorcycle Construction Manual</i> .
Note 2	An electronic version of <i>Chapter 11 (Part 1): Exhaust Noise &amp; Gas Emissions – Motorcycles</i> , and all other chapters of the <i>NZ Motorcycle Construction Manual</i> , can be accessed from <a href="http://www.lvvta.org.nz">www.lvvta.org.nz</a> either individually or as a complete Manual, free of charge.
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## Section 3 Motorcycles Not Required to Meet this Standard

### 3.1 Enforcement, Emergency, & Second-stage Manufactured Motorcycles

- 3.1(1) A motorcycle is not required to meet this standard, if the motorcycle is either:
- (a) modified for the purpose of law enforcement or provision of emergency services; or
  - (b) identified as having been modified by a second-stage vehicle manufacturer, and complies with an approved overseas standard that is listed in *Annex 6* of the *Low Volume Vehicle Code*, and has not been subsequently modified further.