LVV Certification Threshold Schedule

Is your light vehicle modified?

All modifications to light vehicles must meet warrant of fitness or certificate of fitness requirements, however not every modification requires low volume vehicle (LVV) certification.

If a vehicle is modified, it may or may not be required to undergo LVV certification, depending on the level of modification. There are three groups of modifications:

- those higher level modifications that will always require LVV certification; and
- those that require LVV certification if they exceed a certain level; and
- those lower levels of modification that are never required to be LVV certified.

Threshold tables

The following tables list modifications that are commonly made to vehicle components and systems, and confirm whether or not LVV certification is required for these modifications. Where modifications exceed those listed in the table, a WoF or CoF provider must not issue a warrant of fitness or certificate of fitness for the vehicle until an LVV certification has been issued.

Notes

- Any modification to a law enforcement or emergency service vehicle *that relates to the specialised law enforcement or emergency service functions of the vehicle,* does not require LVV certification.
- Frontal impact occupant protection standard: The following vehicles with a GVM of 2500kg or less must comply with a frontal impact occupant protection standard:
  - Class MA motor vehicles manufactured on or after 1 March 1999
  - Class MA motor vehicles that were less than 20 years old when they were first registered in New Zealand on or after 1 April 2002
  - Class MB and MC motor vehicles manufactured on or after 1 October 2003.
- The heading and numbering system contained within this threshold guide table correlates directly to the NZTA Vehicle Inspection Requirements Manual (VIRM) – the official WoF and CoF inspection manual.

Refer to LVVTA Information Sheet # 08-2012 (available on our website www.lvvta.org.nz) for further information and details on specific modifications that always require certification.

All technical enquiries, enquiries about the LVV process, LVV certifier locations, and the issuing of Low Volume Vehicle Certification Plates or re-issue of Modification Declaration certificates, should be directed to the Low Volume Vehicle Technical Association Inc on [04] 238 4343.

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Vehicle Exterior

(2-1 External projections)

LVV Certification is always required for any external projection-related modifications unless specified below: *(if modification does not appear below, always refer to LVV Certifier)*

Fitting of or modification to:	***LVV Certification is not required provided that:*** *(refer to LVV Certifier if beyond threshold below)*
Cosmetic body kits and components [including utility canopies and plastic bumper skins]	▪ the fitting system does not weaken the vehicle structure, and ▪ no frontal impact components have been removed where the vehicle is required to comply with a frontal impact occupant protection standard (see note on page 1), and ▪ the kit or components do not present any forward-facing external projections, and ▪ the performance of any lamp is not affected as a result of the kit or components.
Auxiliary winches	▪ the winch either: ▫ does not protrude forward of the front face of the bumper; or ▫ does project forward of the bumper line, but is fitted with 'pedestrian-friendly' shrouds to reduce trapping risk & present a larger forward facing surface area.
Side racks [for glass or other sheet materials]	▪ there is no doubt as to the rack's load carrying capacity; and ▪ no forward-facing pedestrian traps exist; and ▪ the rack is designed and protected so that sharp or dangerous cargo cannot face directly forward projecting beyond the outside of the body.
Bumper bar (removal and change)	▪ the vehicle is not required to comply with a frontal impact occupant protection standard (see Frontal Impact note on page 1). Note: Bumper bar means either the structural part inside a plastic bumper or a complete metal bumper as used on older vehicles.
Side steps	▪ the vehicle is not a Passenger Service Vehicle
Auxiliary bars (including bull bars, nudge bars, external roll cages or similar)	▪ the vehicle is not required to comply with a frontal impact occupant protection standard (see Frontal Impact note on page 1); or ▪ the vehicle is required to comply with a frontal impact occupant protection standard (see Frontal Impact note on page 1) and the auxiliary bar: ▫ is a vehicle manufacturer supplied component for that vehicle; or ▫ has been certified by the auxiliary bar manufacturer as frontal impact compliant (as may be indicated by a label). Note: an auxiliary bar that does not meet the requirements above is unlikely to meet LVV requirements and so cannot be certified.

Fitting of or modification to:	***LVV Certification is never required:*** *(never refer to LVV Certifier)*
Aerials	▪ In-service requirements for condition and performance must be met.
Engine hood emblems	
Engine hood pins	
Towbars	
Trunk racks	
Roof-racks	
Additional or substituted rear-view mirrors	

LVV Certification is always required for any vehicle structure-related modifications unless specified below: *(if modification does not appear below, always refer to LVV Certifier)*

Fitting of or modification to:	***LVV Certification is not required provided that:*** *(refer to LVV Certifier if beyond threshold below)*
Addition of side windows into a panel van or goods van	▪ the modification was carried out before 1/3/1999, or ▪ the modification was carried out on or after 1/3/1999, and the material removed for the side window installation does not contribute to the strength of the vehicle structure (for example, cutting into flat panels does not affect the structural strength, but cutting into bracing material does affect the structural strength of the vehicle).
Campervan conversions	▪ the conversion was completed before 1/3/1999, or ▪ the conversion was completed on or after 1/3/1999, and ▫ no modifications were carried out to the vehicle roof or rear wall, and ▫ no seats or seatbelt anchorages were retrofitted. Note: This means that a campervan conversion completed on or after 1/3/1999, other than a camper box fitted to an unmodified cab and chassis, always requires LVV certification.
Cosmetic body kits and components (including utility canopies and plastic bumper skins)	▪ See section 2-1 for details.
Bumper bar (removal and change)	▪ See section 2-1 for details.
Fibreglass replacement panels (that are substituted for OE panels)	▪ the OE panels being replaces do not contribute to the strength of the vehicle structures, including side impact resistance; or ▪ the replacement panels use OE attachment points.
Seatbelt anchorages retrofitted	▪ See section 7-5 for details.
Suspension braces (strut tower braces)	▪ there are no structural changes to the body or suspension mounting points.
Front-mounted intercooler	▪ the front structure of the vehicle has not been modified, and ▪ the front bumper structure is unaltered (cosmetic changes are permitted), and ▪ the components do not present any forward-facing external projections, and ▪ none of the frontal impact components have been removed where the vehicle is required to comply with a frontal impact occupant protection standard (see note on page 1).
Cargo hoist/lift platform	▪ the vehicle is not adapted for the transport of a person in a wheelchair; and ▪ the hoist or tail lifter is positioned to the rear of any vehicle occupants; and ▪ the hoist or tail lift is adequately mounted.
Wheel chair stowing device	▪ the device is for stowing and/or deploying an unoccupied non-powered wheelchair and the device: ▫ Is securely attached to the vehicle structure; and ▫ folds and locks in a position outside of the vehicle's passenger compartments; and ▫ has no exposed edges with a radius less than 3mm; and ▫ does not compromise the safe performance of the vehicle.
Auxiliary bars (including bull bars, nudge bars, external roll cages or similar)	▪ See section 2-1 for details.

Stereo equipment and speakers	▪ any modification or fitting carried out before 1/1/1992, or ▪ modification or fitting carried out after 1/1/1992 and if fitted to the rear parcel shelf: ▫ no upper seatbelt anchorage is attached to the shelf or any shelf support bracket, and ▫ if upper seatbelt anchorage is fitted, the removal of any material from the rear shelf is unlikely to have weakened the vehicle structure to which a seatbelt anchorage is attached, and ▫ in the case of a top tether point for a child seat attached to the rear shelf, the top tether point is not located within 150 mm of a modification to a rear parcel shelf, or ▪ modification or fitting carried out after 1/1/1992 and if fitted to a part of the vehicle other than the rear parcel shelf: ▫ no structural material has been removed from within 300 mm of a seatbelt anchorage, and ▪ any material removed is minimal and is unlikely to have weakened the vehicle structure (including a seatbelt anchorage structure).

Fitting of or modification to:	***LVV Certification is <u>never required</u>*** *(never refer to LVV Certifier)*
Aftermarket sunroof or roof vent/hatch	▪ In-service requirements for condition and performance must be met.
Towbars	
Roof-racks	
Ute trays	

Lamps & Signalling

(applies to 4-1 to 4-14 inclusive)

Fitting of or modification to:	***LVV Certification is <u>never required</u>*** *(never refer to LVV Certifier)*
Lamps (that are substituted for OE or additional)	▪ In-service requirements for condition and performance must be met. Note: Although 4.1 to 4.14 of the NZTA VIRM does not include any reference to modifications relating to lamps and signalling, the fitting of or modification to any lamps does not require LVV Certification.
Lamp protectors (both clip-on and adhesive-fixed)	

Vision

(5-1 Glazing)

Fitting of or modification to:	***LVV Certification is <u>never required</u>*** *(never refer to LVV Certifier)*
Overlays (inc. antiglare band, clear or transparent stone-guard)	▪ In-service requirements for condition and performance must be met.
Stickers	
Radio antennae	
Monsoon shields	
Electric demisters	
Aftermarket sunroof or roof vent/hatch	

(5-3 Windscreen wipe and wash)

Fitting of or modification to:	***LVV Certification is <u>never required</u>*** *(never refer to LVV Certifier)*
Removal of a windscreen wash system from a vehicle manufactured before 1/1/1992	▪ In-service requirements for condition and performance must be met.

(5-4 Rear view mirrors)

Fitting of or modification to:	***LVV Certification is <u>never required:</u>*** *(never refer to LVV Certifier)*
Additional or substituted rear-view mirrors, or removal of a non-mandatory mirror	▪ In-service requirements for condition and performance must be met.

(6-1 Door and hinged panel retention systems)

Fitting of or modification to:	***LVV certification is not required provided that:*** *(refer to LVV Certifier if beyond threshold below)*
Exterior door handles (on doors normally used for entry and exit of occupants)	▪ the modification is minor (eg removal of door locks), and ▪ door handles remain fitted and in serviceable condition. Note: The fitting of a door opening/closing mechanism (which may include the removal of exterior door handles) that differs from original must be LVV certified.

Vehicle Interior

(7-1 Seats and seat anchorages)

LVV Certification is <u>always required</u> for any seat & seat anchorage-related modifications <u>unless specified below</u>: *(if modification does not appear below, always refer to LVV Certifier)*

Fitting of or modification to:	***LVV Certification is <u>not required provided that:</u>*** *(refer to LVV Certifier if beyond threshold below)*
Aftermarket 'Retro' brand child seats designed for children 5–12 years old (up to 38 kg)	▪ The seat is identified as complying with the Australian Federal Code of Practice VSB-5A (category 2 and 3) and installed by Auckland Auto Trimmers or their agents before 1 June 2012.
Seats – modification or replacement or installation of a seat anchorage after 1 March 1999	▪ The seat is either an unmodified OE seat from another vehicle, or of a known and reputable aftermarket brand; and ▫ the seat is unmodified, and fitted to unmodified OE seat anchorages, and ▫ the seatbelt anchorage or operation is not affected; and ▫ the seat components (including brackets, runners and rails) are compatible with each other, ie they are either OE components from a production vehicle or of a known and reputable aftermarket brand, and are not fitted together by welding, and ▫ the relationship between seat, seat occupant, and location of the seatbelt anchorages is not affected. Note: LVV certification is not required where the only modification is the removal of seats and/or seatbelts; however a class change and a new load rating may be required in some cases.
Campervan conversions	▪ See section 3-1 for details
Fitting of or modification to:	***LVV Certification is <u>never required:</u>*** *(never refer to LVV Certifier)*
Seat pads or covers	▪ in-service requirements for condition and performance must be met. Note: Where a seat with an integrated airbag is fitted with a seat cover that is not airbag compatible, the seat airbag may not work properly in a crash. Airbag compatible seat covers are readily available.

(7-3 Head restraints)

Fitting of or modification to:	***LVV certification is not required provided that:*** *(refer to LVV Certifier if beyond threshold below)*
Head restraint removal	▪ the vehicle is not required to comply with a frontal impact occupant protection standard (see Frontal Impact note on page 1).
Fitting of aftermarket LCD screens to head restraints	▪ The performance of the head restraint is not affected, eg the head restraint still provides sufficient padding for the seat occupant, and ▪ the screen is fitted in a suitable manner, eg it appears similar to OE fitments in other vehicles, or ▪ the screen can be easily attached or removed.

(7-5 Seatbelts and seatbelt anchorages)

LVV Certification is <u>always required</u> for any seatbelt anchorage-related modifications <u>unless specified below</u>: *(if modification does not appear below, always refer to LVV Certifier)*

Fitting of or modification to:	***LVV Certification is <u>not required provided that:</u>*** *(refer to LVV Certifier if beyond threshold below)*
Seatbelts	▪ the modification is approved by the seatbelt or vehicle manufacturer (note that such approval is unlikely, and the inspector must ask for proof if approval is claimed), or ▪ the modification is temporary for the accommodation of a child restraint, and does not: ▫ affect the performance of the child restraint, or ▫ cause injury to a vehicle occupant, or ▫ cause damage to the seatbelt.
Top tether anchorage for a child seat or child harness	▪ the installation is carried out in accordance with the instructions of the seat or harness manufacturer.
Stereo equipment, stereo speakers	▪ See section 3-1 for details.
Campervan conversions	▪ See section 3-1 for details.

Fitting of or modification to:	***LVV Certification is <u>never required:</u>*** *(never refer to LVV Certifier)*
Retrofitted type-tested rear seatbelt anchorages	▪ In-service requirements for condition and performance must be met.
Rear seatbelts fitted to class MD1, MD2 and NA vehicles before 1 March 1999	
Removal of non-mandatory seatbelts (including full or partial removal of seatbelts in positions where seats have been removed)	
Replacing a type R1 or R2 seatbelt with a webclamp R1 or R2 seatbelt (eg where VIRM Technical bulletin 5 applies)	

(7-6 Frontal Impact Airbags)

LVV Certification is always required for any Frontal Impact Airbag modifications	
	The only permissible modifications, which must be LVV certified, are: ▫ fitting a switch to render an airbag temporarily inoperable, or ▫ the removal or permanent deactivation of an airbag in a vehicle that: ▫ is at least 14 years old, or ▫ has been adapted for a person with a disability, or ▫ has been extensively modified for motorsport use.

(7-7 Interior Impact)

LVV Certification is always required for any interior impact-related modifications unless specified below: *(if modification does not appear below, always refer to LVV Certifier)*

Fitting of or modification to:	***LVV Certification* is *not required provided that:*** *(refer to LVV Certifier if beyond threshold below)*
Cargo hoists and tail lifters in goods vans	▪ See section 3-1 for details.
Disability adaptive controls	▪ for disability adaptive hand control systems: ▫ The hand control operates the accelerator system only, and ▫ the presence of the hand control system does not significantly increase the risk of injury to occupants in the event of a crash. ▪ for an additional accelerator pedal fitted to the left of the brake pedal: ▫ the vehicle is equipped with automatic transmission, and ▫ the additional accelerator pedal does not affect the operation of the brake pedal or any other part of the brake system, and ▫ the vehicle retains the original equipment accelerator pedal to the right of the brake pedal, and ▫ adequate clearance is maintained between all pedals; and ▫ the additional pedal operates smoothly and safely, and cannot bind against, or have any effect on the safe operation of the original pedal, or any other part of the vehicle controls or structure; and ▫ the accelerator system is protected from accidental application by a shield or cover over the right-side accelerator pedal, or both pedals are hinged so as to enable either pedal being folded out of reach when not in use; and ▫ there is a warning notice easily visible to the driver warning that the foot controls are not as provided by the vehicle manufacturer.
Steering wheel spinner	▪ See section 9-1 for details
Stereo equipment and speakers	▪ See section 3-1 for details
Steering wheels	▪ the vehicle does not have an airbag installed as OE; and ▪ the vehicle is not required to comply with a frontal impact occupant protection standard (see note on page 1), and ▪ the steering wheel does not obscure visibility of the speedometer; and ▪ the steering wheel is: ▫ a direct substitute that does not necessitate shaft modification, and ▫ a non-OE item of a reputable brand or an OE item from another vehicle.

Additional and substituted items such as instruments, switches, cellphone installations and navigation equipment or an OE item from another vehicle	▪ the items are: ▫ fitted forward of the steering wheel, or ▫ between the steering wheel and the nearest inner pillar or sidewall area, or ▫ fitted between and forward of the front seats [where no centre seat exists] and within 140mm either side of the vehicle centreline. Note: See section 4.3 of the *LVV standard 155-40 (Interior Impact)* for further clarification of these approved zones
Gear shift lever relocation	▪ no substantial modifications have occurred to the floor or gearbox tunnel area, other than provision for gear-shift mechanism.
Roll-bar or roll cage structures (roll protection or cosmetic)	▪ each seating position is fitted with an effective head restraint; and ▪ the bars are positioned: ▫ behind, following a plane extending upward, parallel to the back of the backrest on the rear-most seat; and ▫ in such a way that the head-restraint would provide protection from head contact with any bar section during a crash.

Fitting of or modification to:	***LVV Certification is <u>never required:</u>*** *(never refer to LVV Certifier)*
Modified accelerator pedal	▪ In-service requirements for condition and performance must be met.
Roof and door lining replacement	
Cargo barriers	

Brakes

(8-1 Service brake & park brake)

LVV Certification is <u>always required</u> for any brake-related modifications <u>unless specified below</u>: *(if modification does not appear below, always refer to LVV Certifier)*

Fitting of or modification to:	***LVV Certification is <u>not required provided that:</u>*** *(refer to LVV Certifier if beyond threshold below)*
After-market brake pedal pads or covers	▪ the fitment of the pads or covers does not: ▫ necessitate any modification to the pedal arm; or ▫ significantly affect the safe operation of the brake pedal or other pedals. (Note, a brake pad or cover significantly wider than the original brake pad may not be acceptable, depending on fitment)
Aftermarket or custom brake pedal extensions [to accommodate the needs of a person with short limbs]	▪ the extension: ▫ does not exceed 100mm length when measured from the surface of the original brake pedal, and ▫ is securely clamped to the original pedal by mechanical means, and ▫ is sufficiently strong and rigid to withstand emergency braking loads, and ▫ does not involve any modification to, or compromise the strength of, the original brake pedal, and ▫ does not significantly change the sideways load or leverage against the pedal, and ▫ does not significantly increase the weight of the pedal.
Additional brake pedals (for driving school vehicles)	▪ the operation of the primary brake pedal is not affected; and ▪ no modifications to the primary brake pedal or any other part of the primary brake system has occurred.

Removal of secondary accelerator and brake system (where driving school vehicle is converted to single primary system)	▪ the vehicle was not originally manufactured as a dual-control control vehicle (system was retro-fitted after manufacture); and ▪ the removal of the secondary system has reinstated the vehicle's primary systems back to the vehicle's exact original specification.
After-market brake rotors	▪ the substitute rotors are: ▫ the same size as the OE rotors; and ▫ catalogued aftermarket items for that make and model of vehicle (and can include cross-drilled and/or slotted types); and ▫ attached to unmodified OE parts.
Disability parking brake system	▪ the system is a non-OE mechanical or electrical system for applying and releasing the parking brake, and: ▫ the parking brake performance is not compromised, and ▫ in the case of electrical failure, the parking brake does not release.

Fitting of or modification to:	***LVV Certification is <u>never required:</u>*** *(never refer to LVV Certifier)*
Aftermarket brake pads, linings and hoses (including stainless steel braided brake hoses)	▪ the substitute parts are catalogued aftermarket items for the make and model of vehicle; and ▪ In-service requirements for condition and performance must be met. Note: Hose end fittings that can be undone using hand tools are not acceptable.

Steering

(9-1 Steering & suspension systems)

LVV Certification is <u>always required</u> for any steering or suspension-related modifications <u>unless specified below</u>: *(if modification does not appear below, always refer to LVV Certifier)*

Fitting of or modification to:	***LVV Certification is <u>not required provided that:</u>*** *(refer to LVV Certifier if beyond threshold below)*
Right-hand drive steering conversions (vehicles first registered in New Zealand before march 1 1999)	▪ the conversion can be proven via documented evidence to have been carried out prior to 1 August 1990, or ▪ the conversion was carried out between 1 August 1990 and 1 March 1999 and has a recognised conversion company's plate affixed which records: ▫ the company name of the conversion agent; and ▫ the chassis number or VIN of the vehicle that has been converted; and ▫ a traceable sequential conversion number allocated by the conversion agent to the vehicle that has been converted.
Right-hand drive steering conversions (regardless of first registration date)	▪ the conversion was carried out by a high-volume vehicle manufacturer and: ▫ the vehicle is included on Appendix 1 of the LVV standard 190-70(02) *Right-hand Drive Steering conversion, 'LVVTA-recognised vehicles converted to right-hand drive by high volume vehicle manufacturers'*; or ▫ documented evidence is provided to verify that the vehicle has been converted to right-hand drive by the manufacturer of the vehicle.
Steering wheels	▪ See section 7-7 for details.
Steering wheel spinner to assist in operation of the steering wheel	▪ the spinner is contained within the outer circumference of the steering wheel; and ▪ Is securely attached; and ▪ has no sharp edges exposed.
Springs and shock absorbers	▪ after-market shock absorbers, including air-adjustable units but not including those with height adjustable platforms, fit unmodified OE mountings, or ▪ after-market springs or shock absorbers, including those that raise or lower the vehicle, are direct replacements, and:

	▫ replacement springs are contained within unmodified OE seats throughout full suspension travel, and ▫ replacement springs are self-retaining in their seats at full extension, without the use of non-standard devices such as wire-ties, straps, or external spring locators, and ▫ replacement springs have not been heated or cut, and ▫ springs and spring seats are not height adjustable by any means (unless OE), and ▫ suspension maintains sufficient travel for safe operation when fully laden, and ▫ suspension components maintain sufficient clearance from unmodified bump-stops when fully laden, and ▫ a minimum of 100 mm ground clearance (un-laden and without driver) exists below any part of the vehicle structure, or any steering, braking or suspension component (does not include such items as exhaust pipes and exterior body panels that do not contribute to the structural strength of the vehicle), and ▫ the normal relationship between front and rear suspension height is not unduly affected.
Blocks for leaf springs, to adjust their ride height (up or down)	▪ the suspension has not been raised by any other means, and ▪ the blocks are: ▫ securely fitted; and ▫ constructed from metal; and ▫ designed for the purpose; and ▫ firmly seated over not less than the OE seat area; and ▫ not more than 50 mm in height; and ▫ positively located top and bottom.
Suspension braces (strut tower braces)	▪ See section 3-1 for details
After-market anti-sway bar	▪ the bar is attached to unmodified OE mounting points.
Addition of anti-sway bar	▪ no cutting, heating, or welding to the vehicle structure or suspension components is involved in attachment of the bar.
Eccentric bolts/bushings for adjustability of wheel alignment (principally for camber correction in association with lowered suspensions)	▪ the bolts/bushings are: ▫ designed as a means of correcting or improving wheel alignment; and ▫ catalogued aftermarket items for that make and model of vehicle.
Aftermarket suspension bushes	▪ the bushes are made from appropriate material such as polyurethane; and ▪ no cutting or machining of the suspension arms has taken place to accommodate the fitment of the bushes.
Motor-cycle handle bars	▪ the handle bar is a direct substitution without head stock modification, and ▪ the handlebar is a non-OE item of a reputable brand or an OE item from another motorcycle, and ▪ the substitution does not affect an airbag.

Fitting of or modification to:	***LVV Certification is <u>never required:</u>*** *(never refer to LVV Certifier)*
Urethane suspension bushes	▪ In-service requirements for condition and performance must be met.

Tyres, Wheels & Hubs

(10-1 Tyres & wheels)

LVV Certification is always required for any wheel or tyre-related modifications unless specified below: *(if modification does not appear below, always refer to LVV Certifier)*

Fitting of or modification to:	***LVV Certification is not required provided that:*** *(refer to LVV Certifier if beyond threshold below)*
Tyre size changes	▪ the tyres: ▫ have an outer rolling circumference that is not more than 5% greater than OE; and ▫ are an appropriate selection for rim width; and ▫ have tread that does not extend beyond the original or modified body panels or guard extension.
Aftermarket wheel fitments	▪ the wheels: ▫ are of a known and reputable brand; and ▫ would be catalogued as an appropriate fitment for the vehicle type by the wheel manufacturer; and ▫ are not modified; and ▫ do not have spacers or adaptors fitted. ▪ the tyre tread: ▫ does not protrude beyond the unmodified original body panels (including unmodified factory-fitted mudguard extensions), or ▫ protrudes beyond the unmodified original body panels but is covered by aftermarket or modified mudguard extensions or modified body panels, and the track width has increased by no more than 25mm from OE.

(10-2 Hubs & axles)

LVV Certification is always required for any hub or axle-related modifications unless specified below: *(if modification does not appear below, always refer to LVV Certifier)*

Fitting of or modification to:	***LVV Certification is not required provided that:*** *(refer to LVV Certifier if beyond threshold below)*
Differential ratio changes	▪ only the differential centre or gear-set is changed; and ▪ the OE axle housing is retained.
Axle housing replacement	▪ the axle housing fits the vehicle without adaptation; and ▪ the suspension attachment points have not been changed or modified; and ▪ the OE drive-shaft(s) has not been modified or substituted for a drive-shaft of insufficient strength for the application; and ▪ no changes are made to the OE brake system.

(10-3 Mudguards)

Fitting of or modification to:	***LVV Certification is never required:*** *(never refer to LVV Certifier)*
Modified mudguards, including flared wheel arches or the addition of mudguard extensions	▪ In-service requirements for condition and performance must be met Note: Some vehicles fitted with flared wheel arches or mudguard extensions will require LVV certification as a result of aftermarket wheel fitments and tyre size changes. See Section 10-1.

Exhaust

(11-1 Exhaust system and silencer)

Fitting of or modification to:	***LVV Certification is <u>never required:</u>*** *(never refer to LVV Certifier)*
Exhaust system or silencer	▪ In-service requirements for condition and performance must be met Note: LVV certification is always required for the fitting of a turbocharger as a modification, or the upgrading of a turbo or waste-gate.

Towing connections

(12-1 Light vehicle towbar and fifth wheel)

Fitting of or modification to:	***LVV Certification is <u>never required:</u>*** *(never refer to LVV Certifier)*
Towing connection.	▪ In-service requirements for condition and performance must be met Note: A towbar attachment is a modification to the vehicle structure which never requires LVV certification unless the structure may have been weakened.

Miscellaneous Items

(13-1 Engine & drive train)

LVV Certification is <u>always required</u> for any engine or drive-train-related modifications <u>unless specified below</u>: *(if modification does not appear below, always refer to LVV Certifier)*

Fitting of or modification to:	***LVV Certification is <u>not required provided that:</u>*** *(refer to LVV Certifier if beyond threshold below)*
Substitution of engines	▪ when compared with the OE engine, the replacement engine: ▫ is of the same or less cubic capacity; and ▫ has equal or less weight; and ▫ has the same or less power output; and ▫ uses the same fuel (petrol, diesel, LPG, CNG); and ▫ uses the same unmodified attachment points and system (ie bolts-in); and ▫ uses the same family of block and cylinder head from the same vehicle manufacturer; and ▫ is of the same configuration.
Minor modifications to OE engine	▪ the modifications result in not more than 20% more power than the OE engine, which may include the fitting of: ▫ extractor or free-flow exhaust manifolds, big bore exhaust systems; or ▫ changed intake manifolds; or ▫ changed or multiple carburettors; or ▫ modified fuel injection systems; or ▫ changed ignition systems; or ▫ alternative cold air box induction systems. Note: LVV certification is always required for the fitting of a supercharger or turbocharger as a modification, or the upgrading of a supercharger, turbo or wastegate, or the re-chipping of electronic engine control units on turbo vehicles.

Gearbox substitution	▪ the OE gearbox cross-member has not been heated, cut, or welded; and ▪ the OE gearbox cross-member mounting to the OE body or chassis members is unchanged; and ▪ no replacement gearbox cross-member is used; and ▪ the OE drive-shaft(s) remain and is un-modified; and ▪ no substantial modifications have occurred to the floor or gearbox tunnel area, other than provision for gear-shift mechanism; and ▪ the braking system is not modified or changed, including the brake pedal.
Change from 4WD to permanent 2WD (removal of drive train components in 4WD vehicles)	▪ the vehicle was originally manufactured with selectable 4WD and a solid/live front axle.

(13-2 Fuel system)

LVV Certification is always required for any fuel system-related modifications unless specified below: *(if modification does not appear below, always refer to LVV Certifier)*

Fitting of or modification to:	***LVV Certification is not required provided that:*** *(refer to LVV Certifier if beyond threshold below)*
Fuel system changes and modifications	▪ no structural modifications have occurred to the vehicle during the installation or modification; and ▪ the filling location remains the same as at original manufacture, and ▪ the fuel type (petrol, diesel) has not changed (other than a change to LPG/CNG).

(13-3 LPG/CNG fuel system)

Fitting of or modification to:	***LVV Certification is never required:*** *(never refer to LVV Certifier)*
The installation or modification of an LPG or CNG fuel system	▪ In-service requirements for condition and performance must be met.

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