

**Correct as at 26th May 2026. It may be superseded at any time.**

**Extract taken from:** Entry certification (new light vehicles) > Technical bulletins > New light vehicle compliance - allowable modifications

# 1 New light vehicle compliance - allowable modifications

The modifications detailed in this bulletin do not require low volume vehicle certification and can be carried out prior to a warrant of fitness being issued.

Fitting or modification to:	Modification allowed provided that:
Isolation shields (to separate vehicle occupants for the purpose of medical isolation) (Note 13)	<p>The shield:</p> <ul style="list-style-type: none"> <li>• is constructed from a transparent flexible thin film (minimum 80% VLT), and</li> <li>• does not interfere with the driver's vision (including through the front side windows, and rear-view mirrors), and</li> <li>• does not interfere with the operation of airbags, and</li> <li>• does not interfere with the driver's ability to reach vehicle controls (including lights, warning devices, etc.)</li> <li>• is fastened to the vehicle using flexible/breakaway fixings that are unlikely to injure a vehicle occupant, and</li> <li>• can be quickly and easily removed to allow for emergency access or exit of the vehicle.</li> </ul> <p>(<b>Note:</b> the partition/shield should be able to be removed, or broken, with a reasonable push or strike to allow both the driver and passenger/s to use an alternative exit in the event of an emergency.)</p>
Bull bars and nudge bars	The bars are frontal impact compliant (FIC), display a FIC tag, and the fitting of the bars does not weaken the vehicle structure.
Blocks for leaf springs to adjust their ride height (up or down)	<ul style="list-style-type: none"> <li>• the leaf spring suspension has not been raised by any other means, and</li> <li>• the leaf spring blocks are: <ul style="list-style-type: none"> <li>○ securely fitted, and</li> <li>○ constructed from metal, and</li> <li>○ designed for the purpose, and</li> <li>○ firmly seated over not less than the O.E. seat area, and</li> <li>○ not more than 50mm in height, and</li> <li>○ located using the same method as original (assessment of location method is only required where visible without dismantling).</li> </ul> </li> </ul>

Fitting or modification to:	Modification allowed provided that:
<p>Body kits and components (including running boards, plastic bumper skins, side skirts, rear spoiler, front air dam, mud flaps, bonnet projections, utility flat decks, utility tray bodies, utility canopies/tray liners/tonneau covers)</p>	<ul style="list-style-type: none"> <li>• the fitting system does not weaken the vehicle structure (Note 6), and</li> <li>• no frontal impact components have been removed where the vehicle is required to comply with a frontal impact occupant protection standard</li> <li>• the kit or components do not present any external projections that could cause injury, to the occupants or pedestrians, or present a snagging risk, and</li> <li>• the performance of any lamps is not affected as a result of the fitting of the kit or components, and</li> <li>• the drivers vision has not been affected.</li> </ul>
<p>Wheels</p>	<p>The wheels:</p> <ul style="list-style-type: none"> <li>• are of a known and reputable brand, and</li> <li>• would be considered an appropriate fitment for the vehicle type by the wheel manufacturer, and</li> <li>• are not modified, and</li> <li>• do not have spacers or adaptors fitted, and</li> <li>• have a load rating acceptable for the axle rating (or vehicle GVM where axle rating is not available).</li> </ul> <p><b>Note:</b> Spare wheel is often OE and can be used for comparison.</p>
<p>Tyres</p>	<ul style="list-style-type: none"> <li>• the tyres: <ul style="list-style-type: none"> <li>◦ have an outer circumference that is no more than 5% greater than OE, and</li> <li>◦ are an appropriate selection for rim width (see the <a href="#">LVVTA's Tyre size to wheel size compatibility guide</a>, and</li> <li>◦ have a load rating suitable for the axle (or vehicle where axle mass is not available)</li> <li>◦ have a speed rating suitable for the vehicle</li> </ul> </li> <li>• the tyre tread does not protrude beyond: <ul style="list-style-type: none"> <li>◦ in the case of a vehicle that <b>is not</b> a class NA or class MC vehicle, the unmodified original body panels or factory fitted mudguard extension/flare; or</li> <li>◦ in the case of an class NA or class MC vehicle, 25mm outside of the unmodified original body panels, provided that a flare or wheel arch extension covers the full width of the tyre tread.</li> </ul> </li> </ul>

Fitting or modification to:	Modification allowed provided that:
Tow bars	The fitting of the tow bar does not weaken the vehicle structure.
Springs and shock absorbers (including modification of <b>ride height</b> )	<ul style="list-style-type: none"> <li>• the springs or shock absorbers are direct replacements, and</li> <li>• replacement springs are contained within unmodified OE seats throughout full suspension travel (Note 7), and</li> <li>• 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</li> <li>• replacement springs have not been heated or cut, and</li> <li>• springs and spring seats are not height adjustable by any means (unless OE) (Note 8), and</li> <li>• replacement shock absorbers, including air-adjustable units, fit unmodified OE mountings (Note 7), and</li> <li>• suspension maintains sufficient travel for safe operation (Note 9), and</li> <li>• suspension components maintain sufficient clearance from unmodified bump stops when fully laden (Note 10), and</li> <li>• Suspension retains at least 40mm of rebound (droop) wheel travel (Note 11), and</li> <li>• a minimum of 100mm ground clearance (unladen and without driver) exists below any part of the vehicle structure, or any steering, braking or suspension component (Note 12) and</li> <li>• the normal relationship between front and rear suspension height is not unduly affected, and</li> <li>• clearance is maintained between all components, when tested from lock to lock at full droop</li> </ul>
<p>Overlays (Note 1)</p> <p>See below for overlays on windscreens, front side windows, rear and rear side windows, and sun roofs</p>	<p>Overlays do not:</p> <ul style="list-style-type: none"> <li>• have any bubbling or other defect that could unreasonably impair vision, or</li> <li>• have a mirrored effect that is sufficient to dazzle other road users, or</li> <li>• affect the performance of any high-mounted stop lamp fitted to the vehicle.</li> </ul>
<b>Windscreens</b> (Note 1)	

Fitting or modification to:	Modification allowed provided that:
Stickers (Note 1)	<p>Stickers are wholly within 100mm of the top or bottom edge, or 50mm of the side edges, unless required or permitted by legislation, eg:</p> <ul style="list-style-type: none"> <li>• a licence label</li> <li>• a road user licence label</li> <li>• a WoF label</li> <li>• an alternative fuel sticker.</li> </ul>
Anti-glare band overlay (Note 1)	<p>The overlay:</p> <ul style="list-style-type: none"> <li>• is transparent, and</li> <li>• does not extend below the bottom edge of the vehicle's OE sun visors when they are folded down as far as possible towards the windscreen, and</li> <li>• does not contain print below a line that is 100mm below and parallel to the top edge of the windscreen.</li> </ul>
Clear or transparent stone guard overlay (Note 1)	<ul style="list-style-type: none"> <li>• The vehicle is not of class MA or MC, and</li> <li>• the overlay is applied only to the bottom edge of the windscreen, and</li> <li>• the top edge of the overlay does not extend any higher than the highest point of the steering wheel.</li> </ul>
Radio antennae	Antennae are wholly within 100mm of any edge.
Front side windows	
Transparent overlays (Note 1)	The overall visible light transmittance (VLT) is not reduced to below 35%.
Stickers	Stickers are wholly within 100mm of the bottom edge, or 50mm of any other edge, unless required or permitted by legislation.
Radio antennae	Antennae are wholly within 100mm of any edge.
<p><b>Rear and rear side windows (behind the driver's seat) – class MA vehicles except stretch limousines and body transfer vehicles:</b></p>	

Fitting or modification to:	Modification allowed provided that:
Transparent overlays (Note 1)	<ul style="list-style-type: none"> <li>• The overall visible light transmittance (VLT) is not reduced to below 35%, and</li> <li>• the vehicle is equipped on both sides with external rear-view mirrors.</li> </ul>
Stickers	The stickers are wholly within 100mm of any edge, unless required or permitted by legislation.
Radio antennae	Antennae are wholly within 100mm of any edge.
<b>Rear and rear side windows (behind the driver's seat) – any vehicle class except MA, but including stretch limousines and body transfer vehicles:</b>	
Overlays and other modifications	The vehicle is equipped on both sides with external rear-view mirrors.
Stickers	Stickers may be applied anywhere on the glazing but, if not wholly within 100mm of any edge, the vehicle must be equipped on both sides with external rear-view mirrors.
Radio antennae	In-service requirements for condition and performance are met.

### Note 1 Definitions

**Windscreen** means all glazing extending across the front of a vehicle that is not parallel to the vehicle's longitudinal centreline, but does not include a wind deflector. No fitting or overlays of stickers are permitted to the windscreen except those previously mentioned.

**Laminated glass** means glazing consisting of two or more pieces of sheet glass, plate glass or float glass bonded together by one or more intervening layers of plastic material.

**Overlay** means a transparent, translucent or opaque self-adhesive or clinging film that is applied to large areas, or the whole, of a piece of glazing, including anti-glare band overlays, stone guard overlays.

**Anti-glare band overlay** means a tinted overlay that is transparent and that is applied along the top edge of the windscreen for the purpose of reducing glare from the sun.

**Stone guard overlay** means a clear overlay that is transparent and that is applied along the bottom edge of the windscreen for the purpose of preventing damage to the windscreen from stones and other debris thrown up by other vehicles.

**Sticker** means a self-adhesive or clinging film, with or without print on it, that is applied for purposes such as, but not limited to, advertising, identification, information, or for aesthetic or legal reasons.

### Note 3

**Visible light transmittance (VLT)** is the proportion of visible light that passes through glazing, measured perpendicular to the glazing. Overall VLT is the VLT of the glazing together with any overlays.

### Note 4

Any OE opaque edging (usually black) is not considered part of the windscreen when determining the boundaries of the CVA, or the areas permitted for stickers, print on an anti-glare band, or radio antennae.

### Note 5

Perforated overlays are usually made from printed-on materials. They are therefore not transparent and may be fitted only where stickers are allowed.

### Note 6

Heating, drilling, welding or cutting the vehicle structure, modifying a roof bow, or modifying any part of the structure anchorage would be considered to weaken the structure. Cutting a single layer of unstressed panel of sheet metal (ie roof) is not considered to weaken the vehicle structure. Drilling a hole suitable for a child restraint top tether does not require LVV certification

### Note 8

The only other allowable methods of adjusting vehicle ride height without LVV certification are leaf spring blocks (as per below requirements) or adjustment of OE equipment (torsion bars or OE adjustable air suspension).

### Note 9

When determining if there is sufficient travel remaining, consider a case where the vehicle is laden and in use.

### Note 10

Sufficient clearance must be maintained from the travel-limiting bump stop (not an OE spring aid). The spring aid and/or bump stop must not be modified. A spring aid is a low-density conformable material that is fitted inside a coil spring or above a leaf spring by a vehicle manufacturer to assist the spring and acts as the bump stop **only** once it is fully compressed. The spring aid may be contacted at any loading condition to increase the vehicle's spring rate, but the vehicle must retain sufficient wheel travel as per Note 9. A bump stop is a small high-density rubber bumper that is designed to stop vehicle suspension or driveline components from coming into contact with the vehicle structure at the extremes of its suspension travel and is not designed to carry the load of the vehicle for sustained periods of time.

### Note 11

Rebound wheel travel should be measured as the difference between the distance from the top of the tyre and the wheel arch with the vehicle resting on the ground and the top of the tyre to the wheel arch with the vehicle lifted so that its tyres are clear of the ground (suspension hanging in full rebound). This difference must be greater than 40mm.

**Note 12**

Does not include such items as exhaust pipes and exterior body panels that do not contribute to the structural strength of the vehicle.

**Note 13**

The NZ Transport Agency makes no representations about the effectiveness of these installations, whether they are required, or whether they are sufficient for the purposes of meeting health and safety or other requirements. It takes no responsibility for the installation and use of isolation shields.

Page amended **29 April 2020** (see [amendment details](#)).