

Correct as at 28th June 2026. It may be superseded at any time.

Extract taken from: PRS & QMS > PRS: Low volume vehicle certification > Technical part > 1B Modified production – extended

2 1B Modified production – extended

Requirements

What NZTA expects of you	How NZTA will assess your performance	
<p style="text-align: center;">2.1</p>	<p style="text-align: center;">Correct technical decisions</p>	
	<p>You thoroughly inspect all modifications and correctly determine if the modifications comply with all legal requirements, taking into account technical information provided by NZTA and the LVVTA such as Low Volume Vehicle Code, Standards, Survey Sheets, Information Sheets, and LVVTA Member Association Technical Manuals.</p>	<p>NZTA will:</p> <ul style="list-style-type: none"> • talk to you • observe you at work • inspect the modifications on vehicles while you are certifying the vehicles, or after you have certified the vehicles • inspect inspection and certification documents you use and complete.
<p style="text-align: center;">2.2</p>	<p style="text-align: center;">Technical competence</p>	

What NZTA expects of you	How NZTA will assess your performance
<p>You are competent in all technical aspects relating to <i>Category 1B Modified production – extended modifications</i>. This means you are competent in:</p> <ul style="list-style-type: none"> • the assessment of <i>Category 1B Modified production – extended modifications</i>, including: • the identification of any modifications such as non-OE components and systems • the identification of the source of any non-OE components and systems • the identification and assessment of material types, manufacturing and machining processes (where applicable) • the assessment of the suitability of the modifications and their effect on other components and systems • legal requirements (including NZTA requirements) relating to <i>Category 1B Modified production – extended modifications</i> • NZTA and LVVTA guidelines relating to <i>Category 1B Modified production – extended modifications</i> • the operation of the equipment you use for <i>Category 1B Modified production – extended modifications</i>. 	<p>NZTA will:</p> <ul style="list-style-type: none"> • talk to you • ask questions to check your competence relating to any of the modifications, and your assessment of the modifications • observe you at work • inspect inspection and certification documents you use and complete • inspect your Training record. <p>NZTA may administer a short test on <i>Category 1B Modified production – extended modifications</i>, and the assessment of <i>Category 1B Modified production – extended modifications</i>.</p>

What NZTA expects of you	How NZTA will assess your performance	
2.3	Technical equipment	
<p>You have, or have access to:</p> <ul style="list-style-type: none"> • a graduated lightboard or commercial quality beamsetter • a 35% VLT tint sample or a light transmission measuring device • a stop-watch or other device capable of measuring average deceleration • a jack or other suitable equipment to lift wheels off the ground • an industrial quality hand-held inspection lamp • a steel test bar for steering and suspension • graduated tyre tread depth gauge • a steel ruler and tape measure • an H-point indicator (eg LVVTA h-frame or h-point template) • an inspection mirror • a protractor or other device used to measure angles • head sphere ball • duct or similar adhesive tape • a string-line • a vernier calliper • a selection of hand tools, including those required for anchorage bolt and trim removal, steering wheel and universal joint attachment, as applicable. <p>The equipment is in good condition and working order.</p>	<p>NZTA will inspect your technical equipment.</p>	

Scores

	Score			
	0	1	2	3
2.1	Correct technical decisions			

Score				
	<p>You do not thoroughly inspect all modifications or correctly determine if the modifications comply with all legal requirements.</p> <p>The area of non-compliance is likely to compromise the safety of the vehicle occupants or other road users.</p> <p>For example:</p> <ul style="list-style-type: none"> • a retro-fitted seatbelt buckle is not in working order, or the seatbelt webbing is excessively ripped, frayed, or faded, or • a retro-fitted seatbelt anchorage is not attached to a structural part of the vehicle, or is not attached in accordance with the specified requirements, or • a seat designed as a forward-facing seat has been retro-fitted in a rearward-facing position without any bracing or support provided for the seatback, or • a hand control system is poorly designed or incompatible with the vehicle to which it is fitted, resulting in, due to interference or flexing, inability to achieve full braking efficiency, or • a wheelchair restraint system 	<p>You do not thoroughly inspect all modifications or correctly determine if the modifications comply with all legal requirements.</p> <p>The area of non-compliance may compromise the safety of the vehicle occupants or other road users.</p> <p>For example:</p> <ul style="list-style-type: none"> • a retro-fitted seatbelt is in good working order and condition, but does not meet one of the specified approved standards, or • a retro-fitted seatbelt anchorage is positioned outside the permitted area specified for seatbelt anchorages, or • a retro-fitted seat that has a seatbelt anchorage attached directly to its structure has not been designed or tested as stressed seat, or • a hand control system is well designed and constructed, but incorporates welded components that are relied upon to transmit braking effort, for which no welding approval or NDT evidence exists, or • a wheelchair restraint system is 	<p>You do not thoroughly inspect all modifications or correctly determine if the modifications comply with all legal requirements.</p> <p>The area of non-compliance is unlikely to compromise the safety of the vehicle occupants or other road users.</p> <p>For example:</p> <ul style="list-style-type: none"> • a retro-fitted seatbelt is in good working order and condition, and meets one of the specified approved standards, but does not retract easily, or • a doubler plate assembly is not attached by using the specified rivets, or the rivets are not aligned in the direction of pull, or • a retro-fitted seat is of the correct type for its application, and is securely attached, but is not sufficiently padded, or • a hand control system is well designed and constructed, but a fastener that is relied upon for accelerator application does not meet the specified requirements, or • a wheelchair restraint system is well designed and installed, but does not meet the 	<p>You thoroughly inspect all modifications and correctly determine if the modifications comply with all legal requirements.</p>

	Score
2.2	Technical competence

Score				
	<p>You demonstrate:</p> <ul style="list-style-type: none"> • little or no competence in the technical aspects relating to <i>Category 1B Modified production – extended modifications</i>, or • a level of competence that is likely to compromise the safety of the vehicle occupants or other road users. <p>This means there are significant gaps in your knowledge of, and skills in:</p> <ul style="list-style-type: none"> • the assessment of <i>Category 1B Modified production – extended modifications</i>, including: <ul style="list-style-type: none"> ○ the identification of any modifications such as non-OE components and systems ○ the identification of the source of any non-OE components and systems ○ the identification and assessment of material types, manufacturing and machining 	<p>You demonstrate:</p> <ul style="list-style-type: none"> • some competence in the technical aspects relating to <i>Category 1B Modified production – extended modifications</i>, or • a level of competence that may compromise the safety of the vehicle occupants or other road users. <p>This means there are some gaps in your knowledge of, and skills in:</p> <ul style="list-style-type: none"> • the assessment of <i>Category 1B Modified production – extended modifications</i>, including: <ul style="list-style-type: none"> ○ the identification of any modifications such as non-OE components and systems ○ the identification of the source of any non-OE components and systems ○ the identification and assessment of material types, manufacturing and machining processes (where 	<p>You demonstrate:</p> <ul style="list-style-type: none"> • adequate competence in the technical aspects relating to <i>Category 1B Modified production – extended modifications</i>, or • a level of competence that is unlikely to compromise the safety of the vehicle occupants or other road users. <p>This means there are minor gaps in your knowledge of, and skills in:</p> <ul style="list-style-type: none"> • the assessment of <i>Category 1B Modified production – extended modifications</i>, including: <ul style="list-style-type: none"> ○ the identification of any modifications such as non-OE components and systems ○ the identification of the source of any non-OE components and systems ○ the identification and assessment of material types, manufacturing and machining 	<p>You demonstrate comprehensive competence in all technical aspects relating to <i>Category 1B Modified production – extended modifications</i>.</p> <p>This means you demonstrate comprehensive knowledge of, and skills in:</p> <ul style="list-style-type: none"> • the assessment of <i>Category 1B Modified production – extended modifications</i>, including: <ul style="list-style-type: none"> ○ the identification of any modifications such as non-OE components and systems ○ the identification of the source of any non-OE components and systems ○ the identification and assessment of material types, manufacturing and machining processes (where applicable) ○ the assessment of the suitability of the modifications

	Score			
2.3	Technical equipment			
	Not all of the specified equipment is available. Where equipment is available, some or all of it is not in working order.	All of the specified equipment is available and in working order, but some or all of it is in poor condition.	All specified equipment is available, in working order, and in at least adequate condition.	All specified equipment is available and in good condition and working order.