

Regulations for the Approval and Registration of Amateur Built Motor Vehicles

Issued by 10 October 2013 pursuant to the Norwegian Road Traffic Act of 18 June 1965 No 4 Sections 13, 14, 15 and 16, cf. the Ministry of Transport and Communications' delegation decision of 24 November 1980.

Chapter 1 General/introductory provisions

Section 1 Area of application etc.

These regulations apply to specified motor vehicles that are assembled from new and/or second-hand parts in Norway and that are presented for first-time approval and registration in Norway on 1 January 2014 or later.

They are not applicable to motor vehicles manufactured in series.

They are not applicable to motor vehicles that are approved for the first time and registered on ordinary terms and conditions, and subsequently altered, cf. the Regulations of 4 October 1994 No 918 on Technical Requirements for and Approval of Motor vehicles, Parts and Equipment (the Motor Vehicle Regulations) Chapter 7, with the exception of re-built vehicles in accordance with specified rules.

They are not applicable to motor vehicles that are altered without complying with the approval processes that apply to amateur built vehicles.

They are not applicable to motor vehicles built in a commercial context.

Unless otherwise specified in the Regulation, the provisions for amateur built vehicles will apply in full for kit vehicles. Amateur built motor vehicles are only for the owner's private use.

Section 2 Definitions

In these regulations, the following terms shall mean:

- a) *Amateur built motor vehicle*: A vehicle primarily designed and built by an individual, or by another on the individual's behalf, and that is registered for the first time by an individual for his/her private use. Motor vehicles as defined under (b) are not included in this definition.
- b) *Kit vehicles (kit cars and kit bikes)*: Components supplied by manufacturer/manufacturers of kit vehicles, and then assembled by individuals for their private use. Frame and/or body provided by the original manufacturer for series production vehicles cannot be used to form the basis for a kit vehicle unless part/parts are older than 30 years.
- c) *Private use*: Using a motor vehicle for private purposes that are not covered by the provisions concerning transport for hire or reward¹.

Section 3 Category of motor vehicle

Approval pursuant to these regulations may be granted for the following categories of motor vehicles:

¹ With reference to «hire or reward» the Regulation in Norwegian excludes “licensed transport”, *løyvepliktig transport*.

- a) M1 with a permitted total weight of up to 3 500 kg.
- b) N1,
- c) Two-wheeled motorcycles, with or without a side-car (L3e and L4e)
- d) Three-wheeled motorcycles with three symmetrically placed wheels (L5e)

Chapter 2 Concerning approval

Section 4 Case processing rules

Amateur built vehicles must be presented for individual approval. The regional offices of the Norwegian Public Roads Administration are the competent authorities in relation to granting approval, cf. Section 9 first paragraph of the Regulations of 5 July 2012 No 817 on the Approval of Cars and Trailers for Cars. The regions shall appoint specific inspection entities for such approval.

The Norwegian Public Roads Administration's specialist function for altered, rebuilt and repaired motor vehicles has national responsibility for guidance and supervision pursuant to these regulations. This includes following up applications and building projects and maintaining a register for that purpose.

The maximum number of amateur built motor vehicles and kit vehicles that can be approved annually:

- a) Cars 50 amateur built cars and 50 kit cars
- b) Motorcycles 65 amateur built bikes and 65 kit bikes

An application for the approval of a building project for an amateur built vehicle must be submitted to the regional office before the project is started. Applications must contain information about the following:

- a) Identity-bearing components
 - a. The following components of amateur built cars are regarded as identity-bearing:
 - i. Chassis
 - ii. Engine
 - iii. Body
 - iv. Gear box
 - b. The following components of amateur built Motorcycles are regarded as identity-bearing:
 - i. Chassis
 - ii. Engine
- b) The origin of the components the applicant wished to use in a building project:
 - a. Wheel suspension (e.g. fork, rocker arm, front/rear axle)
 - b. Interior elements
 - c. Steering unit
 - d. Components of importance to safety
 - e. Brakes
 - f. Engine control, electronics
- c) Anyone applying for a building project must explain the origin and procurement of the components described in (a) and (b) above to the approval authorities. The approval authorities can request documentation in this context. Such documentation will comprise customs clearance documentation, sales contracts, sales notifications and receipts for the components.

Section 5 Inspection of the building project

Building projects shall be followed up through the following inspections during the building period:

- a) Start-up inspection,
- b) The welded chassis, body support structure,
- c) The assembled vehicle,
- d) Final inspection of the finished drivable vehicle. The vehicle must be test driven before final approval can be granted. A chassis number is assigned in connection with the final inspection.

Technical defects that are pointed out during a building inspection pursuant to (d), must be rectified before approval can be granted.

If a building project has been approved and started on, it must be completed before an application for a new project can be granted.

Section 6 Deadline for completion of a building project

The motor vehicle must be presented for approval at one of the Norwegian Public Roads Administration's regional offices within five years in the case of amateur built cars, and within three years in the case of amateur built motorcycles.

Upon application, the regional office can extend the deadline for completion.

Section 7 Transfer of the building project

A building project approved pursuant to these regulations may be transferred to another owner upon application. A new application must be submitted that is a complete application for building an amateur built vehicle, cf. Section 4.

Pursuant to this provision, the transfer of a building project can take place until a chassis number has been assigned, cf. Section 5 first paragraph (d).

Section 8 Fees

A written application for commencing a building project is subject to a fee of NOK 5000 for motorcycles and NOK 6000 for cars. The fee covers processing of the application, commencement and the required inspections of the building project, (cf. Section 5 first paragraph (a)-(c), as well as inspection of the approved vehicle after two years (cf. Sections 4, 5 and 9 second paragraph).

Upon presentation of the vehicle for final approval/final inspection, cf. Section 5 first paragraph (d), the ordinary fee must be paid pursuant to the Regulations on the Approval of Cars and Trailers for Cars Section 20 fourth paragraph or the Motor Vehicle Regulations Section 1-14 (3.1).

The transfer of an approved building project to a new owner is subject to a new fee pursuant to the first paragraph.

Section 9 Requirements for registration, follow-up inspection and periodic inspection of approved vehicles

Chapter 2 of the Regulations of 25 January 2009 No 92 on the Use of Motor Vehicles concerns the registration of amateur built vehicles.

Amateur built vehicles must be presented to the Norwegian Public Roads Administration for a follow-up inspection two years after their first-time registration date. No fee is charged for this inspection.

Amateur built vehicles must be presented for periodic technical inspections pursuant to the Regulations of 3 May 2009 No 591 concerning Periodic Technical Inspections.

The vehicle is deemed to be a new vehicle and is subject to the one-off registration tax pursuant to the Regulations of 19 March 2001 No 268 concerning One-off Registration Tax on Motor Vehicles.

Section 10 Relationship to other technical regulations

Technical changes to an approved and registered amateur built vehicle are subject to the definitions in the Motor Vehicle Regulations Chapter 7 on repairs, alterations and rebuilding. In other respects, the technical requirements and procedures for approval that follow from these regulations and any amendments shall apply.

Chapter 3 Technical requirements for the approval of amateur built vehicles

Section 11 general requirements

Amateur built vehicles must satisfy the requirements set out in Chapter 3 Sections 12 – 14 of these regulations, and in the Motor Vehicle Regulations Chapter 1-7 insofar as they are appropriate, such, however, that no exemption may be granted from the Motor Vehicle Regulations Sections 1-4 *Conversion of vehicles*, 1-5 *Requirements to vehicles/equipment in use*, 1-14 *Payment for type approval of vehicles*, 6-2 *Approval authority*, 6-3 *Approval of vehicles* (1) and (2), 6-9 *Changes to an approved vehicle*, 6-10 *Responsibility for meeting the approval obligations*, 6-11 *Application for approval*, 6-17 *Inspection* and Chapters 2, 7, 9 and 11.

In addition, amateur built vehicles must meet the technical requirements in Chapter 9-50 of the Motor Vehicle Regulations to which particular reference is made in these Regulations.

Amateur built vehicles shall be built, designed and equipped so that they can withstand the loads they are normally subject to and can be used without causing unnecessary danger or inconvenience and so that the risk of fire is prevented as far as possible. The vehicle's environmental and traffic safety properties shall be intact up to the vehicle's maximum design speed.

Section 12 Engine and environmental requirements

Amateur built vehicles shall meet the following requirements:

- a) Amateur built vehicles may only be equipped with the following means of propulsion:
 - i. A combustion engine
 - ii. An electric motor using a storage battery as energy source

Amateur built cars must meet the requirements for engines/motors and drive gear set out in Section 23-1(1) – (3) of the Motor Vehicle Regulations. By 'manufacturer' in this context is meant the engine/electric motor manufacturer. An amateur built car may not have higher engine power than 15 kW per 100 kg unladen weight.

Amateur built motorcycles must meet the requirements for engines and drive gear set out in Section 23-5(2) of the Motor Vehicle Regulations. By manufacturer in this context is meant the engine manufacturer. An amateur built motorcycle may not have higher engine power than 50 kW per 100 kg unladen weight.

- b) Requirements relating to noise pursuant to Sections 24-1 and 24-2 of the Motor Vehicle Regulations. Amateur built vehicles shall be measured in accordance with ECE Reg 51.01 or 9-00 with a maximum noise during overtaking of 84db(A).
Noise at standstill is measured in accordance with 'Comment on Chapter 24'. Noise at standstill is entered in the vehicle registration.
- c) Requirements for exhaust gases pursuant to Section 25-1 of the Motor Vehicle Regulations. Amateur built cars must meet the requirements set out in Sections 25-2 and 25-3 sub-paragraph 1(a) or (b) (first to third paragraphs), or (c) (first and second paragraphs).
- d) Requirements for electrical equipment and electromagnetic noise pursuant to the Motor Vehicle Regulations Section 27-1. Equipment that has a bearing on safety must meet the functional requirements set out in Section 27-2 of the Motor Vehicle Regulations and corresponding functional requirements set out in Directive 72/245/EEC as most recently amended by Directive 2006/28/EC or ECE Regulation No 10.01. Equipment that transmits radio waves shall operate at frequencies that are approved by the Norwegian Post and Telecommunications Authority.

Section 13 Functional safety requirements etc.

Amateur built vehicles shall meet the following functional safety requirements:

- a) Requirements for chassis and load-bearing structure pursuant to Section 11-1 of the Motor Vehicle Regulations.
- b) Requirements for axles, springs and shock absorbers pursuant to Section 12-1(1-2) of the Motor Vehicle Regulations.
- c) Requirements for steering pursuant to Section 21-1(1-4) of the Motor Vehicle Regulations. Amateur built cars must meet the requirements set out in Section 21-2(1) of the Motor Vehicle Regulations.
- d) Amateur built cars must meet the requirements for wheel guards laid down in Sections 32-1 and 32-2(1) and (3) of the Motor Vehicle Regulations.
- e) The requirements for safeguarding against crushing pursuant to the functional requirements set out in Directive 74/60/EEC as most recently amended by 2000/4/EC, if power-operated windows, a power-operated roof panel system or similar have been fitted.
- f) The doors and hinges of amateur built cars must meet the requirements set out in Section 17-2 of the Motor Vehicle Regulations. The provisions apply correspondingly to amateur built motorcycles as appropriate.
- g) Amateur built cars must meet the requirements for seating arrangements and number of persons set out in Section 18-1 of the Motor Vehicle Regulations, such, however, that the number of seats is stipulated by the approval authority. Longitudinal (side-facing) seating arrangements are not permitted.

- h) Amateur built motorcycles must meet the requirements for seating arrangements, number of persons and safety equipment set out in Section 18-7 of the Motor Vehicle Regulations.
- i) Requirements for wheels and tyres pursuant to Section 13-1(1-6) of the Motor Vehicle Regulations.

Amateur built cars must meet the requirements set out in Section 13-3 of the Motor Vehicle Regulations.

Amateur built motorcycles must meet the requirements set out in Section 13-5 of the Motor Vehicle Regulations.

- j) All seats in amateur built cars must be equipped with safety belts. Safety belts must be designed and installed in accordance with Section 16-4 or Section 16-6 of the Motor Vehicle Regulations. Safety belts of type S may under all circumstances be installed instead of belts of type A or B.
- k) Amateur built cars must have anchorage points for safety belts that meet the requirements set out in Section 16-6 of the Motor Vehicle Regulations, and they must be satisfactory with respect to their strength and placing.

- l) Requirements for mirrors pursuant to Section 30-1 of the Motor Vehicle Regulations.

Amateur built cars must meet the requirements set out in Section 30-3 of the Motor Vehicle Regulations.

Amateur built cars must meet the requirements set out in Section 30-5 of the Motor Vehicle Regulations.

- m) Requirements for lighting equipment pursuant to Section 28-3 of the Motor Vehicle Regulations. The colour of lights must be in accordance with Chapter 28. Lighting equipment that meets the requirements of European Community law in force at all times is deemed to meet the requirements for amateur built vehicles.

Amateur built cars must meet the requirements set out Sections 28-4 and 28-5 of the Motor Vehicle Regulations.

Amateur built motorcycles must meet the requirements set out in Sections 28-6, 28-7, 28-8 and 28-9 of the Motor Vehicle Regulations.

- n) Requirements for steering devices pursuant to Section 19-1(1) of the Motor Vehicle Regulations.
- o) Amateur built cars must meet the requirements for ventilation and air conditioning systems set out in Section 20-2(2) first paragraph of the Motor Vehicle Regulations. For assembly and filling of air conditioning the limit GPW values for the refrigerant specified in Vehicle Regulations Section 20-3(5), applies.

- p) Requirements for windows pursuant to Section 31-1 of the Motor Vehicle Regulations.

Amateur built cars must meet the requirements set out in Section 31-3 in the Motor Vehicle Regulations. Amateur built motorcycles must meet the requirements set out in Section 31-5 of the Motor Vehicle Regulations.

- q) Amateur built cars must meet the requirements set out in Section 48-1(1) of the Motor Vehicle Regulations, and they must be equipped with a shock absorbent steering column or designed in a manner that gives the driver corresponding protection.

- r) Requirements for brakes pursuant to Section 26-5(1) and (2) of the Motor Vehicle Regulations.

The service braking device on amateur built cars must be of the multiple circuit type and designed so that:

1. The retardation is at least 5.8m/s^2 when the vehicle,

loaded to its permitted total weight, is braked from a speed of 80 km/h to stationary. When braking, the engine shall be disconnected and the brakes cold. The retardation shall be achieved with a maximum pedal force of 490N (50kp) and when maximum half of the available movement of the brake pedal has been used.

2. The service brake shall, whether the car is unladen or fully loaded, and on an even road surface with good friction, be capable of braking the car by up to 6 m/s^2 without any of the wheels being locked.

Amateur built motorcycles must meet the requirements in Section 26-6 of the Motor Vehicle Regulations.

- s) Requirements for sound signals pursuant to Section 29-1 of the Motor Vehicle Regulations. Alternatively, amateur built motorcycles may meet the requirements set out in Section 29-2 of the Motor Vehicle Regulations.

Section 14. General design requirements

Amateur built vehicles shall meet the following design requirements:

- a) The vehicle shall be marked in accordance with the requirements set out in Section 6-4 first to fifth paragraphs of the Motor Vehicle Regulations.
- b) Amateur built cars must be equipped with a manufacturer's plate in accordance with Regulation (EC) 19/2011.
- c) Upon approval of vehicles under this Regulation the WMI code assigned NPRA shall be used. If a chassis with identification number is used, a new VIN will be issued by NPRA. The procedure for changing the manufacturer described in Directive 2007/47/EC Annex XVII # 4 is used.
- d) The permitted total weight of amateur built vehicles is defined by the competent approval authority based on the following calculation:
 - The vehicle's unladen weight in operating condition plus a minimum of 75 kg for every seat (for M1 broken down into 68 kg in the seat and 7 kg of luggage per person).
 - Van – the distribution of the weight of the load in the cargo compartment/load deck.
 - The approval authorities can stipulate other permitted weights (trailer weights, axle loads) where design considerations so indicate.
- e) The requirements for unladen weight, maximum total weight and weight distribution must meet the requirements set out in Section 10-1(4) first paragraph of the Motor Vehicle Regulations.
- f) Requirements for transport equipment pursuant to Section 36-1 of the Motor Vehicle Regulations if such equipment is installed.
- g) Requirements for auxiliary and work equipment pursuant to Section 37-1 of the Motor vehicle regulations if such equipment is installed.
- h) Requirements for trailer coupling pursuant to Section 38-1(2) of the Motor Vehicle Regulations, if such coupling is installed.

Amateur built cars must meet the requirements set out in Section 38-2 of the Motor Vehicle Regulations. Amateur built motorcycles must meet the requirements set out in Section 38-4 of the Motor Vehicle Regulations.

- i) Requirements for locking equipment pursuant to Section 34-1 of the Motor Vehicle Regulations.
- j) Requirements for fuel system pursuant to Section 22-1(1) first and second paragraphs, and Section 22-1(2) of the Motor Vehicle Regulations, alternatively corresponding to FIA or FMVSS requirements. Amateur built vehicles cannot be equipped with fuel systems for LPG or CNG.
- k) Requirements for the body and load deck pursuant to Section 14-1(1) first and second paragraphs, and Section 14-1(2) of the Motor Vehicle Regulations. Amateur built motorcycles shall also meet the requirements set out in Section 14-6 of the Motor Vehicle Regulations.
- l) Requirements for registration plates and the location of registration plates pursuant to Sections 39-1 and 39-2(1) – (3) of the Motor Vehicle Regulations.

In amateur built cars, the registration plate must be located in accordance with the requirements set out in Section 39-3 of the Motor Vehicle Regulations.

In amateur built motorcycles, the registration plate must be located in accordance with the requirements set out in Section 39-7 of the Motor Vehicle Regulations.

Chapter 4. Concluding provisions

Section 15 Administrative provisions

The regional road office shall keep a register of approved and concluded building projects.

Section 16. Entry into force

These Regulations enter into force on 1 January 2014.