



Australian Government

Department of Infrastructure, Transport,
Cities and Regional Development

Road Vehicle Standards



Interim arrangements
Guidance relating to specialist and enthusiast vehicles

Document control

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1.0	6/12/2019	Initial release.
2.0	23/12/2019	Additional information on how to submit import applications through the Vehicle Import System (VIS). Clarification regarding submission of evidence. Minor correction in technical requirement for left-hand drive to right-hand drive conversions.
3.0	10/02/2020	Included: <ul style="list-style-type: none">• Note that applications with insufficient supporting information will be rejected• List of example websites to source vehicle specification data

Table of contents

INTRODUCTION	4
Glossary	4
SPECIALIST AND ENTHUSIAST VEHICLES	5
The existing SEVs Scheme under the MVSA	5
SEVs under the RVS legislation	5
Applicability of interim arrangements	5
INTERIM ARRANGEMENTS FOR VEHICLES NOT ELIGIBLE UNDER THE MVSA	6
Overview	6
SEVs eligibility application process.....	7
Working out whether a vehicle might be eligible for the interim arrangements.....	8
Variants and significant difference to full volume vehicles supplied in Australia.....	8
Genuine availability to Australian consumers	11
SEVs eligibility criteria.....	13
HOW TO APPLY FOR ASSESSMENT OF SEVS ELIGIBILITY.....	16
Completing the form.....	16
Submitting the form	22
Next steps	22
More information	22
Lists of eligible and ineligible vehicles.....	22
Notification	23
CONTACT DETAILS	23
GUIDANCE FOR REGISTERED AUTOMOTIVE WORKSHOPS	24
How to apply to import a vehicle	25
How to apply to import a sample vehicle.....	25
How to apply to import subsequent vehicles.....	31
Vehicle Inspection Certificate and Application to Plate the Vehicle	38
Evidence of compliance and proof of modifications	39
Desktop audit	39
APPENDIX A — SUMMARY OF DIFFERENCES BETWEEN MVSA AND RVS SEVS	
CRITERIA	40
APPENDIX B — ROAD VEHICLE CATEGORIES.....	41
APPENDIX C — SIGNIFICANT DIFFERENCES THAT CAN DISTINGUISH VARIANTS FROM	
VEHICLES SUPPLIED IN FULL VOLUME	44
APPENDIX D — TECHNICAL REQUIREMENTS.....	47
Introduction	47
Australian Design Rules - date of applicability	47
Exemptions from Australian Design Rule compliance	47
Additional requirements	49
Evidence of compliance	50

Introduction

The Road Vehicle Standards (RVS) legislation will replace the Motor Vehicle Standards Act 1989 (MVSA) to implement the Australian Government's reforms to the regulatory framework for the safety, environmental and anti-theft performance of all road vehicles being provided to the Australian market for the first time – both new and used. The reforms will deliver modernised legislation to increase community safety and remove unnecessary processes for businesses.

The Government has extended the commencement date of the RVS legislation—initially set to begin on 10 December 2019—to ensure that governments, manufacturers and importers have sufficient time to prepare for the transition to the new arrangements. The Government will continue to work with all affected stakeholders to agree on and set a new commencement date, which will be no later than 1 July 2021.

The Government recognises some stakeholders may be adversely affected by this decision and it is not the Government's intention to unnecessarily disadvantage businesses or individuals.

The Government is therefore implementing a range of measures to minimise the negative impact of the postponement on affected stakeholders. This entails enabling access to specialist, enthusiast and older vehicles (vehicles older than 25 years old) that would have been available under the RVS legislation had it commenced.

These interim arrangements will begin on 10 December 2019 and continue until commencement of the RVS legislation.

The Department of Infrastructure, Transport, Cities and Regional Development (the department) has developed the interim arrangements for access to specialist and enthusiast vehicles (SEVs) that would have met eligibility criteria under the RVS legislation.

This guidance explains these interim arrangements, including:

- the difference between SEVs eligibility under the MVSA and the RVS legislation
- how to apply for assessment of SEVs eligibility
- the process for the importation and supply to the market of SEVs and
- the technical requirements that SEVs must be made to comply with.

Glossary

MVSA	Motor Vehicle Standards Act 1989
RAWs	Registered Automotive Workshops
RVS legislation	Road Vehicle Standards legislation
SEVs	Specialist and Enthusiast Vehicles

Specialist and Enthusiast Vehicles

The existing SEVs Scheme under the MVSA

The intent of the SEVs Scheme is to make motor vehicles available in Australia that cater for specialist and enthusiast interests and that are not, or were not, genuinely available to Australian consumers.

The requirements, set out in Regulation 24 of the Motor Vehicle Standards Regulations 1989, apply to both new and used motor vehicles but do not apply to trailers, full volume new vehicles of all categories or full volume used two-wheeled and three-wheeled vehicles.

The [SEVs Register](#) is a database of eligible vehicle make/models that have been assessed as meeting the criteria in Regulation 24 for classification as specialist and enthusiast vehicles. These are make/models that are not available from the mainstream manufacturers.

Information about the existing SEVs Scheme, including the eligibility requirements, can be found on the department's [Specialist & Enthusiast Vehicle Scheme webpage](#).

SEVs under the RVS legislation

The RVS legislation will change the eligibility criteria for the SEVs Register to better align with specialist and enthusiast demand.

Instead of only assessing vehicle models, vehicle variants not offered in Australia will be eligible where the variant meets one of six eligibility criteria.

A variant will need to be significantly different to a variant already supplied in Australia, such as having a different engine, transmission, drivetrain or body type.

The RVS eligibility criteria are explained in detail later in this guidance and a summary of differences between MVSA and RVS SEVs eligibility criteria is provided at [Appendix A](#).

Applicability of interim arrangements

During the period from 10 December 2019 until commencement of the RVS legislation, applications for SEVs will be assessed against both the MVSA and RVS eligibility criteria.

Where vehicles are assessed as eligible under the MVSA criteria the vehicles will be added to the SEVs Register in the normal manner and subsequent approvals will be administered using existing processes.

The interim arrangements are only applicable to vehicles that are eligible under the RVS eligibility criteria but ineligible under the MVSA eligibility criteria.

Interim arrangements for vehicles not eligible under the MVSA

Overview

The interim arrangements are designed to enable access to RVS-eligible SEVs during the period that the MVSA remains in force, and to utilise existing systems, processes and regulatory controls as much as possible.

Vehicles to which these arrangements apply, due to the fact they will not satisfy the eligibility criteria under the MVSA, will not be eligible for inclusion on the SEVs Register or for the kind of approvals that are normally issued to SEVs currently.

Instead, these vehicles will be regulated and administered through two distinct approvals:

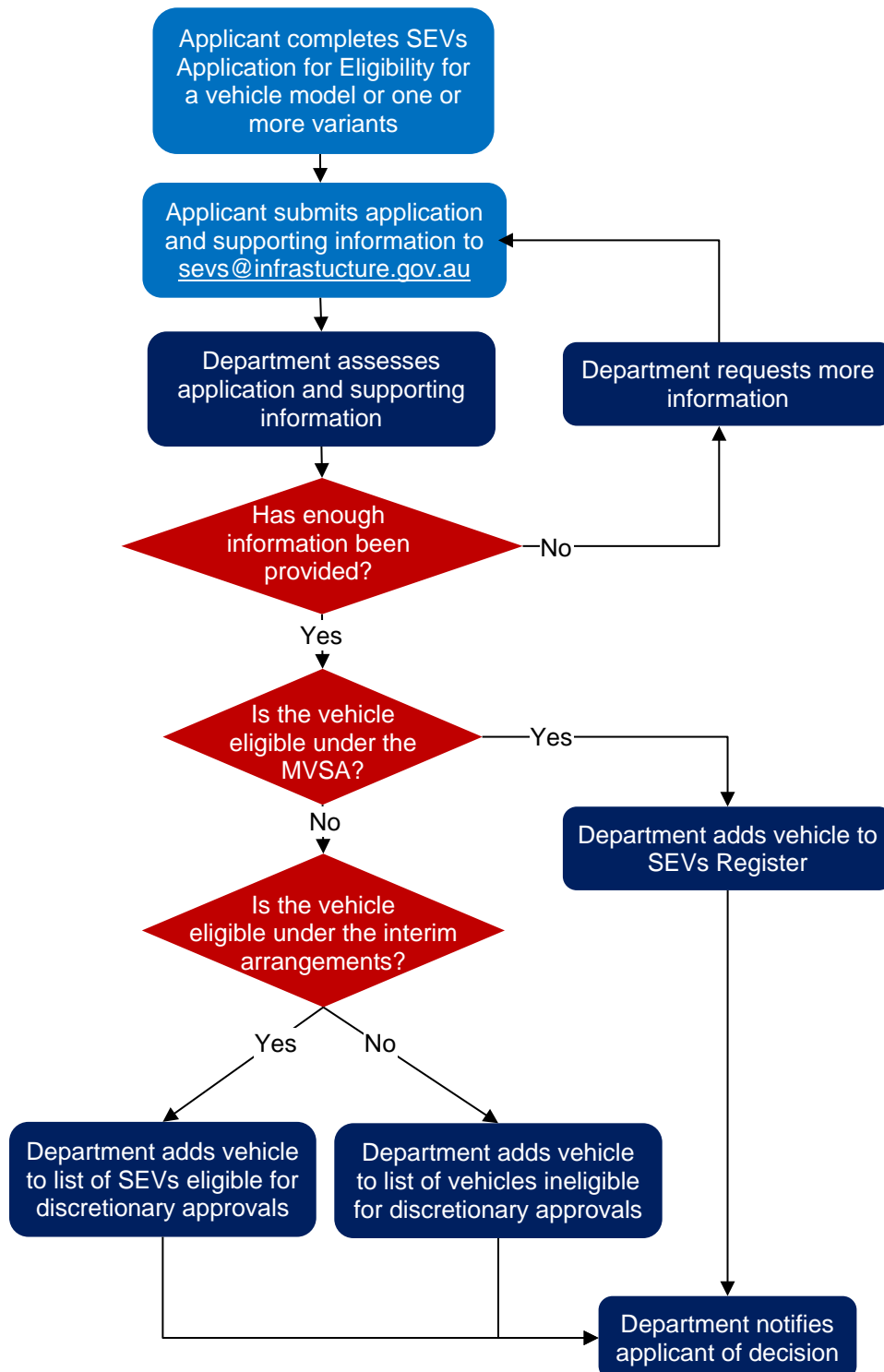
1. Import approval – to import the vehicle into the country so modification and compliance work can be undertaken; and
2. Supply to the market approval – to plate the vehicle, once it has been made to comply with the applicable requirements, so it can be delivered to a person for use in transport.

These arrangements will achieve the objective of minimising disadvantage to stakeholders due to the commencement delay in a way that is efficient and with the least administrative burden.

Key elements of the SEVs interim arrangements are:

- Access to SEVs that meet eligibility criteria under RVS legislation from 10 December 2019.
- One eligibility application form to be used for all SEVs applications, whether vehicles are eligible under the MVSA or RVS legislation.
- SEVs that are eligible under these arrangements (but are not eligible under MVSA criteria) will not be eligible for:
 - Inclusion on the current SEVs Register – instead, a different register will be maintained online of vehicles that have been assessed against the RVS eligibility requirements. It will list vehicles assessed as eligible as well as vehicles assessed as ineligible.
 - The same approvals as are issued for MVSA-eligible vehicles – instead, approvals for importation and supply to the market will be issued through Ministerial discretion where the requirements of this guidance have been complied with.
 - The fitment of Used Import Plates – Instead, a different kind of plate will be issued by the contracted plate supplier for vehicles supplied in line with this guidance. This new plate will reference the relevant legislative provision for Ministerial discretion but will very closely match the Used Import Plate in colour and appearance. This guidance document will be updated with further details on the fitment of plates.
- Only Registered Automotive Workshops (RAWs) can import and supply vehicles under these arrangements. For RAWs, many existing forms and processes – such as Vehicle Inspection Certificates and Customer Information Notices, will continue to be used.
- Vehicles must be made to comply with the applicable technical requirements, detailed at [Appendix D](#), before they can be supplied to the market.

SEVs eligibility application process



Working out whether a vehicle might be eligible for the interim arrangements

In determining whether particular vehicles are eligible under this guidance it is necessary to assess whether or not vehicles of that model or variant are being, or have been, genuinely provided to the Australian market in full volume and whether they meet one of the six eligibility criteria.

To be eligible the vehicle model or variant must:

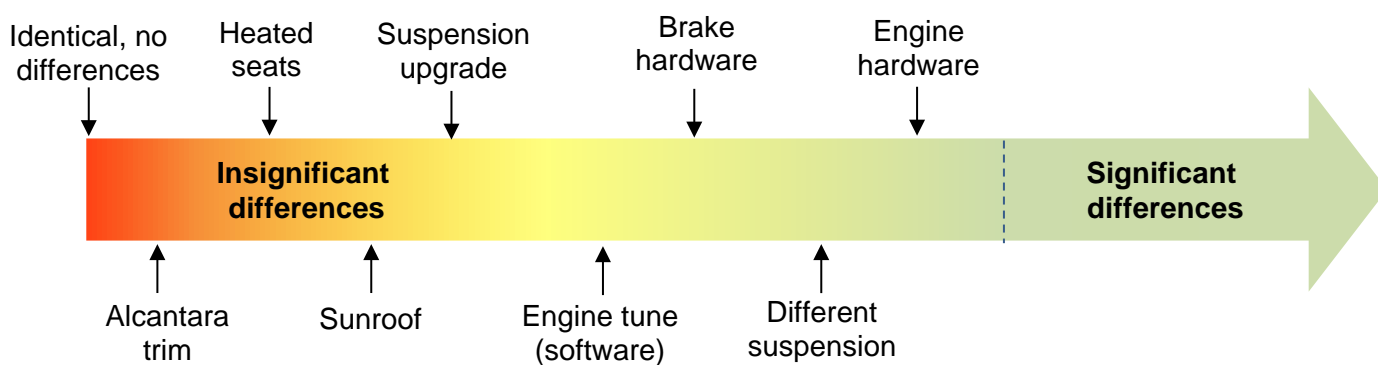
- not be genuinely available to Australian consumers (or not have been genuinely available to Australian consumers for a period of its production run);
- have been available in an overseas market for at least three months; and
- meet one of six eligibility criteria:
 - performance
 - environmental
 - mobility
 - left-hand drive
 - campervans and motorhomes
 - rarity

Variants and significant difference to full volume vehicles supplied in Australia

The SEVs eligibility criteria in the RVS legislation recognises not only vehicle models, but different variants within a model range. However, the SEVs definition of variant has been specifically drafted to achieve the intent of the SEVs scheme and may not necessarily align with different marketing variants a manufacturer may choose to produce.

For the SEVs criteria, vehicles of a particular kind only constitute a variant of a vehicle model if their **design characteristics are significantly different** from those of other vehicles of that model of road vehicle.

Significant difference between variants can be thought of as a spectrum of the possible differences between vehicles within a model range. At one end of the spectrum is the situation where the vehicles being compared have no differences at all and at the other end are differences that are undoubtedly significant.



Indicative only

Individually significant differences

Without limiting design differences that could be considered to be significantly different, a vehicle's design characteristics are significantly different if they include any of the items listed in the relevant table in [Appendix C](#) for the vehicle category (vehicle category definitions are given in [Appendix B](#)).

That is, a vehicle is of a distinct variant of a vehicle model if, when compared to all the variants provided in Australia in full volume for that model, any one of the differences in [Appendix C](#) is present.

The purpose of these significant differences is to provide a degree of simplicity when trying to determine whether or not a vehicle is of a different variant. The lists provide industry participants and vehicle enthusiasts with some certainty. Where a vehicle they are considering has one of the differences listed in [Appendix C](#), when compared to full volume vehicles of that model in Australia, they can be assured that the vehicle is of a distinct variant.

The department arrived at the differences in [Appendix C](#) through consultation with industry stakeholders. Many elements align with international standards and are sourced or adapted from United Nations and European Union regulations and directives.

The lists of differences in [Appendix C](#) are not intended to be comprehensive and do not exclude the possibility that other individual differences in design characteristics may also be assessed as significant.

Differences that are not individually significant

If none of the differences listed in [Appendix C](#) are present, vehicles of a particular kind may still be assessed as a distinct variant if their design characteristics are significantly different from full volume vehicles when considered in combination.

To support consistency in decision-making regarding when combinations of smaller differences are significant, the department will utilise the following principles when assessing significant differences:

1. Some design characteristics are more significant than others

Certain types of design characteristics will contribute to significant differences more than others. For example:

- Hardware or mechanical changes would generally be more significant than software or tuning changes. In turn, software and tuning changes would generally be more significant than cosmetic changes.
- Design characteristics that have an appreciable link to the eligibility criteria being applied for would generally be considered more significant (for example, performance brakes on performance variants, energy efficiency measures for environmental vehicles).
- Changes that impact shape and structure of the vehicle are more significant than paint or cosmetic treatments.

2. Differences will be more significant where they result in a change to the *operational performance* of the vehicle

For this purpose, operational performance means any of the following:

- Acceleration and braking;

- Energy Efficiency;
- Lateral adhesion / roadholding;
- Vehicle safety rating / crashworthiness;
- For vehicles seeking entry under the mobility criterion, ability to assist people with a disability.

3. Context matters

- The same design characteristic could have different weighting depending whether the characteristic is available on other variants in Australia. For example:
 - If every vehicle variant available in Australia can have the option of a sunroof, then a variant with a sunroof as standard would not be a particularly significant difference.
 - Equally, where a sunroof is exclusively available on one variant that is not genuinely available in Australia, this would increase the significance of this difference.

Practically, this would see:

- Variants that have a package of mechanical, software, and cosmetic changes likely being considered significantly different. For example, a variant with a brake upgrade, software tune resulting in higher engine output and cosmetic features would likely be significantly different.
- Variants with software and cosmetic differences may be eligible, depending on the context and extent of the differences:
 - If the software tune and cosmetic changes are unique to the variant and not genuinely available in Australia then it would likely be considered a significantly different variant.
 - If the software tune is available on other variants in Australia, then it would likely not be considered a significantly different variant, even if the cosmetic changes are unique.
- A variant that only has cosmetic differences cannot be considered a significantly different variant. For example, a variant with design characteristics such as, leather seats, sunroof and body kit would not be considered to be significantly different.

While this gives some guidance about how the department intends to treat significantly different design characteristics, each individual circumstance will be assessed on its merits. This is because, as principle three outlines, context is an important part of the assessor's consideration of the variant.

Genuine differences

Regardless of whether individually significant differences or combinations of minor differences are relevant to an application, the differences between prospective SEVs and full volume vehicles must be genuine differences in design characteristics, such as physical changes to the vehicle.

Differences in vehicle characteristics that are purely the result of differing reference standards, marketing specifications or measurement or testing methods are not valid for the purposes of variant assessment.

Genuine availability to Australian consumers

Having established whether the vehicle being applied for is a variant of a model, its genuine availability to Australian consumers is another eligibility requirement. This requirement is designed to facilitate entry of vehicles for periods of time when the vehicle was available overseas, but not genuinely available to consumers in Australia.

The following table sets out how to work out the genuine availability of a vehicle.

Has the variant of a model, or a make and model, of the road vehicle been provided in Australia?				
No	Yes			
	Are you the Identification Plate Approval holder, or authorised in writing by the holder of the approval, to make the application?			
	Yes	No		
		Is the variant of a model, or the make and model, of the road vehicle no longer genuinely available as a new vehicle in Australia but is available overseas?		
		OR		
		Was the variant of a model, or the make and model, of the road vehicle not genuinely available in Australia at any time when it was available overseas?		
		No	Yes	
			Does this application only relate to a variant of a model, or a make and model, of the road vehicle that for a period of time it is not, or has not been, genuinely available in Australia as a new vehicle?	
			No	Yes
Core criteria satisfied	Core criteria satisfied	Fail—the variant, or the make and model, is not eligible	Fail—the variant, or the make and model, is not eligible	Core criteria satisfied

The following two tables illustrate how genuine availability works in real terms.

Example 1

The vehicle is no longer being supplied to consumers in Australia, but the vehicle continues to be available to consumers outside of Australia:

Model year	2012	2013	2014	2015	2016
Overseas availability	Available in an overseas market for entire period				
Australian availability	Available to consumers in Australia in full volume or equivalent			Not genuinely available to Australian consumers	
SEVs eligibility	Vehicles manufactured in this period are not eligible			Eligible	

Example 2

The vehicle was available to consumers outside Australia, but there was a delay in supplying the vehicle to Australian consumers:

Model year	2012	2013	2014	2015	2016
Overseas availability	Available in an overseas market for entire period				
Australian availability	Not genuinely available to Australia consumers			Available to consumers in Australia in full volume or equivalent	
SEVs eligibility	Eligible			Vehicles manufactured in this period are not eligible	

SEVs eligibility criteria

The following table provides an overview of the RVS legislation SEVs criteria.

Note that several terms are defined in [Vehicle Standard \(Australian Design Rule – Definitions and Vehicle Categories\) 2005](#).

performance	<p>The performance criterion requires a vehicle to exceed a power to weight threshold dependent on manufacture date:</p> <ol style="list-style-type: none">For vehicles originally manufactured before 1 January 2020—110 kW/tonne;For vehicles originally manufactured on or after 1 January 2020—130 kW/tonne. <p>Note: The mass value used in the power to weight calculation is the tare mass of the vehicle.</p>
environmental	<p>The environmental criterion requires a vehicle to meet or exceed either:</p> <ul style="list-style-type: none">the national road vehicle standards for emissions that are applicable to new vehicles at the time the application is made, orstandards that require similar or better emissions performance compared with the applicable national road vehicle standards for emissions; <p>and either:</p> <ul style="list-style-type: none">use a means of propulsion other than an internal combustion engine (ICE) – either instead of or as well as an ICE (ie EV or hybrid), orbe an M-group or N-group vehicle with a maximum engine capacity of 660 cc, maximum power of 47 kW, maximum length of 3.4 m & maximum width of 1.48 m. <p>Note: The current emissions standards that are applicable to new vehicles are:</p> <ul style="list-style-type: none">for light vehicles, Vehicle Standard (Australian Design Rule 79/04 – Emission Control for Light Vehicles) 2011 andfor heavy vehicles, Vehicle Standard (Australian Design Rule 80/03 – Emission Control for Heavy Vehicles) 2006
mobility	<p>The mobility criterion requires a vehicle must either:</p> <ul style="list-style-type: none">be originally manufactured with features specifically designed to assist people with a disability orbe modified, before it was first provided in any market in the world, to include features specifically designed to assist people with a disability and such modifications were sponsored or supported by the original manufacturer. <p>Note: There are technical requirements, detailed at Appendix D, that apply specifically to vehicles under the mobility criterion.</p>

left hand drive The left-hand drive criterion requires that a vehicle:

- was originally manufactured as a left-hand drive vehicle; and
- either:
 - is not available as a right-hand drive vehicle in any market in the world; or
 - if the vehicle is available as a right-hand drive vehicle in a market—the vehicle was not originally manufactured as a right-hand drive vehicle for that market; and
- is in one of the following vehicle categories: MA, MC, NA, NB or NC.

Note: Vehicles under the left-hand drive criterion must be converted to right-hand drive before they can be supplied to the market.

campervans
and
motorhomes The campervans and motorhomes criterion requires that a vehicle either:

- was originally manufactured as a campervan or motorhome; or
- is suitable for modifications necessary to convert it into a campervan or motorhome that would comply with technical requirements.

Campervans, or vehicles to be converted into campervans, must have:

- a gross vehicle mass (GVM) of 3.5 tonnes or less and
- one of the following body shapes:
 - van/people mover;
 - utility; or
 - cab chassis.

Motorhomes, or vehicles to be converted into motorhomes, must have one of the following body shapes:

- van/people mover;
- utility;
- bus;
- truck; or
- cab chassis.

Note: Technical requirements for campervans and motorhomes, detailed at [Appendix D](#), include that the requirements in [Administrator's Circular 0-4-12](#) must be met and that the modifications to satisfy those requirements must be permanent.

rarity

The rarity criterion requires any one of the following:

- less than 3,000 vehicles of the make and vehicle category of the road vehicle are produced per year (averaged over the number of years that the make of the road vehicle is, or was, available as a new vehicle in any market in the world);
- less than 1,000 vehicles of the model of the road vehicle are produced per year (averaged over the number of years that the model of the road vehicle is, or was, available as a new vehicle in any market in the world);
- less than 100 vehicles of the variant of the model of the road vehicle are produced per year (averaged over the number of years that the variant of the road vehicle is, or was, available as a new vehicle in any market in the world).

Note: Vehicles under the rarity criterion do not need to be converted to right-hand drive before they can be supplied to the market, though such vehicles will still be subject to state and territory registration requirements.

How to apply for assessment of SEVs eligibility

The SEVs Application for Eligibility can be accessed from the department's [Specialist & Enthusiast Vehicle Scheme webpage](#).

The same application form will be used for MVSA-eligible vehicles and those that are eligible under these interim arrangements.

Completing the form

Section 1

Section 1 of the form simply asks for details of the applicant and high-level information relating to the vehicle model.

Section 1 – Applicant and vehicle model details	
APPLICANT DETAILS	VEHICLE MODEL DETAILS
Applicant / Company Name <input type="text"/>	1. Make <input type="text"/>
Contact Name <input type="text"/>	2. Model <input type="text"/>
Contact Position <input type="text"/>	3. Typical VIN <input type="text"/>
Address <input type="text"/> <input type="text"/> <input type="text"/> Postcode: <input type="text"/>	4. Manufacturer's model code or marketing designation <input type="text"/>
Email <input type="text"/>	5. Build date range (used vehicles only) From <input type="text"/> / <input type="text"/> to <input type="text"/> / <input type="text"/> Month Year Month Year
Phone <input type="text"/> () <input type="text"/>	6. Country of origin <input type="text"/>
Fax <input type="text"/> () <input type="text"/>	7. Vehicle category, as originally manufactured (refer to Australian Design Rule-Definitions & Vehicle Categories) <input type="text"/>
Mobile <input type="text"/>	

Section 2

Section 2 of the form tests whether the vehicle being applied for is eligible under the MVSA and **must be completed for all applications**.

The questions relate to the MVSA SEVs eligibility criteria and have not changed in this new version of the application form. Not all questions will require answers as applicants will be directed to particular questions based on responses.

If responses in Section 2 indicate a vehicle is not eligible under the MVSA applicants will be directed to Section 3.

Section 3

Section 3 of the form tests whether the vehicle being applied for is eligible under the interim arrangements and will only need to be completed for vehicles that are not eligible under the MVSA.

Question 21 asks for details of all variants covered by the application.

Section 3 –Eligibility under interim arrangements | refer to the [Guidance relating to Specialist & Enthusiast Vehicles](#)

20. Has the vehicle Model been supplied in full volume to the Australian market?

Yes ☐ Go to question 21 No ☐ Go to question 26

21. Provide details of all Variants covered by this application

If you are applying for a group of Variants that can be easily described and differentiated from other vehicles in the model range, describe the group below. Otherwise, provide details of the individual Variants on page 6.

- Variants within a model range are distinguished by significant differences in design characteristics (not necessarily by different variant names designated by the manufacturer). More information is given in the Guidance.
- An application can cover one Variant or a group of Variants within a model range if all the Variants in the group are eligible under the same criterion e.g. if all V8 Variants of a model are not provided in full volume and meet the performance criterion.

Grouping of variants

In some instances it will be necessary to look at variants within a model range individually but in other cases all variants in a model range, or an easily distinguishable groups of variants in a model range, can be assessed together.

Rather than requiring descriptive detail and assessment of distinct variants for every single SEVs application, instead the approach will be:

1. Where a vehicle model has not been genuinely provided in Australia in full volume, a person may apply for that type of road vehicle – or a group of variants within that type – to be assessed for eligibility.
 - a. If a person applies for an entire model of vehicle, and it is readily apparent that every variant in the model is eligible, the entire model may be assessed as eligible without the need for detailed variant-by-variant identification and analysis.

If it isn't clear that the entire model would be eligible the department could request further information from the applicant, such as variant specifications.

An example would be a high-performance sports car model that has not been provided in full volume and which has been available overseas for more than three months. If it's clear that every kind of vehicle in the model range, regardless of differences in

specification, would satisfy the performance criterion then there is no need for the applicant to document and apply for every different variant in the model range.

In this case the applicant might simply answer question 21 with ‘All variants’.

- b. If a person applies for a group of variants within a vehicle model, and it is readily apparent that the group of variants is eligible, the eligible group of variants will be assessed together.

As above, the department could request further information in order to assess eligibility.

An example would be a similar sports car model to the example above, i.e. one that has not been provided in full volume and which has been available overseas for more than three months. If this model is manufactured with two engine options – a high performance V8 and a lower performance inline-4 – and all the V8 variants meet the performance criterion but the inline-4 variants do not, then the applicant could simply apply for all the V8 variants at once; there would be no need to identify each different V8 variant and apply for them individually.

In this case the applicant might answer question 21 with ‘All V8 variants.’

- 2. Where a model of road vehicle has been genuinely provided in Australia in full volume but one or more variants within that type have not been provided in Australia, a person may apply for any of those variants, or a group of variants, to be assessed for eligibility.

As above, the department could request further information in order to assess eligibility.

An example would be a similar sports car model to the example above, i.e. one that has V8 and I4 engine options, but in this case the model has been provided in Australia in full volume, though only the I4 variants. If all the V8 variants have been available overseas for more than three months and meet the performance criterion then the applicant could simply apply for all the V8 variants at once; again, there would be no need to identify each different V8 variant and apply for them individually.

As above, the applicant might answer question 21 with ‘All V8 variants.’ Note that question 22 then asks the applicant to explain how the applied-for variants are significantly different to full volume vehicles of the model supplied in Australia.

For some applications it will not be possible or feasible to group variants and instead the applicant will need to identify and describe each variant individually.

The application form caters for this situation by including a Variant Details section on page 6 where details of four variants can be provided.

Variant Details	Variant 1	Variant 2	Variant 3	Variant 4
Motive power – internal combustion engine / electric / plug-in hybrid / non-plug-in hybrid:				
For vehicles with internal combustion engines (including hybrids)				
– Configuration e.g. inline 4 cylinder, V8:				
– Induction – naturally aspirated (NA) / turbocharged (TC) / supercharged (SC) / turbo- and supercharged (TS):				
– Fuel type e.g. petrol, diesel, LPG: (does not extend to fuel grade e.g. premium unleaded)				
– Engine capacity (cc):				
For electric-only vehicles, driving range on a single charge (km):				
– Testing regime used to determine driving range e.g. WLTP, NEDC:				
Maximum power (kW):				
Transmission type – manual [driver-actuated clutch] (MT) / automatic (AT) / continuously variable (CVT):				
Number of gears:				
Number & position of powered axles e.g. FWD, RWD, AWD/4WD, 6x4:				
Number of steered axles:				
Body shape (e.g. sedan, station wagon, hatchback, coupe, convertible, ute, van, cab chassis, bus, motorhome, prime mover, rigid truck etc):				
Number of side doors:				
Maximum number of suitable seating positions (i.e. that could be used when the vehicle was used on Australian roads; so for example non-compliant folding seats would not qualify):				
Any other relevant design characteristics (e.g. features to assist a person with a disability):				
Variant 1	Variant 2	Variant 3	Variant 4	

Application for SEVS eligibility

Page 6 of 6

Dec 2019

If an applicant chooses to apply for more than four individual variants at once they can submit additional forms with information on page 6 only.

Question 22 asks if the variants have design characteristics that are significantly different from full-volume vehicles supplied in Australia. Here the applicant will have to explain how the variant/s they are applying for are significantly different – this relates to the information on pages 8 to 10 of this guidance.

22. Do the Variants have design characteristics that are significantly different from full-volume vehicles of the Model?

Yes ☐ Describe below how each of the Variants is significantly different from vehicles of the Model supplied in full volume: No ☐ **NOT ELIGIBLE**

Questions 23 to 26 ask further questions that go to elements of eligibility such as build dates and overseas availability.

Question 27 asks which of the six eligibility criteria—described on pages 13 to 15 of this guidance—the vehicles meet and includes a response box for each criterion. The applicant must provide written details of how the vehicles satisfy the particular criterion and attach any evidence to support the claims.

27. Does the vehicle satisfy one of the six specialist and enthusiast vehicle eligibility criteria?					
Yes <input type="checkbox"/>	Provide details below and attach evidence.				
No <input type="checkbox"/>	NOT ELIGIBLE				
27.1. Performance – provide the power output, tare mass and power-to-weight ratio (kilowatts per tonne) for each Variant					
<table border="1"><tr><td> </td></tr><tr><td> </td></tr><tr><td> </td></tr><tr><td> </td></tr></table>					
27.2. Environmental – provide evidence the Model/Variants meet or exceed current vehicle emissions standards and satisfy the alternative propulsion or engine and dimensional requirements					
<table border="1"><tr><td> </td></tr><tr><td> </td></tr><tr><td> </td></tr><tr><td> </td></tr></table>					
27.3. Mobility – provide evidence the Variant/s were either originally manufactured with assistive features or were modified to include those features, with the sponsorship/support of the original manufacturer, before first provision to market.					
<table border="1"><tr><td> </td></tr><tr><td> </td></tr><tr><td> </td></tr><tr><td> </td></tr></table>					
27.4. Left-hand drive – demonstrate the Model/Variants were originally manufactured LHD and were not available in RHD in any market.					
<table border="1"><tr><td> </td></tr><tr><td> </td></tr><tr><td> </td></tr><tr><td> </td></tr></table>					
27.5. Campervans and motorhomes – demonstrate the Model/Variants were either originally manufactured as campervans or motorhomes or are of an appropriate body shape and GVM (as applicable) for conversion into compliant campervans/motorhomes.					
<table border="1"><tr><td> </td></tr><tr><td> </td></tr><tr><td> </td></tr><tr><td> </td></tr></table>					

27.6. Rarity – provide evidence that one of the three applies: <ul style="list-style-type: none"> – Less than 3,000 vehicles of the make and vehicle category produced per year* – Less than 1,000 vehicles of the model produced per year* – Less than 100 vehicles of the variant of model produced per year* 	*Averaged over the number of years it is, or was, available as a new vehicle in any market in the world.

Section 4

Section 4 is a table where applicants must detail each of the attachments they are submitting with the application to support their claims of vehicle eligibility.

Section 4 – Attachments		
List below all the attachments used to support this application for eligibility (e.g.: internet sites, brochures, magazine or newspaper extracts, photographs etc). If the claim for eligibility is supported by a statement from the manufacturer or importer that an equivalent vehicle has not been marketed in Australia, a certified true copy should be supplied.		
Attachment Reference	Details	No. of Pages

Applicants must supply sufficient information to support their claims. Applications with insufficient information will be rejected.

Examples of vehicle data sources

There are many online sources for details of vehicle variants and specifications, including:

www.auto-data.net/en/

www.autoevolution.com/cars/

www.automobile-catalog.com/

www.car.info/en-se

www.carfolio.com/specifications/

www.carfromjapan.com/specifications

www.cars.com/research/

www.cars-data.com/

www.carsales.com.au

www.ultimatespecs.com/

Section 5

Section 5 is a declaration by the applicant that the information provided is true and correct, and that the applicant agrees to the information being provided to other government agencies.

As the declaration requires a signature the form must be printed and signed.

Section 5 – Declaration

I declare the information provided is true and correct and agree to the information being provided to other government agencies.
This form must be signed by the Applicant ONLY.

Signature:	<input type="text"/>	Date:	<input type="text"/>
Full Name:	<input type="text"/>		

Submitting the form

Once signed, the application form can scanned and emailed to the department at SEVS@infrastructure.gov.au, or posted to the address listed on the form.

Next steps

More information

Once the application form has been submitted, if more information is required to make an assessment of eligibility the department will seek the additional information from the applicant. The application will not proceed until the information has been provided.

Lists of eligible and ineligible vehicles

Vehicles that are eligible under these interim arrangements do not meet the eligibility criteria under the MVSA and so cannot be added to the SEVs Register.

Nonetheless, once the department has made a decision on the eligibility of the applied-for model/variants it will add these vehicles to lists that will be publicly available.

If vehicles are assessed as eligible under the interim arrangements they will be added to a list of eligible vehicles, and if they are assessed as ineligible they will be added to a list of ineligible vehicles.

The purpose of maintaining the two lists is to inform vehicle enthusiasts about which vehicles are eligible, which they may wish to access, as well as which are not so as to prevent effort spent applying for vehicles unnecessarily.

The lists of eligible and ineligible vehicles under the interim arrangements will be maintained on the department's [Special and Enthusiast Vehicles webpage](#) and will be updated regularly.



Notification

Once a decision has been made on an application the department will notify the applicant by email, using the email address provided on the form.

Contact details

If you have any questions or require any help please contact the Vehicle Imports Section:

Phone: 1800 815 272

+61 2 6274 7444 if calling from outside Australia

Email: vimports@infrastructure.gov.au

Guidance for Registered Automotive Workshops

Operators of RAWs will already be familiar with the regulatory and administrative processes that apply to SEVs under the MVSA, as detailed in the [RAWs Guide](#). These processes also apply to SEVs available under the interim arrangements.

This includes elements such as:

- Submitting an application to import a vehicle
- Initial assessment of a vehicle for damage and corrosion
- Completing an Incoming Vehicle Inspection Report
- A Completed Vehicle Report post-modification
- An inspection by a Vehicle Inspection Certificate Signatory and submission of a VIC
- Submitting an application to plate a vehicle
- Plates being sourced from the department's contracted plate supplier
- Supplying a Consumer Information Notice with a vehicle
- Vehicle models/variants being shown on RAW Schedules on the RAWs website
- Details and specifications of individual vehicles being available on the RAWs website

There are some differences for vehicles under the interim arrangements compared to SEVs under the MVSA:

1. For every vehicle processed under the interim arrangements, applications to import the vehicle and plate the vehicle must be submitted separately i.e. applications covering both import and plate will not be an option.

This is because these vehicles will be administered through import and supply to the market approvals under different legislative heads of power than traditional SEVs.

2. Vehicles approved under these arrangements will have a prefix in the 'make' field of DSEV—short for 'discretionary approval, specialist & enthusiast vehicle'.

This will allow easy identification of vehicles eligible under the interim arrangements compared to traditional SEVs.

3. Evidence of compliance (evidence packs) must be submitted when a RAW processes a model or variant for the first time. Also, vehicles processed under these arrangements may be subject to desktop audit – more detail on these are given below.

Existing forms and IT systems will be utilised for vehicles eligible under the MVSA criteria and the interim arrangements. In some cases different processes will be used, and forms may be slightly amended, to accommodate necessary elements for vehicles eligible under the interim arrangements.

Details regarding process steps for import applications are given below and any further amendments to forms or systems will be communicated to RAWs.

How to apply to import a vehicle

For vehicles eligible under this guidance, import applications and approvals will be administered through the Vehicle Import System (VIS). This differs from traditional MVSA SEVs import approvals, for vehicles entered on the SEVs Register, which will continue to be administered through the use of the 'RAW Scheme Application to Import and Plate a Used Imported Vehicle'.

The options to select in VIS will depend on whether the vehicle to be imported is the first vehicle of a model/variant the RAW has not processed before (known under the current scheme as a sample vehicle) or a subsequent vehicle.

How to apply to import a sample vehicle

1. Log in to VIS at <https://vis.infrastructure.gov.au/layouts/VISBranding/VISLogin.aspx>

If you are not yet registered for the system you can register online by following the link.



2. In the blue bar at the top, click on 'Enter New Application', then 'Enter Application'. This will open a new window.



3. Read the information under the 'Before you begin' heading and, if appropriate, click to confirm you have read and understood the information and have the necessary documentation to proceed. Then click the right arrow.

CONFIRM AND PROCEED

- ☒ I confirm that I have read and understood the information on this page, and have all documentation ready to proceed with this application.

VIS V1.45



4. Select the option for a **test and/or evaluation vehicle** and click the right arrow.

Vehicle Imports



What do you want to do?

Select all that apply (note that more than one vehicle may be included against each option) *




- ☐ I want to import a road trailer
- ☐ I want to import a non-road vehicle
- ☐ I want to import a vehicle manufactured before 1989
- ☐ I want to import my personal vehicle
- ☐ I want to import an Australian plated vehicle
- ☐ I want to import a race or rally vehicle
- ☐ I want to import a special purpose vehicle
- ☐ I want to import a new vehicle (including large trailers) for use on road
- ☒ I want to import a test and/or evaluation vehicle
- ☐ I want to import a vehicle and have a letter of compliance from the Australian holder of an Identification Plate Approval (IPA)
- ☐ I want to import a vehicle for exhibition
- ☐ I want to import a vehicle in transit
- ☐ I want to import a vehicle as a serving member of an overseas defence force



5. If appropriate, confirm:

- a. you have read and understood the relevant arrangements and authorities and click the right arrow;
- b. you have the required documents scanned and ready to attach; and
- c. based on your own self-assessment, you are eligible to import, then click the right arrow.

Eligibility & Compliance



Confirmation *

☒ I have read and understood the relevant arrangements for issuing import approvals and authorities to take delivery to vehicles under the options I have selected


Do you have the required documents scanned and ready to attach when requested? *

☒ Yes ☐ No

Based on your own self assessment, are you eligible to import under each relevant option? *

☒ Yes ☐ No




If you are uncertain please complete the quick quiz on the Vehicle Imports website, [here](#).



6. Confirm your details and indicate whether you'd like to nominate an agent.

7. On the Test and Evaluation Vehicle page, use the 'Other' option and under 'Please describe' enter the following information:
- your RAW Participant Identification Number (PIN),
 - that the vehicle is a sample vehicle under interim arrangements for SEVs and
 - the model or variant's eligibility ID number as given in the list of eligible vehicles (this list will be published in the near future as models/variants are assessed as eligible).

Test and Evaluation Vehicle



Are you:- *

☐ an identification plate approval holder? ☐ a new applicant? ☐ a test facility? ☒ or other?

Please describe *

RAW 00000 importing a sample vehicle under interim arrangements for SEVs, eligibility ID no. ZXX/00

8. Under the 'main purpose' question select 'Conduct certification tests' and attach one or more documents that give the necessary information.
Note that the maximum size for all attachments (combined) for a submission is 15 MB.

What is the main purpose for importing the vehicle(s) *

☒ Conduct certification tests ☐ Perform product research and development ☐ Conduct market research ☐ Other

Please attach a test plan, setting out the ADRs that will be tested and the test facility which will be used to conduct the testing.

How many attachments would you like to add?

*(Please wait for the upload window to close to allow the file to complete the upload process) **

☒ 1 ☐ 2 ☐ 3

UPLOAD NEW

9. Under 'Is the Vehicle Used?' question:
- If the vehicle is used click Yes then:
 - under 'Do you have an identification plate approval' click No
 - in the textbox that appears, give the reason as
'Sample vehicle under interim arrangements for SEVs.'

Is the vehicle used? *

☒ Yes ☐ No

Do you have an identification plate approval?

☐ Yes ☒ No

You have indicated that you want to import a used test vehicle and that you do not hold an identification plate approval. As such you may not be eligible for an import approval under this section. Use the back button above to select an alternate option. If you would like to continue this application in spite of not being eligible, please enter an explanation setting out your reasons why an import approval should be issued in this case. *

Sample vehicle under interim arrangements for SEVs.

- If the vehicle is new, click No.

10. Enter details of the vehicle including type, make & model, year and month of manufacture, and VIN. If the make or model are not listed in the dropdown lists then use 'Other' and enter the correct values.

What type of vehicle are you applying for? *

☒ Car ☐ Motorbike ☐ Trailer ☐ Truck ☐ Bus ☐ Other

What is the Make of your Vehicle? (If your Make is not on the list, use "Other") *

Other ▼

Enter Make Name *

Chitty Chitty

What is the Model of your Vehicle? (If your Model is not on the list, select Make as "Other" and then Model as "Other") *

Other ▼

Enter Model Name *

Bang Bang

What is the Year of Manufacture of the Vehicle? *

2018

What is the month of manufacture of your vehicle, if known?

May ▼

What is the Vehicle Identification Number or VIN Validation chassis number of the vehicle *

CHITTYCHITTYBANG1

The number you have entered in the Vehicle Identification Number (VIN) field has failed validation. This could mean that the first three characters are not on the Society of Automotive Engineers (SAE) VIN register, or your VIN includes some prohibited characters or your VIN is not 17 characters long. You are advised to check your VIN before progressing. An incorrect VIN is likely to result in delays in the processing of your import application and/or difficulties in getting your vehicle registered.

Is the VIN you entered correct? *

☒ Yes ☐ No

11. **Each application must be for a single vehicle only** so under the question about additional vehicles answer 'No' then click the right arrow.

Do not use the plus button to add any additional vehicles.

Do you have additional vehicles of the same make and model that you would like to include within this import application? *

☐ Yes ☒ No

If you have additional vehicles of a different make/model/year, click the 'ADD' button below,

Or, if you are ready to submit your application now, click on the 'NEXT' button.



12. The system will display
- a summary of your submission
 - a privacy statement
 - a warning about providing false or misleading information
 - declarations to be made by the applicant and
 - notification of the \$50 application fee.
- If you are willing to accept everything displayed, click on the button to confirm and proceed.

Summary



Vehicle Import	Number of Imports
Test and Evaluation Vehicle	1
Total number of imports	1
Total Fee payable	\$50

Submission of your application

The Department of Infrastructure, Transport, Cities and Regional Development is collecting the information on this form, and information are subject to the Information Privacy Principles.

The Department reserves a right to seek additional information to facilitate assessment of your application.

Giving false or misleading information is a serious offence. Offences are set out under Part 7.4 of the Criminal Code for giving false or misleading information in applications or documents. Maximum penalties of imprisonment for 12 months are provided.

Please note that information submitted to the Department may be provided to other government agencies.

By clicking **Submit Application** you are declaring that:

- The information provided is true and correct, and
- You are the applicant or the nominated agent of the applicant

Upon submission of your application a fee of AUD \$50 will be payable to the Department to finalise your lodgement, this is a fee for lodging an application. Please note that refunds will not be given, even if an application is withdrawn before a decision is made.

Submission is limited to 15MB, therefore you should ensure your documents do not exceed this requirement.

YOU MUST CONFIRM BEFORE YOU MAY PROCEED

13. You will then have the opportunity to pay for the application, using either a credit card or the Alternate Payment Form.

End of process.

How to apply to import subsequent vehicles

1. Log in to VIS at <https://vis.infrastructure.gov.au/layouts/VISBranding/VISLogin.aspx>



2. In the blue bar at the top, click on 'Enter New Application', then 'Enter Application'. This will open a new window.



3. Read the information under the 'Before you begin' heading and, if appropriate, click to confirm you have read and understood the information and have the necessary documentation to proceed. Then click the right arrow.

CONFIRM AND PROCEED

- ☒ I confirm that I have read and understood the information on this page, and have all documentation ready to proceed with this application.




VIS V1.45



4. Select the option for a **new vehicle** and click the right arrow.


Select this option regardless of whether the vehicle you are importing is new or used; you will be required to enter the manufacture date later in the process.

Vehicle Imports



What do you want to do?
*Select all that apply (note that more than one vehicle may be included against each option) **




- ☐ I want to import a road trailer
- ☐ I want to import a non-road vehicle
- ☐ I want to import a vehicle manufactured before 1989
- ☐ I want to import my personal vehicle
- ☐ I want to import an Australian plated vehicle
- ☐ I want to import a race or rally vehicle
- ☐ I want to import a special purpose vehicle
- ☒ I want to import a new vehicle (including large trailers) for use on road
- ☐ I want to import a test and/or evaluation vehicle
- ☐ I want to import a vehicle and have a letter of compliance from the Australian holder of an Identification Plate Approval (IPA)
- ☐ I want to import a vehicle for exhibition
- ☐ I want to import a vehicle in transit
- ☐ I want to import a vehicle as a serving member of an overseas defence force



5. If appropriate, confirm:

- a. you have read and understood the relevant arrangements and authorities and click the right arrow;
- b. you have the required documents scanned and ready to attach; and
- c. based on your own self-assessment, you are eligible to import, then click the right arrow.

Eligibility & Compliance



Confirmation *

- ☒ I have read and understood the relevant arrangements for issuing import approvals and authorities to take delivery to vehicles under the options I have selected


Do you have the required documents scanned and ready to attach when requested? *

- ☒ Yes ☐ No

Based on your own self assessment, are you eligible to import under each relevant option? *

- ☒ Yes ☐ No

If you are uncertain please complete the quick quiz on the Vehicle Imports website, [here](#).



6. Confirm your details and indicate whether you'd like to nominate an agent.

7. On the New Vehicle page, answer 'No' to if you have an identification plate approval and under 'Please describe' enter the following information
 - your RAW Participant Identification Number (PIN),
 - whether the vehicle is NEW or USED (in capital letters),
 - that the vehicle is under interim arrangements for SEVs and
 - the model or variant's eligibility ID number as given in the list of eligible vehicles (this list will be published in the near future as models/variants are assessed as eligible).

New vehicle (including large trailers) for use on road



Do you have an identification plate approval for the vehicle(s)? *

☐ Yes ☒ No

You have indicated that you do not have an identification plate approval for these vehicles, as such you are not eligible for an import approval under regulation 14 of the Motor Vehicle Standards Regulations 1989. An import approval may be issued under test and evaluation vehicles, or special purpose vehicles. Please use the back button to select the appropriate option. If you would like to continue in spite of not having an identification plate approval, please enter an explanation setting out why you think an import approval should be issued. *

RAW 00000, importing a NEW vehicle under the interim arrangements for SEVs, eligibility ID no. ZXX/00.

or

RAW 00000, importing a USED vehicle under the interim arrangements for SEVs, eligibility ID no. ZXX/00.

8. Under 'What is the name of the licensee?', enter the same name as your applicant name in VIS – the applicant and licensee names should match.
9. Attach one or more documents that detail the vehicle specifications.
Note that the maximum size for all attachments (combined) for a submission is 15 MB.

Please attach specifications for the vehicle.

How many attachments would you like to add?

(Please wait for the upload window to close to allow the file to complete the upload process) *

☒ 1 ☐ 2 ☐ 3

[Clear content selection](#)

(NRV_v1_Specifications1.pdf) [\[Open\]](#)

10. Enter details of the vehicle including type, make & model, year and month of manufacture, and VIN. If the make or model are not listed in the dropdown lists then use 'Other' and enter the correct values.

Vehicle type *

☐ Motorcycle ☒ Car ☐ Caravan ☐ Truck ☐ 5th wheeler ☐ Trailer ☐ Other

What is the Make of your Vehicle? (If your Make is not on the list, use "Other") *

Other ▼

Enter Make Name *

Chitty Chitty

What is the Model of your Vehicle? (If your Model is not on the list, select Make as "Other" and then Model as "Other") *

Other ▼

Enter Model Name *

Bang Bang

What is the Year of Manufacture of the Vehicle? *

2018

What is the month of manufacture of your vehicle, if known?

May ▼

11. Attach documentation for the purchase of the vehicle.

Please attach a purchase document or internal supply order for the vehicle(s).

How many attachments would you like to add?

*(Please wait for the upload window to close to allow the file to complete the upload process) **

☒ 1 ☐ 2 ☐ 3

Clear content selection

(NRV_v1_InternalSupplyOrder1.pdf) [\[Open\]](#)

12. **Each application must be for a single vehicle only** so under the question about VINs select 'Manually Enter' and enter the VIN.

VIN/Chassis Number

If you have one or only a few VINs, you may enter one or more VINs manually,

If you have many VINs, you may upload a text file with multiple VINs.

Select "Manually Enter" to manually enter one or more VINs

Select "Upload File" to upload a text file containing multiple VINs

Would you like to manually enter each VIN or upload a text file with multiple VINs? *

- ☒ Manually Enter
☐ Upload File

'ADD' – use these buttons to create additional blank lines if you are applying for more than one vehicle (must be the same make/model/year),

'FILL DOWN' – use these buttons to copy the entered VIN into a new line; handy if you have multiple vehicles (of the same make/model/year) with consecutive VIN's,

'DELETE' – use these buttons to remove lines. The checkbox (at left) is used to select lines, then click 'DELETE' to remove.

Manually Enter

(COLUMN)



What is the Vehicle Identification Number or chassis number of the vehicle *

CHITTYCHITYBANG2

VIN Validation

The number you have entered in the Vehicle Identification Number (VIN) field has failed validation. This could mean that the first three characters are not on the Society of Automotive Engineers (SAE) VIN register, or your VIN includes some prohibited characters or your VIN is not 17 characters long. You are advised to check your VIN before progressing. An incorrect VIN is likely to result in delays in the processing of your import application and/or difficulties in getting your vehicle registered.

Is the VIN you entered correct? *

- ☒ Yes ☐ No

13. **Each application must be for a single vehicle only; do not use the plus button to add any additional vehicles.**

Click the right arrow to proceed.

Total Number of Vehicle(s)

1



If you have additional vehicles of a different make/model/year, click the 'ADD' button below,

Or, if you are ready to submit your application now, click on the 'NEXT' button.



14. The system will display
- a summary of your submission
 - a privacy statement
 - a warning about providing false or misleading information
 - declarations to be made by the applicant and
 - notification of the \$50 application fee.
- If you are willing to accept everything displayed, click on the button to confirm and proceed.

Summary



Vehicle Import	Number of Imports
New vehicle (including large trailers) for use on road	1
Total number of imports	1
Total Fee payable	\$50

Submission of your application

The Department of Infrastructure, Transport, Cities and Regional Development is collecting the information on this form. disclosure of personal information are subject to the Information Privacy Principles.

The Department reserves a right to seek additional information to facilitate assessment of your application.

Giving false or misleading information is a serious offence. Offences are set out under Part 7.4 of the Criminal Code for giving false or misleading information in applications or documents. Maximum penalties of imprisonment for 12 months are provided.

Please note that information submitted to the Department may be provided to other government agencies.

By clicking **Submit Application** you are declaring that:

- **The information provided is true and correct, and**
- **You are the applicant or the nominated agent of the applicant**

Upon submission of your application a fee of AUD \$50 will be payable to the Department to finalise your lodgement, this is a fee for lodging an application. Please note that refunds will not be given, even if an application is withdrawn before a decision is made.

Submission is limited to 15MB, therefore you should ensure your documents do not exceed this requirement.

YOU MUST CONFIRM BEFORE YOU MAY PROCEED

15. You will then have the opportunity to pay for the application, using either a credit card or the Alternate Payment Form.

End of process.

Vehicle Inspection Certificate and Application to Plate the Vehicle

Once the vehicle has been imported, modified for compliance and inspected by a VIC signatory, the VIC and Plate Application form can both be used as per the traditional SEVs process.

Evidence of compliance and proof of modifications

The new SEVs eligibility criteria in the RVS legislation was intended to function in conjunction with provisions for Model Reports and independent third-party inspection by Authorised Vehicle Verifiers. As these elements are not present under the MVSA, the following information will be required in order for approvals to be issued under Ministerial discretion.

1. For the first vehicle of every model or variant the RAW processes under this guidance they must, at time of submitting the VIC, also provide to raws.info@infrastructure.gov.au either:
 - a. if they have modified the vehicle in accordance with an evidence pack, a copy of the full evidence pack; or
 - b. if they have modified the vehicle in accordance with detailed instructions provided by a third party who has compiled the evidence pack, the full detailed instructions.

In this case the RAW must also arrange for the third party who has compiled the evidence pack to provide the full evidence pack to raws.info@infrastructure.gov.au.

Applications will not progress until this information has been provided.

The department may assess any, all or none of the evidence at this time. Regardless of whether evidence is assessed, the RAW maintains responsibility for ensuring that vehicles are made to be compliant with technical requirements and that only compliant vehicles are supplied to the market.

2. When the department begins assessing this information the RAW will also be requested to provide, for one or more Australian Design Rules, proof that modification for compliance has been carried out in accordance with the provided evidence.

The RAW won't know which ADRs the department will request proof of modifications for until the request is sent.

Once the required information has been provided, if the department is satisfied the VIC will be approved and the RAW can then apply for approval to plate the vehicle.

Desktop audit

While the department may choose to physically inspect a vehicle prior to approving a VIC, it may also choose to conduct a desktop audit of any and all information relating to a vehicle, including but not limited to evidence of compliance and proof of modifications.

This process could be initiated for any SEVs to which this guidance applies, whether or not that vehicle was the first of a model/variant processed by the RAW, and could occur before an approval to plate a vehicle is issued or any time afterwards.

These desktop audits will provide further assurance that vehicles supplied to the market under this guidance are compliant.

Appendix A — Summary of differences between MVSA and RVS SEVs criteria

RVS SEVs <i>new</i>	MVS SEVs existing	Differences
<p>Application is for a new or used:</p> <ul style="list-style-type: none"> variant of a model make and model (if applying for rare model). <p>Not 'genuinely available to consumers in Australia' (for example, vehicle not supplied under a type approval in Australia).</p> <p>AND</p>	<p>Make that is:</p> <ul style="list-style-type: none"> not a trailer built after 1988 not supplied in full volume in the vehicle category. <p>OR</p> <p>Make and model not supplied in full volume</p> <p>AND</p>	<p>RVS SEVs applications are for variants. MVSA applications were focused on makes or makes and models.</p> <p>Variants were not eligible for consideration under the MVSA.</p> <p>RVS SEVs uses the concept of 'genuine availability' to test whether a vehicle has been supplied in Australia.</p>
<p>3 months must have passed since the variant was first available in any market in the world.</p> <p>AND</p>	<p>18 months must have passed since the model was first available in any market in the world.</p> <p>AND</p>	<p>RVS SEVs has a shorter time between first availability in a market and eligibility.</p>
<p>Variant must meet 1 of the following specific eligibility criteria:</p> <ul style="list-style-type: none"> performance environmental mobility left-hand drive campervans and motorhomes rarity 	<p>Model must meet 2 of the following specific eligibility criteria (this does not apply if make not supplied in full volume):</p> <ul style="list-style-type: none"> appearance unusual design features performance specialist publication. 	<p>RVS legislation only requires 1 specific eligibility requirement to be met. However it requires this to be met for all applications.</p> <p>MVSA allowed whole makes that were not supplied in full volume, regardless of whether they met the eligibility criteria.</p>

Appendix B — Road vehicle categories

This information has been taken from the *Vehicle Standard (Australian Design Rule – Definitions and Vehicle Categories) 2005*. Terms in italics are defined within the Australian Design Rule and it can be accessed at <https://www.legislation.gov.au/Details/F2016C00487>.

A two-character vehicle category code is shown for each vehicle category. This code is used to designate the relevant vehicles in the vehicle standards, as represented by the Australian Design Rules and in related documentation.

Two-Wheeled and Three-Wheeled Vehicles – L-group

MOPED - 2 Wheels — **LA**

A 2-wheeled motor vehicle, not being a power-assisted pedal cycle, with an engine cylinder capacity not exceeding 50 ml and a '*Maximum Motor Cycle Speed*' not exceeding 50 km/h; or a 2-wheeled motor vehicle with a power source other than a piston engine and a '*Maximum Motor Cycle Speed*' not exceeding 50 km/h.

MOPED - 3 wheels — **LB**

A 3-wheeled motor vehicle, not being a power-assisted pedal cycle, with an engine cylinder capacity not exceeding 50 ml and a '*Maximum Motor Cycle Speed*' not exceeding 50 km/h; or a 3-wheeled motor vehicle with a power source other than a piston engine and a '*Maximum Motor Cycle Speed*' not exceeding 50 km/h.

MOTOR CYCLE — **LC**

A 2-wheeled motor vehicle with an engine cylinder capacity exceeding 50 ml or a '*Maximum Motor Cycle Speed*' exceeding 50 km/h.

MOTOR CYCLE AND SIDE-CAR — **LD**

A motor vehicle with 3 wheels asymmetrically arranged in relation to the longitudinal median axis, with an engine cylinder capacity exceeding 50 ml or a '*Maximum Motor Cycle Speed*' exceeding 50 km/h.

SIDE-CAR

A car, box or other receptacle attached to the side of a motor cycle and for the support of which a wheel is provided.

MOTOR TRICYCLE — **LE**

A motor vehicle with 3 wheels symmetrically arranged in relation to the longitudinal median axis, with a '*Gross Vehicle Mass*' not exceeding 1.0 tonne and either an engine cylinder capacity exceeding 50 ml or a '*Maximum Motor Cycle Speed*' exceeding 50 km/h.

Passenger Vehicles – M-group

PASSENGER CAR — **MA**

A passenger vehicle, not being an off-road passenger vehicle or a forward-control passenger vehicle, having up to 9 seating positions, including that of the driver.

FORWARD-CONTROL PASSENGER VEHICLE — **MB**

A passenger vehicle, not being an off-road passenger vehicle, having up to 9 seating positions, including that of the driver, and in which the centre of the steering wheel is in the forward quarter of the vehicle's '*Total Length*'.

OFF-ROAD PASSENGER VEHICLE — **MC**

A passenger vehicle having up to 9 seating positions, including that of the driver and being designed with special features for off-road operation. A vehicle with special features for off-road operation is a vehicle that:

- (a) Unless otherwise '*Approved*' has 4 wheel drive; and
- (b) has at least 4 of the following 5 characteristics calculated when the vehicle is at its '*Unladen Mass*' on a level surface, with the front wheels parallel to the vehicle's longitudinal centreline, and the tyres inflated to the '*Manufacturer's*' recommended pressure:
 - (i) '*Approach Angle*' of not less than 28 degrees;
 - (ii) '*Breakover Angle*' of not less than 14 degrees;
 - (iii) '*Departure Angle*' of not less than 20 degrees;
 - (iv) '*Running Clearance*' of not less than 200 mm;
 - (v) '*Front Axle Clearance*', '*Rear Axle Clearance*' or '*Suspension Clearance*' of not less than 175 mm each.

Alternatively, a vehicle that meets the definition of CATEGORY G - OFF-ROAD VEHICLES under Consolidated Resolution on the Construction of Vehicles (R.E.3) of the United Nations Economic Commission for Europe and is in category M₁.

Omnibuses


A passenger vehicle having more than 9 seating positions, including that of the driver.

LIGHT OMNIBUS — **MD**

An omnibus with a '*Gross Vehicle Mass*' not exceeding 5.0 tonnes.

HEAVY OMNIBUS — **ME**

An omnibus with a '*Gross Vehicle Mass*' exceeding 5.0 tonnes.



Goods Vehicles – N-group

A motor vehicle constructed primarily for the carriage of goods and having at least 4 wheels; or 3 wheels and a '*Gross Vehicle Mass*' exceeding 1.0 tonne.

A vehicle constructed for both the carriage of persons and the carriage of goods shall be considered to be primarily for the carriage of goods if the number of seating positions times 68 kg is less than 50 percent of the difference between the '*Gross Vehicle Mass*' and the '*Unladen Mass*'.

The equipment and installations carried on certain special-purpose vehicles not designed for the carriage of passengers (crane vehicles, workshop vehicles, publicity vehicles, etc.) are regarded as being equivalent to goods for the purposes of this definition.

LIGHT GOODS VEHICLE — NA

A goods vehicle with a '*Gross Vehicle Mass*' not exceeding 3.5 tonnes.

MEDIUM GOODS VEHICLE — NB

A goods vehicle with a '*Gross Vehicle Mass*' exceeding 3.5 tonnes but not exceeding 12 tonnes.

HEAVY GOODS VEHICLE — NC

A goods vehicle with a '*Gross Vehicle Mass*' exceeding 12.0 tonnes.

Appendix C — Significant differences that can distinguish variants from vehicles supplied in full volume

For L-group and MA, MB and MC vehicles

- a difference between internal combustion only, electric only, plug-in hybrid or non-plug-in hybrid; or
- for internal combustion engines:
 - a different configuration – e.g. number of cylinders, arrangement of cylinders; or
 - a different induction method between naturally aspirated, turbocharged, supercharged or turbocharged+supercharged; or
 - a different fuel type – eg petrol, diesel, LPG (this does not extend to a difference in fuel grade such as regular unleaded vs premium unleaded); or
 - a difference in capacity of:
 - ◆ for L-group vehicles, at least 30%; or
 - ◆ for M-group vehicles, at least 20%; or
- for electric-only vehicles (not hybrids) a difference in driving range on a single charge of at least 10%; or
- an increase in maximum power of at least 30%; or
- a different transmission type; or
- a higher number of gears in the transmission; or
- a difference in number or position of powered axles – eg FWD, AWD, RWD; or
- a different number of steered axles; or
- a different body shape – e.g. sedan, station wagon, hatchback, coupé, convertible; or
- a different number of side doors; or
- a difference in the maximum number of suitable seating positions of at least 50% – examples:
 - ✓ a 3-seater has 50% more seats than an Aus-provided 2-seater
 - ✓ a 5-seater has 150% more seats than an Aus-provided 2-seater
 - ✓ a 2-seater has 50% fewer seats than an Aus-provided 4-seater
 - ✗ a 7-seater has 40% more seats than an Aus-provided 5-seater
 - ✗ a 2-seater has 33% fewer seats than an Aus-provided 3-seater;
- a different vehicle category; or
- features designed to assist a person with a disability.

For MD, ME (≤ 12 tonnes), NA and NB vehicles

- a difference between internal combustion only, electric only, plug-in hybrid or non-plug-in hybrid; or
- for internal combustion engines:
 - a different configuration – eg number of cylinders, arrangement of cylinders; or
 - a different induction method between naturally aspirated, turbocharged, supercharged or turbocharged+supercharged; or
 - a different fuel type – eg petrol, diesel, LPG (this does not extend to a difference in fuel grade such as regular unleaded vs premium unleaded); or
 - a difference in capacity of at least 50%; or
- for electric-only vehicles (not hybrids) a difference in driving range on a single charge of at least 10%; or
- an increase in maximum power of at least 50%; or
- a different transmission type; or
- a higher number of gears in the transmission; or
- a difference in number or position of powered axles – eg RWD, 4WD; or
- a different number of steered axles; or
- a different body shape; or
- a different number of side doors; or
- a difference in the maximum number of suitable seating positions of at least 50% – examples:
 - ✓ a 3-seater has 50% more seats than an Aus-provided 2-seater
 - ✓ a 5-seater has 150% more seats than an Aus-provided 2-seater
 - ✗ a 2-seater has 33% fewer seats than an Aus-provided 3-seater; or
- a different vehicle category; or
- features designed to assist a person with a disability.

For ME (> 12 tonnes) and NC vehicles

- a difference between internal combustion only, electric only, plug-in hybrid or non-plug-in hybrid; or
- for internal combustion engines:
 - a different configuration – e.g. number of cylinders, arrangement of cylinders; or
 - a different fuel type – e.g. petrol, diesel, LPG (this does not extend to a difference in fuel grade such as regular unleaded vs premium unleaded); or
 - a difference in capacity of at least 50%; or
- for electric-only vehicles (not hybrids) a difference in driving range on a single charge of at least 10%; or
- an increase in maximum power of at least 50%; or
- a difference in number or position of powered axles – e.g. RWD, 4WD; or
- a different number of steered axles; or
- a different vehicle category; or
- features designed to assist a person with a disability.

Appendix D — Technical requirements

Introduction

For a vehicle to be approved for supply to market under the interim arrangements, it must comply with the technical requirements set out in this Appendix.

Australian Design Rules - date of applicability

An *Australian Design Rule (ADR)* is a vehicle standard determined under section 7 of the Motor Vehicle Standards Act 1989.

Date of original manufacture for a vehicle is the date on which the vehicle was first available for use in any market.

A vehicle to be supplied to market under the interim arrangements must comply with ADRs applicable to the vehicle based on its vehicle category, except where there is an exemption provided in table 2. The date for ADR applicability will depend on the vehicle's Gross Vehicle Mass (GVM) and age, as set out in table 1.

Table 1

Category of vehicle	Date for ADR applicability
Vehicle 12 tonnes GVM or less	<ul style="list-style-type: none">Where the date of original manufacture is more than 25 years earlier than the date of application for import approval - 25 years before the date application.In all other cases - Date of original manufacture.
Vehicle greater than 12 tonnes GVM	Date of application for import approval.

In identifying ADR applicability, you should also take into account the “new model” applicability date, where one exists for the ADR. Where the start of the date range for which a variant is eligible under the interim arrangements is later than the “new model” applicability date, the “new model” applicability date should be used rather than the “all model” applicability date.

Exemptions from Australian Design Rule compliance

The vehicle will not be required to demonstrate full compliance with ADRs in the circumstances set out in table 2:

Table 2

Vehicle	Exemption	Other requirements
All vehicles	Compliance with the ADR listed in <u>Schedule 1</u> to the extent specified.	
A vehicle to be converted from left to right hand drive	<p>Compliance with the elements of the applicable version of the specified ADRs that require destructive testing:</p> <ul style="list-style-type: none"> • ADR 10, • ADR 69, • ADR 72, • ADR 73 and • ADR 85 	
A vehicle that satisfies the rarity criterion and has a gross vehicle mass less than or equal to 12 tonnes	<p>Left hand drive – any requirement in the ADRs for the vehicle to be right hand drive does not apply.</p>	<p>The vehicle must still be oriented for left side of the road use:</p> <ul style="list-style-type: none"> • Headlamps must be appropriately aimed, and • Lane change controls must not send the vehicle into oncoming traffic if activated.
	<p>Occupant Protection – compliance with elements of the applicable version of the specified ADRs that require destructive testing:</p> <ul style="list-style-type: none"> • ADR 10, • ADR 29, • ADR 69, • ADR 72, • ADR 73 and • ADR 85 	
	<p>Advanced Braking –compliance with ADR requirements related to advanced braking systems including</p> <ul style="list-style-type: none"> • Electronic Stability Control, • Antilock Brakes, • Advanced Automatic Braking and • Brake Assist Systems. 	

Vehicle	Exemption	Other requirements
Used vehicles	Components not required to be 'as new', where deterioration is within the limits set out in Schedule 3 .	Where components are not listed in Schedule 3, they are expected to function as though they are new.

Additional requirements

Compliance must be demonstrated with the relevant additional requirements set out in Table 3.

Table 3

Vehicle	Additional Requirement
All Vehicles	Additional ADR requirements are set out in Schedule 4 .
Campervans and motorhomes	<p>Campervans and motorhomes under this criterion must:</p> <ul style="list-style-type: none"> • comply with the requirements set out in Administrator's Circular 0-4-12 which is available at Administrator's Circulars. • be modified to ensure the permanent fixture* of: <ul style="list-style-type: none"> ○ dining furniture mounting (furniture may be demounted for storage during transport or conversion into bedding), ○ cooking facilities (for campervan - may be fitted to a slide for outside cooking), ○ sink (for motorhomes only), ○ storage facilities, ○ refrigeration equipment (for motorhome only), ○ beds (where dedicated sleeping facilities are provided). <p>*permanent fixture means bolted, riveted, screwed or welded to the floor and/or sidewall of the vehicle</p>
Mobility vehicles	Vehicles entered under the interim arrangements because they have features designed to assist people with a disability must comply with the requirements set out at Schedule 5 .
Left-hand drive vehicles <i>Note: This does not apply to vehicles that satisfy the rarity criterion and will remain left-hand drive.</i>	Vehicles entered under the interim arrangements under the left-hand drive criterion and other left-hand drive vehicles must be converted to right-hand drive in accordance with the left to right-hand drive conversion requirements set out at Schedule 2 .

Vehicle	Additional Requirement
Performance vehicles	Vehicles entered under the interim arrangements because they meet the performance criteria must retain the same engine specifications as used to demonstrate eligibility for the interim arrangements.
Rare vehicles	Vehicles entered under the interim arrangements because they meet the rarity criteria must retain the same specification as used to demonstrate eligibility for the interim arrangements.

Evidence of compliance

Where you make an application to supply a vehicle to market, you must have evidence to demonstrate that the vehicle complies with applicable standards, including ADRs, as modified by the exemptions, deterioration factors and additional requirements.

The acceptable evidence types to demonstrate that a vehicle complies are set out in table 4.

Table 4

Evidence type	Requirement
Full evidence	<p>Any of the following may be provided as appropriate:</p> <ul style="list-style-type: none"> a) A representative sample component or vehicle tested against a specified test method set out in the ADR. Test reports prepared by registered testing facilities where the test report sets out the details of the vehicle or component tested and that the vehicle or component complied fully with the ADR requirements. b) A copy of a UN approval for the component or vehicle showing the component or system is covered by the approval, and the UN regulation is an acceptable alternative to the ADR or Australia has applied the UN regulation under the 1958 agreement. c) Design documentation, including engineering drawings, confirming the design complies with design requirements in the ADR, as verified by a testing facility.
Equivalent standards	The vehicle was manufactured for supply to a market outside Australia. The applicant can provide evidence that the vehicle complied with the standards applicable in that market and that the standards in that market satisfy the requirements of the ADRs applicable to the vehicle. The evidence must also demonstrate that the vehicle specification has not been changed from the original manufacturer's specification.
Emarks	Where an ADR is harmonised with a UN regulation, evidence showing the component or vehicle is marked with the relevant UN Emark. If the Emark is printed on the component, the evidence is to include photo of component showing the Emark.

Evidence type	Requirement
emarks	Components or vehicles marked with the relevant EU emark. Where the standards are equivalent (EEC equivalence), evidence will include a picture/photo of component with emark visible and information showing the emark is equivalent to the ADR.
Comparison with a Full Volume Vehicle	<p>Evidence confirming the relevant component, system or vehicle is identical (for the purposes of the ADR) to a vehicle certified for full volume where the approval was based on:</p> <ol style="list-style-type: none"> 1. full compliance with the ADRs, or 2. a minor and inconsequential non-compliance. <p>Such evidence must confirm the full volume vehicle had to comply with the same ADR requirements as the vehicle based on applicability date and vehicle category.</p>
Analysis	The applicant may provide evidence from multiple evidence types, provided it addresses all aspects of ADR compliance. Any ADR requirements not addressed through those evidence types must be addressed by technical analysis demonstrating compliance with ADRs.
Component Reference Number (CRN)	Evidence confirming the vehicle is fitted with a component for which a CRN has been issued by the Administrator for ADR compliance and installed in accordance with the manufacturer's instructions and conditions of the CRN

Table 5 summarises the Schedules to this document.

Table 5

Schedule	Title
1	Exemptions to full Australian Design Rule compliance
2	Requirements for the conversion of vehicles from left to right hand drive
3	Exemptions to ADR compliance for specific components or classes of vehicles, due to acceptable deterioration
4	Additional ADR Requirements
5	Additional compliance requirements for vehicles supplied under the mobility criterion

SCHEDULE 1

Exemptions to full Australian Design Rule compliance

ADR	Title	Exemptions
01/00	Reversing Lamps	Where lamps are tested the measured values for luminous intensity may deviate unfavourably by no more than 20% from the values specified in the ADR, except where the deviation is already provided for in the ADR.
05/00	Anchorage for seatbelts	Vehicles originally supplied to the Japanese, USA or Canadian market with seatbelt assemblies fitted to 3 rear seating positions may continue to be fitted with them even if ADR 5/00 clause 5.7.2 requires only 2 seating positions.
05/01	Anchorage for seatbelts	Vehicles originally supplied to the Japanese, USA or Canadian market with seatbelt assemblies fitted to 3 rear seating positions may continue to be fitted with them even if ADR 5/01 clause 5.7.2 requires only 2 seating positions.
05/02	Anchorage for seatbelts	Vehicles originally supplied to the Japanese, USA or Canadian market with seatbelt assemblies fitted to 3 rear seating positions may continue to be fitted with them even if ADR 5/02 clause 5.7.2 requires only 2 seating positions.
05/03	Anchorage for seatbelts	Vehicles originally supplied to the Japanese, USA or Canadian market with seatbelt assemblies fitted to 3 rear seating positions may continue to be fitted with them even if ADR 5/03 clause 10.2 requires only 2 seating positions.
05/04	Anchorage for seatbelts	Vehicles originally supplied to the Japanese, USA or Canadian market with seatbelt assemblies fitted to 3 rear seating positions may continue to be fitted with them even if ADR 5/04 clause 10.2 requires only 2 seating positions.
06/00	Direction indicators	Where lamps are tested the measured values for luminous intensity may deviate unfavourably by no more than 20% from the values specified in the ADR except where the deviation is already provided for in the ADR.
07/00	Hydraulic brake hoses	Vehicles may comply with ADR 42/04 or later in lieu of ADR 7/00
08/00	Safety glazing materials	Instead of compliance with ADR 8/00 the following is acceptable: Indelible marking on all glazing to identify the type and standard (in ADR 8/00 Clause 8.4.1) to which it conforms. For windscreens not marked as complying with AS 2080, marking indicating any zone of modified heat treatment being in front of the driver's seating position, and evidence of not less than 75% optical transmission through the primary vision area measured at least at the 4 corners and centre of the windscreen or primary vision area. For campervans or motorhomes; compliance with this ADR is only required for glazing in compartments of the vehicle that include designated seating positions. Glazing in other compartments must be safety glass.

SCHEDULE 1

Exemptions to full Australian Design Rule compliance

ADR	Title	Exemptions
08/01	Safety glazing materials	<p>Instead of compliance with ADR 8/00 the following is acceptable:</p> <p>Indelible marking on all glazing to identify the type and standard (in ADR 8/01 Clause 8) to which it conforms. For windscreens not marked as complying with AS 2080, markings confirming that the glass is laminated and evidence of not less than 70% optical transmission through the primary vision area measured at least at the four corners and centre of the windscreen or primary vision area.</p> <p>For campervans or motorhomes; compliance with this ADR is only required for glazing in compartments of the vehicle that include designated seating positions. Glazing in other compartments must be safety glass.</p>
10/00	Steering column	Vehicles complying with ADR 69/00 fitted with a driver's airbag, or ADR 73/00 fitted with a driver's and a front outboard passenger's airbag, are accepted as complying with ADR 10/00.
10/01	Steering column	Vehicles complying with ADR 69/00 fitted with a driver's airbag, or ADR 73/00 fitted with a driver's and a front outboard passenger's airbag, are accepted as complying with ADR 10/01.
10/02	Steering column	Vehicles complying with ADR 69/00 fitted with a driver's airbag, or ADR 73/00 fitted with a driver's and a front outboard passenger's airbag, are accepted as complying with ADR 10/00.
12/00	Glare reduction in field of view	All vehicles are exempt from the requirements of ADR 12/00

SCHEDULE 1

Exemptions to full Australian Design Rule compliance

ADR	Title	Exemptions
13/00	Installation of Lighting and Light-Signalling Devices on other than L-group Vehicles	<p>a) The minimum distance of 600 mm specified for the distance between lamps or light signalling devices and the minimum distance of 350 mm specified for the height of front indicator lamps under their respective positioning requirements may be reduced to 400mm and 300 mm respectively for MA category vehicles.</p> <p>b) The maximum distance of the front fog lamp from the outer edge of the vehicle as specified in clause 6.3.4.1 of Appendix A may be increased from 400 mm to 440 mm.</p> <p>c) The maximum distance specified for the low beam headlamps from the outer edges of the vehicle specified in Clause 6.2.4.1 of Appendix A may be increased from 400 mm to 500 mm.</p> <p>d) For Clause 5.14.5 of Appendix A, one test within the specified temperature range is acceptable.</p> <p>For checklists, maximum and minimum heights and widths must be within ADR requirements but may vary from sample evidence measurements by no more than 50 mm on height and 10 mm on width.</p>
15/00	Demisting of windscreen	Vehicles complying with the requirements of ADR 42/04 or later are exempt from the requirements of ADR 15/00
15/01	Demisting of windscreen	Vehicles complying with the requirements of ADR 42/04 or later are exempt from the requirements of ADR 15/01
16/00	Windscreen wipers and washers	Vehicles complying with the requirements of ADR 42/04 or later are exempt from the requirements of ADR 16/00
16/01	Windscreen wipers and washers	Vehicles complying with the requirements of ADR 42/04 or later are exempt from the requirements of ADR 16/01
17/00	Fuel system	All vehicles are exempt from the requirements of ADR 17/00
20/00	Safety rims	All vehicles are exempt from the requirements of ADR 20/00
22/00	Head restraints	Vehicles complying with ADR 3/03 or later are exempt from ADR 22/00
24/00	Tyre and rim selection	Vehicles complying with ADR 42/04 or later are exempt from ADR 24/00

SCHEDULE 1

Exemptions to full Australian Design Rule compliance

ADR	Title	Exemptions
24/01	Tyre and rim selection	Vehicles complying with ADR 42/04 or later are exempt from ADR 24/01
24/02	Tyre and rim selection	Vehicles complying with ADR 42/04 or later are exempt from ADR 24/02
25/00	Anti-theft lock	Vehicles may comply with the following in lieu of full compliance with ADR 25/00: Clauses 25.1 (Functions of lock positions) and 25.2 (Design of lock) excluding the requirement on probability of the key opening another lock.
25/01	Anti-theft lock	Vehicles may comply with the following in lieu of full compliance with ADR 25/01: Clauses 25.1 (Functions of lock positions) and 25.2 (Design of lock) excluding the requirement on probability of the key opening another lock.
25/02	Anti-theft lock	Vehicles may comply with the following in lieu of full compliance with ADR 25/02: Clause 5.1, 5.3, 5.9 and 5.11 of Appendix A 20 ADR 25/02
28/00	External Noise of Motor Vehicles	For vehicles fitted with an engine governor such that the vehicle is not able to achieve the required stationary noise engine speed of $\frac{3}{4}$ Engine Speed Maximum Power (ESMP): a) full evidence is required b) the stationary noise may be measured at the maximum governed speed, rather than $\frac{3}{4}$ ESMP.
28/01	External Noise of Motor Vehicles	For vehicles fitted with an engine governor such that the vehicle is not able to achieve the required stationary noise engine speed of $\frac{3}{4}$ Engine Speed Maximum Power (ESMP): a) full evidence is required b) the stationary noise may be measured at the maximum governed speed, rather than $\frac{3}{4}$ ESMP.
29/00	Side Door Strength	Vehicles that demonstrate compliance with the requirements of ADR 72/00 are exempt from this ADR. Vehicles not required to comply with ADR 72/00 (where seating reference height is more than 700 mm or ADR 72 is not applicable) are required to comply with ADR 29/00.

Exemptions to full Australian Design Rule compliance

ADR	Title	Exemptions
30/00	Smoke emission control for diesel vehicles	<p>Vehicles complying with ADR 79/03 or later are exempt from ADR 30/00.</p> <p>Vehicles complying with ADR 80/03 or later are exempt from ADR 30/00.</p> <p>Commercially available diesel fuel may be used for testing to ADR 30/00 instead of the test fuel specified in the ADR provided that each test report is accompanied by a certificate of fuel analysis to show that:</p> <p>i) either;</p> <p>a) The sulphur content is within, or greater than, the limits specified for one of the three test fuels specified in Appendices 1, 2, or 3 of ADR 30/00;</p> <p>b) The density is within, or greater than, the limits specified for the chosen fuel specification from Appendices 1 or 3 of ADR 30/00; and</p> <p>c) The cetane index is within, or less than, the limits specified for the chosen fuel specification from Appendices 1, 2, or 3 of ADR 30/00; or</p> <p>ii) the specification of the fuel complies with the requirements of the Fuel Quality Standards (Automotive Diesel) Determination 2019</p>
30/01	Smoke emission control for diesel vehicles	<p>Vehicles complying with ADR 79/03 or later are exempt from ADR 30/01.</p> <p>Vehicles complying with ADR 80/03 or later are exempt from ADR 30/01. Commercially available diesel fuel may be used for testing to ADR 30/01 instead of the test fuel specified in the ADR provided that each test report is accompanied by a certificate of fuel analysis to show that:</p> <p>i) either:</p> <p>a) The sulphur content is within, or greater than, the limits specified for the reference fuels specified in Annex 6 of volume 2 of ADR 30/01;</p> <p>b) The density is within, or greater than, the limits specified for the reference fuel specified in Annex 6 of volume 2 of ADR 30/01; and</p> <p>c) The cetane index is within, or less than, the limits specified for the reference fuel specified in Annex 6 of volume 2 of ADR 30/01; or</p> <p>ii) the specification of the fuel complies with the requirements of the Fuel Quality Standards (Automotive Diesel) Determination 2019.</p>
34/02	Child Restraint Anchorages and Child Restraint Anchor Fittings	Vehicles fitted with lower ISOFIX anchorages for two seating positions and associated top tether anchorages need not fit an additional centre top tether anchorage if required by ADR 34/02.

SCHEDULE 1

Exemptions to full Australian Design Rule compliance

ADR	Title	Exemptions
34/03	Child Restraint Anchorages and Child Restraint Anchor Fittings	Vehicles fitted with lower ISOFIX anchorages for two seating positions and associated top tether anchorages need not fit an additional centre top tether anchorage if required by ADR 34/03.
36/00	Exhaust Emission Control for Heavy Duty Vehicles	Where equipped with an exhaust catalytic converter as original equipment, a test is not required for ADR 36/00.
37/00	Emission control for light vehicles	<p>a) In lieu of the ADR 37/00 and ADR 37/01, vehicles that comply with the requirements of the IM 240 test specified in section LT3 of Vehicle Standards Bulletin 14 'National Code of Practice for Light Vehicle Construction and Modification' will be acceptable.</p> <p>Any distance accumulated prior to testing need not be in accordance with the requirements of the ADR.</p> <p>b) Separate tests are not required for vehicles with different transmissions</p> <p>c) The use of commercial premium unleaded petrol as a standard test fuel is acceptable provided the test facility has a fuel analysis certificate confirming that the specification of the fuel complies with the requirements of the Fuel Quality Standards (Petrol) Determination 2019.</p> <p>d) The emission limits for compliance are those in Table 3.1 of ADR 37/00.</p>
37/01	Emission control for light vehicles	<p>a) In lieu of the ADR 37/00 and ADR 37/01, vehicles that comply with the requirements of the IM 240 test specified in section LT3 of Vehicle Standards Bulletin 14 'National Code of Practice for Light Vehicle Construction and Modification' will be acceptable.</p> <p>Any distance accumulated prior to testing need not be in accordance with the requirements of the ADR.</p> <p>b) Separate tests are not required for vehicles with different transmissions</p> <p>c) The use of commercial premium unleaded petrol as a standard test fuel is acceptable provided the test facility has a fuel analysis certificate confirming that the specification of the fuel complies with the requirements of the Fuel Quality Standards (Petrol) Determination 2019</p> <p>d) The emission limits for compliance are those in Table 3.1 of ADR 37/01.</p>
39/00	External noise of motor cycles	Vehicles complying with ADR 83/00 or later are exempt from ADR 39/00.
41/00	Mandatory operation on unleaded petrol	All vehicles are exempt from the requirements of ADR41/00.

Exemptions to full Australian Design Rule compliance

ADR	Title	Exemptions
42/03	General safety requirements	Full evidence to the ADR requirements except that brake tubing and brake hoses marked as complying with SAE J1401 Jan 81 or FMVSS 106-74-38 FR31302, 1973 or DOT are sufficient to show compliance with Clause 16 of ADR 42/03.
42/04	General safety requirements	Full evidence to the ADR requirements except that brake tubing and brake hoses marked as complying with SAE J1401 Jan 81 or FMVSS 106-74-38 FR31302, 1973 or DOT are sufficient to show compliance Clause 15 of ADR 42/04.
42/05	General safety requirements	Vehicles complying with ADR 42/05 must also comply with ADR 90/00, ADR 91/00, ADR 92/00, ADR 93/00, ADR 94/00 and ADR 95/00. Where required by ADR 95/00 vehicles must comply with either ADR 23/03 or ADR 96/00.
44/00	Specific vehicle requirements	<p>For motorhomes and campervans, liquid petroleum gas (LPG) equipment may comply with Australian Standard 5601.1: 2013 in lieu of The Code Governing the Installation in Caravans of Liquefied Petroleum Gas Equipment and Appliances. Alternatively, a certificate that the design of the gas system complies with the requirements that apply to such vehicles in one Australian State or territory and issued by a licensed gas fitter will be accepted as evidence of compliance with LPG requirements.</p> <p>Where required, fire extinguishers may be fitted in accordance with Australian Standard 2444-2001 in lieu of AS 2444-1985.</p> <p>A certificate that the design of the mains wiring complies with the electrical requirements for such vehicles in one Australian State or Territory issued by a licensed electrician will be accepted as compliance with the mains electrical requirements in ADR 44/00.</p>
44/01	Specific vehicle requirements	<p>For motorhomes and campervans, liquid petroleum gas equipment may comply with Australian Standard 5601.1: 2013 in lieu of The Code Governing the Installation in Caravans of Liquefied Petroleum Gas Equipment and Appliances. Alternatively, a certificate that the design of the gas system complies with the requirements that apply to such vehicles in one Australian State or territory and issued by a licensed gas fitter will be accepted as evidence of compliance with LPG requirements.</p> <p>Where required, fire extinguishers may be fitted in accordance with Australian Standard 2444-2001 in lieu of AS 2444-1985.</p> <p>A certificate that the design of the mains wiring complies with the electrical requirements for such vehicles in one Australian State or Territory issued by a licensed electrician will be accepted as compliance with the mains electrical requirements in ADR 44/01.</p>

Exemptions to full Australian Design Rule compliance

ADR	Title	Exemptions
44/02	Specific vehicle requirements	<p>For motorhomes and campervans, liquid petroleum gas equipment may comply with Australian Standard 5601.1: 2013 in lieu of The Code Governing the Installation in Caravans of Liquefied Petroleum Gas Equipment and Appliances. Alternatively, a certificate that the design of the gas system complies with the requirements that apply to such vehicles in one Australian State or territory and issued by a licensed gas fitter will be accepted as evidence of compliance with LPG requirements.</p> <p>Where required, fire extinguishers may be fitted in accordance with Australian Standard 2444-2001 in lieu of AS 2444-1985.</p> <p>A certificate that the design of the mains wiring complies with the electrical requirements for such vehicles in one Australian State or Territory issued by a licensed electrician will be accepted as compliance with the mains electrical requirements in ADR 44/01.</p>
45/00	Lighting and light signalling devices not covered by ECE regulations	<p>For cornering lamps only, lamps shown to comply with the technical requirement of SAE J852b February 1965 are acceptable.</p> <p>Where lamps are tested the measured values for luminous intensity may deviate unfavourably by no more than 20% from the values specified in the ADR except where the deviation is already provided for in the ADR.</p> <p>Vehicles may comply with ADR 87 in lieu of ADR 45/00 for cornering lamps.</p> <p>Vehicles may comply with ADR 74 in lieu of ADR 45/00 for side marker lamps.</p>
45/01	Lighting and light signalling devices not covered by ECE regulations	<p>For cornering lamps only, lamps shown to comply with the technical requirement of SAE J852b February 1965 are acceptable.</p> <p>Where lamps are tested the measured values for luminous intensity may deviate unfavourably by no more than 20% from the values specified in the ADR except where the deviation is already provided for in the ADR.</p>
46/00	Headlamps	<p>Lamps marked as complying with SAE J579c or JIS D5500-1984 or their later versions are acceptable.</p> <p>Where lamps are tested the measured values for luminous intensity may deviate unfavourably by no more than 20% from the values specified in the ADR except where the deviation is already provided for in the ADR.</p>
47/00	Retroreflectors	<p>Where reflectors are tested the measured values for luminous intensity may deviate unfavourably by no more than 20% from the values specified in the ADR except where the deviation is already provided for in the ADR.</p>

Exemptions to full Australian Design Rule compliance

ADR	Title	Exemptions
48/00	Devices for illumination of rear registration plates	Where lamps are tested the measured values for luminous intensity may deviate unfavourably by no more than 20% from the values specified in the ADR except where the deviation is already provided for in the ADR.
49/00	Front and rear position (side) lamps, stop lamps and end-outline marker lamps	Where lamps are tested the measured values for luminous intensity may deviate unfavourably by no more than 20% from the values specified in the ADR except where the deviation is already provided for in the ADR.
50/00	Front fog lamps	Where lamps are tested the measured values for luminous intensity may deviate unfavourably by no more than 20% from the values specified in the ADR except where the deviation is already provided for in the ADR.
51/00	Filament lamps	Information to visually confirm that all filament globes fitted are of a category or type listed in the ADR or the alternative standards listed in Clause 7 of the ADR, is sufficient.
52/00	Rear fog lamps	Where lamps are tested the measured values for luminous intensity may deviate unfavourably by no more than 20% from the values specified in the ADR except where the deviation is already provided for in the ADR.
53/00	Front and rear position lamps, stop lamps, direction indicators and rear registration plate lamps for L-Group vehicles	Where lamps are tested the measured values for luminous intensity may deviate unfavourably by no more than 20% from the values specified in the ADR except where the deviation is already provided for in the ADR.
54/00	Headlamps for mopeds	Where lamps are tested the measured values for luminous intensity may deviate unfavourably by no more than 20% from the values specified in the ADR except where the deviation is already provided for in the ADR.
55/00	Headlamps for motor cycles	<p>Lamps marked as to SAE J584 December 1983 or SAE J584 April 1964 or JIS D5500-1995 for Asymmetric Grade C1 headlamps or a later version of these standards, are acceptable;</p> <p>Where lamps are tested the measured values for luminous intensity may deviate unfavourably by no more than 20% from the values specified in the ADR except where the deviation is already provided for in the ADR.</p>
56/00	Moped noise	Vehicles complying with ADR 83/00 or later are exempt from ADR 56.

SCHEDULE 1

Exemptions to full Australian Design Rule compliance

ADR	Title	Exemptions
58/00	Requirements for Omnibuses Designed for hire and reward	Vehicles may not comply with clause 58.6.2.2.
59/00	Standards for omnibus rollover strength	Compliance with the National Code of Practice Bulletin No. 7 Parts A and B - Design Parameters Necessary for Compliance with ADR 59/00 Omnibus Rollover Strength.
60/00	Centre high mounted stop lamp	Where lamps are tested the measured values for luminous intensity may deviate unfavourably by no more than 20% from the values specified in the ADR except where the deviation is already provided for in the ADR.
64/00	Heavy Goods Vehicles Designed for Use in Road Trains & B-Doubles	Compliance with Clauses 64.4 (Electrical requirements), 64.5.1 (Energy generating device) and 64.5.2 (Fitting of an anti-lock system on all axle groups as original equipment) in lieu of testing to Clause 64.5.2.1.
69/00	Full Frontal Impact Occupant Protection	A vehicle meeting the requirements of ADR 73/00, and fitted with Driver and Front Passenger frontal airbags as original equipment, is deemed to comply with this standard.
71/00	Temporary Use Spare Tyres	Not applicable to any vehicles.
73/00	Offset Frontal Impact Occupant Protection	A vehicle shown to comply with ADR 69/00 and clause 6 of Appendix A to ADR 73 that is fitted with dual airbags as original equipment is deemed to comply with this rule.
74/00	Side Marker Lamps	Where lamps are tested the measured values for luminous intensity may deviate unfavourably by no more than 20% from the values specified in the ADR except where the deviation is already provided for in the ADR.
75/00	Headlamp Cleaners	Must be fitted for all vehicles fitted with gas discharge or LED headlamps unless the evidence pack includes evidence the headlamp intensity is less than 2000 lumens.
76/00	Daytime Running Lamps	Where lamps are tested the measured values for luminous intensity may deviate unfavourably by no more than 20% from the values specified in the ADR except where the deviation is already provided for in the ADR.

SCHEDULE 1

Exemptions to full Australian Design Rule compliance

ADR	Title	Exemptions
77/00	Gas Discharge Headlamps	Where lamps are tested the measured values for luminous intensity may deviate unfavourably by no more than 20% from the values specified in the ADR except where the deviation is already provided for in the ADR.
79/00	Emission Control for Light Vehicles	For vehicles that run on unleaded petrol a) full evidence required except that any requirement to restrict the size of the filler inlet is not applicable and b) test facilities may at their discretion use test fuel that complies with the requirements for test fuel of the US EPA (CFR 40 part 86 paragraph 113-04 in lieu of the fuel requirements of the ADR. Details of the fuel specification must be included in the test report.
79/01	Emission Control for Light Vehicles	For vehicles that run on unleaded petrol a) full evidence required except that any requirement to restrict the size of the filler inlet is not applicable and b) test facilities may at their discretion use test fuel that complies with the requirements for test fuel of the US EPA (CFR 40 part 86 paragraph 113-04 in lieu of the fuel requirements of the ADR. Details of the fuel specification must be included in the test report.
79/02	Emission Control for Light Vehicles	For vehicles that run on unleaded petrol a) full evidence required except that any requirement to restrict the size of the filler inlet is not applicable and b) test facilities may at their discretion use test fuel that complies with the requirements for test fuel of the US EPA (CFR 40 part 86 paragraph 113-04 in lieu of the fuel requirements of the ADR. Details of the fuel specification must be included in the test report.
79/03	Emission Control for Light Vehicles	For vehicles that run on unleaded petrol a) full evidence required except that any requirement to restrict the size of the filler inlet is not applicable and b) test facilities may at their discretion use test fuel that complies with the requirements for test fuel of the US EPA (CFR 40 part 86 paragraph 113-04 in lieu of the fuel requirements of the ADR. Details of the fuel specification must be included in the test report.
79/04	Emission Control for Light Vehicles	For vehicles that run on unleaded petrol a) full evidence required except that any requirement to restrict the size of the filler inlet is not applicable and b) test facilities may at their discretion use test fuel that complies with the requirements for test fuel of the US EPA (CFR 40 part 86 paragraph 113-04 in lieu of the fuel requirements of the ADR. Details of the fuel specification must be included in the test report.

SCHEDULE 1

Exemptions to full Australian Design Rule compliance

ADR	Title	Exemptions
80/00	Emission Control for Heavy Vehicles	For vehicles which operate on diesel fuel, liquefied petroleum gas or natural gas evidence of compliance with Directive 1999/96/EC of the European Parliament and Council of 13 December 1999 amending Directive 88/77/EEC is acceptable. The requirements of Appendix B of ADR 80/00 must be met as specified in Clause 6.2.1 of ADR 80/00. As an alternative, vehicles which comply with an EEC whole of vehicle type approval directive which includes compliance with the appropriate EEC Directive identified above are also acceptable.
80/01	Emission Control for Heavy Vehicles	<p>a) For engines which operate on diesel, evidence of compliance with Directive 1999/96/EC of the European Parliament and Council of 13 December 1999 amending Directive 88/77/EEC as per the limit values in row B1 of Table 1 and row B1 of Table 2, in 1999/96/EC is acceptable.</p> <p>(b) For engines which operate on liquefied petroleum gas or natural gas, evidence of compliance with Directive 1999/96/EC of the European Parliament and Council of 13 December 1999 amending Directive 88/77/EEC as per the limit values in row B1 of Table 2, in 1999/96/EC is acceptable.</p> <p>As an alternative to the requirements above, vehicles which comply with an EEC whole of vehicle type approval directive which includes compliance with the appropriate EEC Directive identified above are also acceptable.</p>
81/00	Fuel Consumption Labelling for Light Vehicles	Not applicable for any vehicle categories.
81/01	Fuel Consumption Labelling for Light Vehicles	Not applicable for any vehicle categories.
81/02	Fuel Consumption Labelling for Light Vehicles	Not applicable for any vehicle categories.
82/00	Engine Immobilisers	<p>a) Evidence of compliance with EEC Directive 74/61/EEC or</p> <p>b) Evidence of compliance with AS/NZS4601:1999 and compliance with ADR82/00 Appendix A Clause 32.1.2 in regard to the prevention of unburnt fuel entering the exhaust where a catalytic converter is fitted or</p> <p>c) Vehicles shown to comply with Canadian National Standard CAN/ULC s338-98 are accepted as meeting the requirements of this ADR</p>
83/00	External Noise	<p>For vehicles fitted with an engine governor such that the vehicle is not able to achieve the required stationary noise engine speed of $\frac{3}{4}$ Engine Speed Maximum Power (ESMP):</p> <p>a) full evidence is required</p> <p>b) the stationary noise may be measured at the maximum governed speed, rather than $\frac{3}{4}$ ESMP.</p>

SCHEDULE 1

Exemptions to full Australian Design Rule compliance

ADR	Title	Exemptions
86/00	Parking Lamps	Where lamps are tested the measured values for luminous intensity may deviate unfavourably by no more than 20% from the values specified in the ADR except where the deviation is already provided for in the ADR.
87/00	Cornering Lamps	Where lamps are tested the measured values for luminous intensity may deviate unfavourably by no more than 20% from the values specified in the ADR except where the deviation is already provided for in the ADR.
94/00	Audible Warning	Vehicles complying with ADR 42/04 or earlier are exempt from ADR 94/00

Additional requirements for the conversion of vehicles from left to right hand drive

1. This schedule sets out the additional requirements for a vehicle to be modified from left to right hand drive. These requirements are in addition to other standards and requirements set out in this document, except where otherwise specified in this schedule.
2. For the purposes of this schedule, a Chartered Professional Engineer (CPEng) is a chartered professional engineer registered and recognised by Engineers Australia.

General Requirements

3. A conversion design must be produced for each type of vehicle to be converted from left to right hand drive. The conversion design is to set out the engineering requirements for the converted vehicle to meet the standards required by this schedule. The conversion design must be certified by a CPEng as meeting the standards.
4. Engineering requirements relate to the modification of the following safety systems:
 - a. steering;
 - b. braking;
 - c. occupant protection;
 - d. electrical and electronic;
 - e. seats, seatbelts and seatbelt anchorages; and
 - f. dashboard and vehicle controls.
5. Unless otherwise required by this schedule, the safety systems of a vehicle converted in accordance with a conversion design are to have equivalent performance to the vehicle prior to conversion. This means that the performance after conversion may not vary more than plus or minus (+ or -) 10 percent from the performance prior to conversion.
6. For the purposes of paragraph 5 of this document, 'performance' means the value(s) of the parameter(s) that are used, or could reasonably be expected to be used, to rate or characterise the system or constituent components – size, capacity, strength, energy absorption, durability range of motion, etc.
7. The converted vehicle must be marked with a warning label where the vehicle has been exempted from complying with Australian Design Rules (ADRs), as specified in this Schedule or elsewhere in this document and
 - a. the level of compliance with those ADRs has not been tested; or
 - b. the level of compliance has been tested and the vehicle does not comply with one or more ADR.
8. The warning label must:
 - a. be permanent and durable;
 - b. have dimensions of at least 100mm (width) by 30mm (height) and have lettering at least 4mm high. Text to be coloured red on white background;
 - c. be mounted in a prominent position within the vehicle so that the occupants may see the label at all times;

Additional requirements for the conversion of vehicles from left to right hand drive

- d. be provided in the vehicle's handbook supplied with the vehicle; and
- e. contain the following text (ADRs which do not apply to the vehicle or to which the vehicle has been tested in full may be deleted from the text):

This vehicle has been converted from left-hand to right-hand drive and has not been shown to comply with Australian Design Rule 10/... Steering Column, Australian Design Rule 69/... Full Frontal Impact Occupant Protection, Australian Design Rule 72/... Dynamic Side Impact Occupant Protection, Australian Design Rule 73/... Offset Frontal Impact Protection, and Australian Design Rule 85/... Pole Side Impact Performance. It may not provide the level of occupant protection required by these Australian Design Rules.

9. The conversion design must result in a conversion that is of a quality consistent with the requirements of the Consumer Guarantee under the Australian Consumer Law: www.accc.gov.au/consumers/consumer-rights-guarantees/consumer-guarantees.
10. In this Schedule, vehicle structure means the parts of a vehicle that are integral to the vehicle, including the following:
 - a. vehicle chassis;
 - b. vehicle frame;
 - c. monocoque frame.
11. To maintain the integrity of the vehicle structure, the conversion design must ensure that modifications to the vehicle structure are only carried out where no alternative is viable. Where modifications to the structure are required, the conversion design must result in integrity consistent with the original vehicle.
12. Assessment of the integrity of the converted vehicle structure must include analysis of the following:
 - a. loads expected to be carried by the structure, including fatigue loads, peak loads, and loads as a result of a vehicle crash to within + or – 10 percent of the original vehicle;
 - b. shape of the structure, including its symmetry;
 - c. material properties of the structure;
 - d. how it deforms under crash loads in a particular way (e.g. crumple zones) - where the original vehicle was designed to deform under crash loads;
 - e. the most appropriate method of modification for structures of the type, taking into account the:
 - i. properties of the structure;
 - ii. equipment available to perform the modification; and
 - iii. types of checks that are needed to confirm the modification has been successfully performed.
13. Selection of components for the converted vehicle must support the:

Additional requirements for the conversion of vehicles from left to right hand drive

- a. mounting arrangements for the component;
 - b. expected loads the component will bear; and
 - c. interface of the component with other systems in the vehicle.
14. The conversion design must require that original equipment components are retained where possible.
15. Where original components are unsuitable for the conversion and equivalent components from right-hand drive variants within the model range are compatible, the conversion design must require that the equivalent components be used to replace the original components.
16. If equivalent components are not compatible or available, the conversion design must use compatible components designed for other models of vehicle.
17. Where load-bearing components (e.g. linkages, joints, gears, arms) are modified or replaced, the conversion design must demonstrate that the replacement components are consistent with the components from the original vehicle in relation to:
- a. the 'factor of safety' where there are peak or shock loads; and
 - b. fatigue life where components are susceptible to high cycle fluctuating loads.
18. The factor of safety refers to the load that the manufacturer has designed the component to bear in excess of the expected normal load on the component.

Requirements for steering systems

19. The conversion design must ensure that the performance of the following aspects of the steering system in the converted vehicle remain consistent with the original vehicle:
- a. Steering effort (both assisted and when unassisted following failure of steering assist system(s)); and
 - b. Electronic stability control and other systems augmenting or correcting control of vehicle dynamics.
20. The requirements set out in paragraph 19 of this document are to be assessed in relation to, at a minimum, sensor related effects (including steering torque, steering position and steering speed sensors) and steering kinematics related effects (design changes to moving components).
21. The evidence provided in the application must demonstrate that, after completion of the conversion:
- a. steering and suspension components move freely throughout the suspension's full range of suspension travel; and
 - b. the steering moves freely whilst the axle is at its full wheel articulation on the opposing side of the vehicle.
22. For vehicles not exceeding 4.5 tonnes Gross Vehicle Mass (GVM), both the original and converted vehicle must undergo the lane change manoeuvre test. The test is outlined in section LT of Vehicle Standards Bulletin 14 - National Code of Practice for Light Vehicle

Additional requirements for the conversion of vehicles from left to right hand drive

Construction and Modification (NCOP), which is available at www.infrastructure.gov.au/vehicles/vehicle_regulation/bulletin/vsb_ncop.aspx.

23. For vehicles exceeding 4.5 tonnes GVM, both the original and converted vehicle must execute a single lane change test as specified in ISO 14791: 2000 Road vehicles — Heavy commercial vehicle combinations and articulated buses — Lateral stability test methods, available at www.iso.org/standard/25560.html.
24. In all cases, the converted vehicle test must achieve the same speed test result as the original vehicle during the lane change manoeuvre tests. In measuring other aspects of lane change tests, results for the converted vehicle may vary up to +/- 10 percent from that of the original vehicle.
25. The following handling characteristics of the converted vehicle must be equivalent to those of the original vehicle within the tolerances specified below as the specifications of the original vehicle:
 - a. Turning circle in both clockwise and counter clockwise directions – tolerance within + or – 100mm of the original vehicle;
 - b. Suspension travel – tolerance within + or – 10mm of the original vehicle;
 - c. For passenger vehicles, peak lateral acceleration in both clockwise and counter clockwise directions under ISO 4138:2012(en) Passenger cars — Steady-state circular driving behaviour — Open-loop test methods, available at www.iso.org/standard/54143.html - tolerance within + or – 5 percent of the original vehicle; and
 - d. For non-passenger vehicles, the vehicle must execute a single sine-wave lateral acceleration input as specified in ISO 14791: 2000 Road vehicles — Heavy commercial vehicle combinations and articulated buses — Lateral stability test methods, available at www.iso.org/standard/25560.html - tolerance within + or – 5 percent of the original vehicle.
26. Where a vehicle is fitted by the original manufacturer, with a function to allow operation of the Lane Keep Assist Systems (LKAS) on the left hand side of the road, evidence provided must show that the system is suitable for operation on Australian roads.
27. Vehicles fitted with other LKAS must meet the requirements of ISO 11270:2014(en) Intelligent transport systems — Lane keeping assistance systems (LKAS) — Performance requirements and test procedures which is available: www.iso.org/obp/ui/#iso:std:iso:11270:ed-1:v1:en.

Requirements for braking systems

28. The conversion design must provide for braking system controls to be relocated on the right hand side of the vehicle.
29. The relocated braking system must not result in significant changes to braking and stability performance of:
 - a. the peak deceleration (m/s²);
 - b. pedal load (N); and

Additional requirements for the conversion of vehicles from left to right hand drive

- c. brake fade-resistance under high ambient temperatures (including temperature within the engine bay). [Note this is to ensure the repositioned braking components are not affected by continuous brake applications or that the re-design of the braking system results in an unintended consequence such as heat generated in the engine bay that will cause a brake failure.]
30. Where operation of Autonomous Emergency Braking (AEB) systems is fitted by the original manufacturer, with a function to allow operation on the left hand side of the road, evidence provided must show that the system is suitable for operation on Australian roads. In all other cases, converted vehicles fitted with AEB must meet the standards set out in SAE J3087 - Automatic Emergency Braking (AEB) System Performance Testing J3087_201710 which is available: www.sae.org/standards/content/j3087_201710/

Requirements relating to occupant protection systems

31. The conversion design must result in all occupant protection systems fitted by the original manufacturer continuing to function as intended.
32. Vehicles not exceeding 4.5 tonnes GVM must undergo a beaming and torsion test before and after conversion as set out in section LH Body Modifications Chapter 4 of Vehicle Standards Bulletin 14 – National Code Of Practice for Light Vehicle Construction and Modification (NCOP) 6 (VSB 14). VSB 14 is available at www.infrastructure.gov.au/vehicles/vehicle_regulation/bulletin/vsb_ncop.aspx
33. Test results from the beaming and torsion test must identify if the structure is asymmetrical or symmetrical between the left and right-hand frontal crush zones.
34. Where the vehicle has an asymmetrical frontal crush structure, the conversion design must result in a vehicle suitable for use on Australian roads. This may be demonstrated by confirming the vehicle has:
- a. an energy absorbing structure that reflects the changed side of the road and the position of the driver within the vehicle; or
 - b. evidence that the vehicle meets applicable Australian Design Rules 10/..., 69/..., 72/..., 73/... and 85/....
35. The evidence provided must demonstrate that, where fitted by the original manufacturer, the passenger airbag does not cause any additional injuries to any occupants on deployment. The passenger airbag must be deployed after conversion to demonstrate that modifications made to the airbag mounting and brackets, dash pad and panels and airbag exit points will not cause such injuries. The airbag must be triggered by a simulated crash pulse via the sensors and wiring to confirm the sensors and wiring are correct after modification.

Requirements for electrical and electronic systems

36. Where the conversion design requires modifications to the electronic hardware and software, including Controller Area Network bus (CAN bus) systems, the evidence provided must demonstrate that modifications are supported by the original manufacturer of the vehicle or components.
37. Where the vehicle is fitted with sensors or devices that trigger safety systems, the conversion design must take into account the handedness of these sensors.



SCHEDULE 2

Additional requirements for the conversion of vehicles from left to right hand drive

38. All electronic and electrical modifications must comply with the relevant requirements of the Automotive Electronics Council (AEC) – Q100 and AEC – Q200. Copies of AEC standards are available at www.aecouncil.com/AECDocuments.html.
39. Requirements for dashboard and vehicle controls
40. Driver malfunction indicator lamp/s or on-board diagnostic system fault codes must not be present after the conversion process, indicating that there are no faults or malfunctions in the converted vehicle.

Exemptions to ADR compliance for specific components or classes of vehicles, due to acceptable deterioration

ADR	Title	Deterioration factors
01/00	Reversing Lamps	Lamp is to not be cracked or faded
04/00	Seatbelts	Seatbelts must not be cut, frayed or damaged. Seatbelts with Emergency Locking Retractors must be shown to lock when the seatbelt is rapidly withdrawn from the retractor.
04/01	Seatbelts	Seatbelts must not be cut, frayed or damaged. Seatbelts with Emergency Locking Retractors must be shown to lock when the seatbelt is rapidly withdrawn from the retractor.
04/02	Seatbelts	Seatbelts must not be cut, frayed or damaged. Seatbelts with Emergency Locking Retractors must be shown to lock when the seatbelt is rapidly withdrawn from the retractor.
04/03	Seatbelts	Seatbelts must not be cut, frayed or damaged. Seatbelts with Emergency Locking Retractors must be shown to lock when the seatbelt is rapidly withdrawn from the retractor.
04/04	Seatbelts	Seatbelts must not be cut, frayed or damaged. Seatbelts with Emergency Locking Retractors must be shown to lock when the seatbelt is rapidly withdrawn from the retractor.
04/05	Seatbelts	Seatbelts must not be cut, frayed or damaged. Seatbelts with Emergency Locking Retractors must be shown to lock when the seatbelt is rapidly withdrawn from the retractor.
04/06	Seatbelts	Seatbelts must not be cut, frayed or damaged. Seatbelts with Emergency Locking Retractors must be shown to lock when the seatbelt is rapidly withdrawn from the retractor.
06/00	Direction Indicators	Lamp is to not be cracked or faded
07/00	Hydraulic Brake Hoses	Brake hoses must not be damaged

Exemptions to ADR compliance for specific components or classes of vehicles, due to acceptable deterioration

ADR	Title	Deterioration factors
08/00	Safety Glazing Materials	Safety glazing must not be cracked Safety glazing must not be fitted with window tint film
08/01	Safety Glazing Materials	Safety glazing must not be cracked Safety glazing must not be fitted with window tint film
13/00	Installation of Lighting and Light-Signalling Devices on other than L-group Vehicles	The location of lamps on used vehicles must be within 50mm of the value specified in the ADR 13 evidence for vertical requirements and within 10mm for horizontal measurements.
19/00	Installation of Lighting and Light-Signalling Devices on L-group Vehicles	The location of lamps on used vehicles must be within 50mm of the value specified in the ADR 19 evidence for vertical requirements and within 10mm for horizontal measurements.
19/01	Installation of Lighting and Light-Signalling Devices on L-group Vehicles	The location of lamps on used vehicles must be within 50mm of the value specified in the ADR 19 evidence for vertical requirements and within 10mm for horizontal measurements.
19/02	Installation of Lighting and Light-Signalling Devices on L-group Vehicles	The location of lamps on used vehicles must be within 50mm of the value specified in the ADR 19 evidence for vertical requirements and within 10mm for horizontal measurements.
23/00	Passenger Car Tyres	Tyres fitted are of the same specification as set out in the evidence. Tyres may be used, but must not be retreaded, must not have cuts or chips on the sidewall and the tread must not be worn beyond the tread wear indicators. Tyres must not have puncture repairs Tyres must not be more than 5 years old
23/01	Passenger Car Tyres	Tyres fitted are of the same specification as set out in the evidence. Tyres may be used, but must not be retreaded, must not have cuts or chips on the sidewall and the tread must not be worn beyond the tread wear indicators. Tyres must not have puncture repairs Tyres must not be more than 5 years old

Exemptions to ADR compliance for specific components or classes of vehicles, due to acceptable deterioration

ADR	Title	Deterioration factors
23/02	Passenger Car Tyres	<p>Tyres fitted are of the same specification as set out in the evidence.</p> <p>Tyres may be used, but must not be retreaded, must not have cuts or chips on the sidewall and the tread must not be worn beyond the tread wear indicators.</p> <p>Tyres must not have puncture repairs</p> <p>Tyres must not be more than 5 years old</p>
23/03	Passenger Car Tyres	<p>Tyres fitted are of the same specification as set out in the evidence.</p> <p>Tyres may be used, but must not be retreaded, must not have cuts or chips on the sidewall and the tread must not be worn beyond the tread wear indicators.</p> <p>Tyres must not have puncture repairs</p> <p>Tyres must not be more than 5 years old</p>
28/01	External Noise of Motor Vehicles	<p>A used vehicle will be accepted as complying with this requirement if the results of a stationary noise test conducted on the vehicle give a noise result that does not exceed the result provided in the evidence to demonstrate compliance with ADR 28/01 and the specification of the exhaust system is identical to that in the evidence.</p>
30/00	Smoke Emission Control for Diesel Vehicles	<p>A used vehicle will be accepted as meeting this requirement if</p> <ol style="list-style-type: none"> The fuel system and engine is serviced in accordance with the original o manufacturer service procedures for a major service. Air and fuel filters are replaced with new items of the same specification as set out in the evidence Fuel injectors and fuel pump are serviced to manufacturer's specifications or replaced with new items to original equipment specifications. Unless faulty, parts replacement is not required for vehicles less than 1 year old at time of inspection except as required in servicing for item a above.

Exemptions to ADR compliance for specific components or classes of vehicles, due to acceptable deterioration

ADR	Title	Deterioration factors
30/01	Smoke Emission Control for Diesel Vehicles	<p>A used vehicle will be accepted as meeting this requirement if</p> <ul style="list-style-type: none"> a. The fuel system and engine is serviced in accordance with the original o manufacturer service procedures for a major service. b. Air and fuel filters are replaced with new items of the same specification as set out in the evidence c. Fuel injectors and fuel pump are serviced to manufacturer's specifications or replaced with new items to original equipment specifications. d. Unless faulty, parts replacement is not required for vehicles less than 1 year old at time of inspection except as required in servicing for item a above.
31/00	Brake Systems for Passenger Cars	<p>A used vehicle will be accepted as complying with this requirement if :</p> <p>The brake fluid is replaced with new brake fluid.</p> <p>Brake pads and linings exceed the manufacturer's minimum recommended thickness.</p> <p>Brake rotors and drums exceed the manufacturer's minimum recommended thickness.</p>
31/01	Brake Systems for Passenger Cars	<p>A used vehicle will be accepted as complying with this requirement if :</p> <p>The brake fluid is replaced with new brake fluid.</p> <p>Brake pads and linings exceed the manufacturer's minimum recommended thickness.</p> <p>Brake rotors and drums exceed the manufacturer's minimum recommended thickness.</p>
31/02	Brake Systems for Passenger Cars	<p>A used vehicle will be accepted as complying with this requirement if :</p> <p>The brake fluid is replaced with new brake fluid.</p> <p>Brake pads and linings exceed the manufacturer's minimum recommended thickness.</p> <p>Brake rotors and drums exceed the manufacturer's minimum recommended thickness.</p>

Exemptions to ADR compliance for specific components or classes of vehicles, due to acceptable deterioration

ADR	Title	Deterioration factors
31/03	Brake Systems for Passenger Cars	<p>A used vehicle will be accepted as complying with this requirement if :</p> <p>The brake fluid is replaced with new brake fluid.</p> <p>Brake pads and linings exceed the manufacturer's minimum recommended thickness.</p> <p>Brake rotors and drums exceed the manufacturer's minimum recommended thickness.</p>
31/04	Brake Systems for Passenger Cars	<p>A used vehicle will be accepted as complying with this requirement if :</p> <p>The brake fluid is replaced with new brake fluid.</p> <p>Brake pads and linings exceed the manufacturer's minimum recommended thickness.</p> <p>Brake rotors and drums exceed the manufacturer's minimum recommended thickness.</p>
33/00	Brake Systems for Motorcycles and Mopeds	<p>A used vehicle will be accepted as complying with this requirement if :</p> <p>The brake fluid is replaced with new brake fluid.</p> <p>Brake pads and linings exceed the manufacturer's minimum recommended thickness.</p> <p>Brake rotors and drums exceed the manufacturer's minimum recommended thickness.</p>
33/01	Brake Systems for Motorcycles and Mopeds	<p>A used vehicle will be accepted as complying with this requirement if :</p> <p>The brake fluid is replaced with new brake fluid.</p> <p>Brake pads and linings exceed the manufacturer's minimum recommended thickness.</p> <p>Brake rotors and drums exceed the manufacturer's minimum recommended thickness.</p>
35/00	Commercial Vehicle Brake Systems	<p>A used vehicle will be accepted as complying with this requirement if :</p> <p>The brake fluid is replaced with new brake fluid.</p> <p>Brake pads and linings exceed the manufacturer's minimum recommended thickness.</p> <p>Brake rotors and drums exceed the manufacturer's minimum recommended thickness.</p>

Exemptions to ADR compliance for specific components or classes of vehicles, due to acceptable deterioration

ADR	Title	Deterioration factors
35/01	Commercial Vehicle Brake Systems	<p>A used vehicle will be accepted as complying with this requirement if :</p> <p>The brake fluid is replaced with new brake fluid.</p> <p>Brake pads and linings exceed the manufacturer's minimum recommended thickness.</p> <p>Brake rotors and drums exceed the manufacturer's minimum recommended thickness.</p>
35/02	Commercial Vehicle Brake Systems	<p>A used vehicle will be accepted as complying with this requirement if :</p> <p>The brake fluid is replaced with new brake fluid.</p> <p>Brake pads and linings exceed the manufacturer's minimum recommended thickness.</p> <p>Brake rotors and drums exceed the manufacturer's minimum recommended thickness.</p>
35/03	Commercial Vehicle Brake Systems	<p>A used vehicle will be accepted as complying with this requirement if :</p> <p>The brake fluid is replaced with new brake fluid.</p> <p>Brake pads and linings exceed the manufacturer's minimum recommended thickness.</p> <p>Brake rotors and drums exceed the manufacturer's minimum recommended thickness.</p>
35/04	Commercial Vehicle Brake Systems	<p>A used vehicle will be accepted as complying with this requirement if :</p> <p>The brake fluid is replaced with new brake fluid.</p> <p>Brake pads and linings exceed the manufacturer's minimum recommended thickness.</p> <p>Brake rotors and drums exceed the manufacturer's minimum recommended thickness.</p>
35/05	Commercial Vehicle Brake Systems	<p>A used vehicle will be accepted as complying with this requirement if :</p> <p>The brake fluid is replaced with new brake fluid.</p> <p>Brake pads and linings exceed the manufacturer's minimum recommended thickness.</p> <p>Brake rotors and drums exceed the manufacturer's minimum recommended thickness.</p>

Exemptions to ADR compliance for specific components or classes of vehicles, due to acceptable deterioration

ADR	Title	Deterioration factors
35/06	Commercial Vehicle Brake Systems	<p>A used vehicle will be accepted as complying with this requirement if :</p> <p>The brake fluid is replaced with new brake fluid.</p> <p>Brake pads and linings exceed the manufacturer's minimum recommended thickness.</p> <p>Brake rotors and drums exceed the manufacturer's minimum recommended thickness.</p>
36/00	Exhaust Emission Control for Heavy Duty Vehicles	<p>A used vehicle will be accepted as meeting this requirement if the fuel system and engine is serviced and tuned as specified by the original vehicle manufacturer for a major service.</p> <p>If fitted, the following components are replaced with new items to the specification set out in the evidence:</p> <p>Charcoal Canister, Air Filter, and Fuel Filter.</p>
37/00	Emission Control for Light Vehicles	<p>A used vehicle will be accepted as meeting this requirement if the engine management system to be serviced and tuned as specified by the original vehicle manufacturer for a major service. If fitted, the following components are replaced with new components to the specification set out in evidence: Charcoal Canister, Air Filter, and Fuel Filter. Fuel cap, Oxygen (Lambda) Sensor and Exhaust Gas Recirculation Valve to be shown as within applicable specification or replaced with new items to original equipment specification. Vehicle must be tested to show it meets the relevant idle emissions limit values for the vehicle (as stated in the manufacturer's service manual).</p>
37/01	Emission Control for Light Vehicles	<p>A used vehicle will be accepted as meeting this requirement if the engine management system to be serviced and tuned as specified by the original vehicle manufacturer for a major service. If fitted, the following components are replaced with new components to the specification set out in evidence: Charcoal Canister, Air Filter, and Fuel Filter. Fuel cap, Oxygen (Lambda) Sensor and Exhaust Gas Recirculation Valve to be shown as within applicable specification or replaced with new items to original equipment specification. Vehicle must be tested to show it meets the relevant idle emissions limit values for the vehicle (as stated in the manufacturer's service manual).</p>
39/00	External Noise of Motor Cycles	<p>A used vehicle will be accepted as complying with this requirement if the results of a stationary noise test conducted on the vehicle give a noise result that does not exceed the result provided in the evidence to demonstrate compliance with ADR 39/00 and the specification of the exhaust system is identical to that in the evidence.</p>
42/03	General safety requirements	<p>Brake hoses must not be cracked or perished.</p>

Exemptions to ADR compliance for specific components or classes of vehicles, due to acceptable deterioration

ADR	Title	Deterioration factors
42/04	General safety requirements	Brake hoses must not be cracked or perished.
42/05	General safety requirements	Brake hoses must not be cracked or perished.
43/00	Vehicle Configuration & Dimensions	Vehicles must fall within the ADR 43/00 dimensional limits, but may vary by 50mm for heights and 10mm for width and length
43/01	Vehicle Configuration & Dimensions	Vehicles must fall within the ADR 43/01 dimensional limits, but may vary by 50mm for heights and 10mm for width and length
43/02	Vehicle Configuration & Dimensions	Vehicles must fall within the ADR 43/02 dimensional limits, but may vary 50mm for heights and 10mm for width and length
43/03	Vehicle Configuration & Dimensions	Vehicles must fall within the ADR 43/03 dimensional limits, but may vary by 50mm for heights and 10mm for width and length
43/04	Vehicle Configuration & Dimensions	Vehicles must fall within the ADR 43/04 dimensional limits, but may vary by 50mm for heights and 10mm for width and length
45/00	Lighting & Light Signalling Devices not Covered by ECE Regulations	Lamp is to not be cracked or faded.
45/01	Lighting & Light Signalling Devices not Covered by ECE Regulations	Lamp is to not be cracked or faded.
46/00	Headlamps	Lamp is to not be cracked or faded.
47/00	Retroreflectors	Lamp is to not be cracked or faded.
48/00	Devices for Illumination of Rear Registration Plates	Lamp is to not be cracked or faded.

Exemptions to ADR compliance for specific components or classes of vehicles, due to acceptable deterioration

ADR	Title	Deterioration factors
49/00	Front and Rear Position (Side) Lamps, Stop lamps and End-outline Marker Lamps	Lamp is to not be cracked or faded.
50/00	Front Fog Lamps	Lamp is to not be cracked or faded.
51/00	Filament Lamps	Lamp is to not be cracked or faded.
52/00	Rear Fog Lamps	Lamp is to not be cracked or faded.
53/00	Front and Rear Position Lamps, Stop Lamps, Direction Indicators & Rear Registration Plate Lamps for L-Group vehicles	Lamp is to not be cracked or faded.
54/00	Headlamps for Mopeds	Lamp is to not be cracked or faded.
55/00	Headlamps for Motor Cycles	Lamp is to not be cracked or faded.
56/00	Moped Noise	A used vehicle will be accepted as complying with this requirement if the results of a stationary noise test conducted on the vehicle give a noise result that does not exceed the result provided in the evidence to demonstrate compliance with ADR 56/00 and the specification of the exhaust system is identical to that in the evidence.
60/00	Centre High Mounted Stop Lamp	Lamp is to not be cracked or faded.
67/00	Installation of Lighting and Light-Signalling Devices on Three-Wheeled Vehicles	The location of lamps on used vehicles must be within 50mm of the value specified in the ADR 67/00 evidence for vertical requirements and within 10mm for horizontal measurements.
69/00	Full Frontal Impact Occupant Protection	Airbag warning lamp must be functioning and not show errors with airbag system. Seatbelt warning lamp must function.

Exemptions to ADR compliance for specific components or classes of vehicles, due to acceptable deterioration

ADR	Title	Deterioration factors
70/00	Exhaust Emission Control for Diesel Engined Vehicles	<p>A used vehicle will be accepted as complying with this requirement if: the engine management system is serviced to manufacturer's specification for a major service.</p> <p>b) Air and fuel filters are replaced with new items to original equipment specifications.</p> <p>c) Fuel injectors and fuel pump are serviced to manufacturer's specifications or replaced with new items to the specification set out in evidence for ADR 70/00.</p>
72/00	Dynamic Side Impact Occupant Protection	Airbag warning lamp must be functioning and not show errors with airbag system. Airbag must not be obstructed (for example by a seat cover)
73/00	Offset Frontal Impact Occupant Protection	Airbag warning lamp must be functioning and not show errors with airbag system.
74/00	Side Marker Lamps	lamps must not be cracked or faded
76/00	Daytime Running Lamps	lamps must not be cracked or faded
77/00	Gas Discharge Headlamps	lamps must not be cracked or faded

Exemptions to ADR compliance for specific components or classes of vehicles, due to acceptable deterioration

ADR	Title	Deterioration factors
79/00	Emission Control for Light Vehicles	<p>A used vehicle will be accepted as complying with this requirement if :</p> <p>(a) The emission control system is serviced and tuned as specified by the original vehicle manufacturer for a major service.</p> <p>(b) If fitted, the following components are replaced with new components to the specification set out in ADR 79/00 evidence, Charcoal Canister, Air Filter, and Fuel Filter.</p> <p>(i) Fuel cap, Oxygen (Lambda) Sensor and Exhaust Gas Recirculation Valve to be shown as within applicable specification or replaced.</p> <p>(ii) if fitted with on board diagnostic system, the system must be shown to be working and no error codes exist for the vehicle.</p> <p>(iii) if not fitted with on board diagnostic system, the vehicle must be tested for idle emissions levels and must not exceed the manufacturer's specified levels.</p> <p>(c) Evaporative loss system to be tested:</p> <p>(i) by applying a pressure of 3.5+/- 0.25 kPa (or other pressure as specified by the original vehicle manufacturer) for 5 minutes when the pressure must not drop by more than 35% of the initial test pressure or</p> <p>(ii) where an on board diagnostic system is fitted as original equipment which can be shown to confirm the evaporative loss system integrity: show that it is operating as intended (e.g. by removing the fuel cap and testing the system to show up the fault and confirming no fault exists when the cap is replaced).</p> <p>(d) Unless faulty, replacement of parts listed at item (b) above is not required except where required for servicing as required in item (a).</p>

Exemptions to ADR compliance for specific components or classes of vehicles, due to acceptable deterioration

ADR	Title	Deterioration factors
79/01	Emission Control for Light Vehicles	<p>A used vehicle will be accepted as complying with this requirement if :</p> <p>(a) The emission control system is serviced and tuned as specified by the original vehicle manufacturer for a major service.</p> <p>(b) If fitted, the following components are replaced with new components to the specification set out in ADR 79/01 evidence, Charcoal Canister, Air Filter, and Fuel Filter.</p> <p>(i) Fuel cap, Oxygen (Lambda) Sensor and Exhaust Gas Recirculation Valve to be shown as within applicable specification or replaced.</p> <p>(ii) if fitted with on board diagnostic system, the system must be shown to be working and no error codes exist for the vehicle.</p> <p>(iii) if not fitted with on board diagnostic system, the vehicle must be tested for idle emissions levels and must not exceed the manufacturer's specified levels.</p> <p>(c) Evaporative loss system to be tested:</p> <p>(i) by applying a pressure of 3.5+/- 0.25 kPa (or other pressure as specified by the original vehicle manufacturer) for 5 minutes when the pressure must not drop by more than 35% of the initial test pressure or</p> <p>(ii) where an on board diagnostic system is fitted as original equipment which can be shown to confirm the evaporative loss system integrity: show that it is operating as intended (e.g. by removing the fuel cap and testing the system to show up the fault and confirming no fault exists when the cap is replaced).</p> <p>(d) Unless faulty, replacement of parts listed at item (b) above is not required except where required for servicing as required in item (a).</p>

Exemptions to ADR compliance for specific components or classes of vehicles, due to acceptable deterioration

ADR	Title	Deterioration factors
79/02	Emission Control for Light Vehicles	<p>A used vehicle will be accepted as complying with this requirement if :</p> <p>(a) The emission control system is serviced and tuned as specified by the original vehicle manufacturer for a major service.</p> <p>(b) If fitted, the following components are replaced with new components to the specification set out in ADR 79/02 evidence, Charcoal Canister, Air Filter, and Fuel Filter.</p> <p>(i) Fuel cap, Oxygen (Lambda) Sensor and Exhaust Gas Recirculation Valve to be shown as within applicable specification or replaced.</p> <p>(ii) if fitted with on board diagnostic system, the system must be shown to be working and no error codes exist for the vehicle.</p> <p>(iii) if not fitted with on board diagnostic system, the vehicle must be tested for idle emissions levels and must not exceed the manufacturer's specified levels.</p> <p>(c) Evaporative loss system to be tested:</p> <p>(i) by applying a pressure of 3.5+/- 0.25 kPa (or other pressure as specified by the original vehicle manufacturer) for 5 minutes when the pressure must not drop by more than 35% of the initial test pressure or</p> <p>(ii) where an on board diagnostic system is fitted as original equipment which can be shown to confirm the evaporative loss system integrity: show that it is operating as intended (e.g. by removing the fuel cap and testing the system to show up the fault and confirming no fault exists when the cap is replaced).</p> <p>(d) Unless faulty, replacement of parts listed at item (b) above is not required except where required for servicing as required in item (a).</p>

Exemptions to ADR compliance for specific components or classes of vehicles, due to acceptable deterioration

ADR	Title	Deterioration factors
79/03	Emission Control for Light Vehicles	<p>A used vehicle will be accepted as complying with this requirement if :</p> <p>(a) The emission control system is serviced and tuned as specified by the original vehicle manufacturer for a major service.</p> <p>(b) If fitted, the following components are replaced with new components to the specification set out in ADR 79/03 evidence, Charcoal Canister, Air Filter, and Fuel Filter.</p> <p>(i) Fuel cap, Oxygen (Lambda) Sensor and Exhaust Gas Recirculation Valve to be shown as within applicable specification or replaced.</p> <p>(ii) if fitted with on board diagnostic system, the system must be shown to be working and no error codes exist for the vehicle.</p> <p>(iii) if not fitted with on board diagnostic system, the vehicle must be tested for idle emissions levels and must not exceed the manufacturer's specified levels.</p> <p>(c) Evaporative loss system to be tested:</p> <p>(i) by applying a pressure of 3.5+/- 0.25 kPa (or other pressure as specified by the original vehicle manufacturer) for 5 minutes when the pressure must not drop by more than 35% of the initial test pressure or</p> <p>(ii) where an on board diagnostic system is fitted as original equipment which can be shown to confirm the evaporative loss system integrity: show that it is operating as intended (e.g. by removing the fuel cap and testing the system to show up the fault and confirming no fault exists when the cap is replaced).</p> <p>(d) Unless faulty, replacement of parts listed at item (b) above is not required except where required for servicing as required in item (a).</p>

Exemptions to ADR compliance for specific components or classes of vehicles, due to acceptable deterioration

ADR	Title	Deterioration factors
79/04	Emission Control for Light Vehicles	<p>A used vehicle will be accepted as complying with this requirement if :</p> <p>(a) The emission control system is serviced and tuned as specified by the original vehicle manufacturer for a major service.</p> <p>(b) If fitted, the following components are replaced with new components to the specification set out in ADR 79/04 evidence, Charcoal Canister, Air Filter, and Fuel Filter.</p> <p>(i) Fuel cap, Oxygen (Lambda) Sensor and Exhaust Gas Recirculation Valve to be shown as within applicable specification or replaced.</p> <p>(ii) if fitted with on board diagnostic system, the system must be shown to be working and no error codes exist for the vehicle.</p> <p>(iii) if not fitted with on board diagnostic system, the vehicle must be tested for idle emissions levels and must not exceed the manufacturer's specified levels.</p> <p>(c) Evaporative loss system to be tested:</p> <p>(i) by applying a pressure of 3.5+/- 0.25 kPa (or other pressure as specified by the original vehicle manufacturer) for 5 minutes when the pressure must not drop by more than 35% of the initial test pressure or</p> <p>(ii) where an on board diagnostic system is fitted as original equipment which can be shown to confirm the evaporative loss system integrity: show that it is operating as intended (e.g. by removing the fuel cap and testing the system to show up the fault and confirming no fault exists when the cap is replaced).</p> <p>(d) Unless faulty, replacement of parts listed at item (b) above is not required except where required for servicing as required in item (a).</p>
80/00	Emission Control for Heavy Vehicles	<p>A used vehicle will be accepted as complying with this requirement if:</p> <p>a) The fuel system and engine are serviced to manufacturer's specification for a major service.</p> <p>b) If fitted, fuel injectors and fuel pump are serviced to manufacturer' specifications or replaced with new items.</p> <p>c) If fitted, Charcoal Canister, Air Filter, and Fuel Filter are replaced with new items to original equipment specification</p> <p>d) If fitted, Oxygen (Lambda) Sensor, Exhaust Gas Recirculation Valve and Fuel cap, are shown as being within specification, or replaced with new items to original equipment specification.</p>

Exemptions to ADR compliance for specific components or classes of vehicles, due to acceptable deterioration

ADR	Title	Deterioration factors
80/01	Emission Control for Heavy Vehicles	<p>A used vehicle will be accepted as complying with this requirement if:</p> <ul style="list-style-type: none"> a) The fuel system and engine are serviced to manufacturer's specification for a major service. b) If fitted, fuel injectors and fuel pump are serviced to manufacturer' specifications or replaced with new items. c) If fitted, Charcoal Canister, Air Filter, and Fuel Filter are replaced with new items to original equipment specification d) If fitted, Oxygen (Lambda) Sensor, Exhaust Gas Recirculation Valve and Fuel cap, are shown as being within specification, or replaced with new items to original equipment specification.
80/02	Emission Control for Heavy Vehicles	<p>A used vehicle will be accepted as complying with this requirement if:</p> <ul style="list-style-type: none"> a) The fuel system and engine are serviced to manufacturer's specification for a major service. b) If fitted, fuel injectors and fuel pump are serviced to manufacturer' specifications or replaced with new items. c) If fitted, Charcoal Canister, Air Filter, and Fuel Filter are replaced with new items to original equipment specification. d) If fitted, Oxygen (Lambda) Sensor, Exhaust Gas Recirculation Valve and Fuel cap, are shown as being within specification, or replaced with new items to original equipment specification.

Exemptions to ADR compliance for specific components or classes of vehicles, due to acceptable deterioration

ADR	Title	Deterioration factors
80/03	Emission Control for Heavy Vehicles	<p>A used vehicle will be accepted as complying with this requirement if:</p> <ul style="list-style-type: none"> a) The fuel system and engine are serviced to manufacturer's specification for a major service. b) If fitted, fuel injectors and fuel pump are serviced to manufacturer's specifications or replaced with new items. c) If fitted, Charcoal Canister, Air Filter, and Fuel Filter are replaced with new items to original equipment specification d) If fitted, Oxygen (Lambda) Sensor, Exhaust Gas Recirculation Valve and Fuel cap, are shown as being within specification, or replaced with new items to original equipment specification. e) Unless faulty, replacement of parts at items c) and d) are not required for a vehicle less than 1 year old at time of import except as required for servicing in accordance with item (a).
83/00	External Noise	<p>A used vehicle will be accepted as complying with this requirement if:</p> <p>When tested in accordance with the stationary noise test requirements set out in ADR 83/00 the stationary noise level is equal to or less than the level set out in the evidence for ADR 83/00.</p> <p>The specification of the exhaust system is the same as set out in the evidence for ADR 83/00.</p>
85/00	Pole Side Impact Performance	Airbag warning lamp must be functioning and not show errors with airbag system.
86/00	Parking Lamps	Lamps must not be cracked or faded.
87/00	Cornering Lamps	Lamps must not be cracked or faded.
93/00	Forward Field of View	Forward field of view of the windscreen area shall not be discoloured, pitted, damaged or cracked.

Exemptions to ADR compliance for specific components or classes of vehicles, due to acceptable deterioration

ADR	Title	Deterioration factors
96/00	Commercial Vehicle Tyres	<p>Tyres fitted are of the same specification as set in the evidence.</p> <p>Used tyres may be fitted but must not have cuts or chips on the sidewall and the tread must exceed the treadwear indicators.</p> <p>Tyres must not have puncture repairs.</p> <p>Tyres must not be more than 5 years old.</p>

Additional ADR Requirements

ADR	Title	Additional Requirements
03/00	Seats and seat anchorages	if applicant chooses to comply with a later version of ADR 3/ - they must also comply with ADR 34/
03/01	Seats and seat anchorages	if applicant chooses to comply with a later version of ADR 3/ - they must also comply with ADR 34/
03/02	Seats and seat anchorages	if applicant chooses to comply with a later version of ADR 3/ - they must also comply with ADR 34/
03/03	Seats and seat anchorages	if applicant chooses to comply with a later version of ADR 3/ - they must also comply with ADR 34/
03/04	Seats and seat anchorages	if applicant chooses to comply with a later version of ADR 3/ - they must also comply with ADR 34/
05/00	Anchorage for seatbelts	Vehicles may comply with ADR 5/03, 5/04, 5/05 or 5/06 in lieu of ADR 5/00, but must also comply with ADR 34/01 or later.
05/01	Anchorage for seatbelts	Vehicles may comply with ADR 5/03, 5/04, 5/05 or 5/06 in lieu of ADR 5/01, but must also comply with ADR 34/01 or later.
05/02	Anchorage for seatbelts	Vehicles may comply with ADR 5/03, 5/04, 5/05 or 5/06 in lieu of ADR 5/02, but must also comply with ADR 34/01 or later.
61/00	Vehicle marking	All vehicles must comply with ADR 61/03.
61/01	Vehicle marking	All vehicles must comply with ADR 61/03.
61/02	Vehicle marking	All vehicles must comply with ADR 61/03.

Additional compliance requirements for vehicles supplied under the mobility criterion

Standard	Name	Vehicle type (applicable mobility features)	Key requirements
AS/NZS 3696.19:2009 (R2016)	Wheelchairs - Part 19: Wheeled mobility devices for use as seats in motor vehicles (ISO 7176-19:2008, MOD)	Vehicles with forward facing portable wheelchair car seats.	N/A
AS/NZS 3856.1:1998 (R2016)	Hoists and ramps for people with disabilities – Vehicle-mounted – Product requirements	Vehicles with built in hoists and/or built in wheelchair ramps for use by people with disabilities in boarding and alighting.	N/A
AS/NZS 3856.2:1998 (R2016)	Hoists and ramps for people with disabilities – Vehicle-mounted – Installation requirements	Vehicles with built in hoists and/or built in wheelchair ramps for use by people with disabilities in boarding and alighting.	N/A

Additional compliance requirements for vehicles supplied under the mobility criterion

Standard	Name	Vehicle type (applicable mobility features)	Key requirements
AS 3954:2019	Motor vehicle driver controls – Adaptive systems for people with disabilities	Vehicles with mechanical and electromechanical systems for primary and/or secondary driving controls that allow vehicles to be driven by drivers with physical disabilities.	N/A

Additional compliance requirements for vehicles supplied under the mobility criterion

Standard	Name	Vehicle type (applicable mobility features)	Key requirements
AS/NZS 10542.1:2015	Technical systems and aids for people with disability – Wheelchair tiedown and occupant-restraint systems. Part 1: Requirements and test methods for all systems (ISO 10542-1:2012, MOD)	Vehicles with wheelchair tiedown and occupant-restraint systems (WTORS) that use belt-type occupant restraints	N/A

Additional compliance requirements for vehicles supplied under the mobility criterion

Standard	Name	Vehicle type (applicable mobility features)	Key requirements
ADRs or equivalent standards		<p>Vehicles with 'lift up and out' seat/s</p> <p>Note: a 'lift up and out' seat is designed to lift a person from an accessible position outside the vehicle into a standard seating position.</p>	<p>In addition to ADRs or equivalent standards:</p> <p>Labelling / Warning / Instructions / Maintenance</p> <p>Printed instructions in English shall be supplied with the vehicle for the safe use, operation, and maintenance of the mobility features. They will include statements, descriptions, illustrations and warnings as follows:</p> <ol style="list-style-type: none"> 1. Instructions for operation of the mobility feature. 2. Recommended settings for any adjustable parts, including seat travel, height and angle when used as a mobility aid. 3. The maximum recommended user mass in kilograms (kg). 4. Any other limitations of use. 5. Instructions for routine inspection and maintenance. <p>Additionally, each mobility seat shall be clearly and permanently marked in English and in a position where it can be easily read by the user, with the following information:</p> <ol style="list-style-type: none"> 6. Operating instructions for the safe use of the appliance, located near the respective control/s (may include use of diagrams). 7. The safe working load in kg.

Additional compliance requirements for vehicles supplied under the mobility criterion

Standard	Name	Vehicle type (applicable mobility features)	Key requirements
ADRs or equivalent standards		<p>Vehicles with 'swivel out' seat/s</p> <p>Note: a 'swivel out' seat is designed to assist entry and exit from the vehicle by rotating within the vehicle to face the door opening.</p>	<p>In addition to ADRs or equivalent standards:</p> <p>Labelling / Warning / Instructions / Maintenance</p> <p>Printed instructions in English shall be supplied with the vehicle for the safe use, operation, and maintenance of the mobility features. They will include statements, descriptions, illustrations and warnings as follows:</p> <ol style="list-style-type: none"> 1. Instructions for operation of the mobility feature. 2. Recommended settings for any adjustable parts, including seat travel, height and angle when used as a mobility aid 3. The maximum recommended user mass in kg. 4. Any other limitations of use. 5. Instructions for routine inspection and maintenance. <p>Additionally, each mobility seat shall be clearly and permanently marked in English and in a position where it can be easily read by the user, with the following information:</p> <ol style="list-style-type: none"> 6. Operating instructions for the safe use of the appliance, located near the respective control/s (may include use of diagrams). 7. The safe working load in kg.