



Proposed additional requirements in relation to a *Variant* of a model of a road vehicle for the purposes of the SEVs Register (section 128 of the Rules)

It is proposed to determine the following matters under section 136 of the Road Vehicle Standards Rules (the Rules). The purpose of making this determination is to provide additional clarity around when:

- road vehicles of a particular kind will, or will not, constitute a variant of a model
- differences in design characteristics will, or will not, be considered significant.

Section 128(1) of the Rules provides that road vehicles of a particular kind constitute a (different) variant of a road vehicle if their design characteristics are significantly different from those of other vehicles of that model of road vehicle.

The Rules also explain that differences in certain characteristics are significant and that differences in other characteristics are not significant by themselves.

While the Department has already explained how it intends to make decisions under section 128(1) in Discussion Paper TL1 – Introduction to Specialist and Enthusiast Vehicles Register from the November 22 2018 meeting, the Department considers further clarification is required to provide more certainty for applicants.

Proposed additional requirements

Significantly different design characteristics

Differences between vehicles of the same model in the design characteristics listed below will be considered significant if:

- The manufacturer of the vehicle has made specific reference to the difference in its marketing or technical material for the vehicle;
- The difference results in a change to the *operational performance* of the vehicle.
- The difference is from a physical change to the vehicle, not changes to reference standards, measurement or testing methods or marketing specifications (eg Ncap scores)

For the purposes of this requirement, *operational performance* means:

- Acceleration and braking;
- Energy Efficiency;
- Lateral adhesion / roadholding;
- Vehicle safety rating / crashworthiness;
- Carrying Capacity (towing capacity, payload, number of passengers and cargo volume); and
- For vehicles seeking entry under the mobility criterion, ability to assist people with a disability.

Design Characteristics

- Suspension design;
- Unladen Mass for special performance vehicles;
- Steering System Design (number and location of steer axles);
- Motive power (other than those in 128(3) or 128(5));
- Electric Motor Design (for electric and hybrid vehicles);
- Internal combustion engine design resulting in a different engine ID (other than those in 128(3));
- Transmission design resulting in a different transmission ID (other than those in 128(3));
- Drivetrain hardware (other than those in 128(3));

- Fuel Efficiency and / or vehicle range;
- Carrying or towing capacity;
- Luggage space;
- Braking System;
- Major vehicle dimensions (wheelbase and track except where track changes are through different wheel design);
- Safety Features (that improve safety rating);
- Number of axles or axle groups;
- Number of seating positions;
- Number of driven axles (other than when covered by 128(3));
- Transmission orientation (other than when covered by 128(3));
- Engine orientation;
- Right Hand Drive for applications under the Rarity Criterion.

Design characteristics that will be considered significantly different only in combination with others

Differences between vehicles of the same model in the design characteristics listed below will only be considered significant if:

- they are combined with differences in at least one other design characteristics in the list; and
- the manufacturer of the vehicle has made specific reference to those differences in its marketing material for the vehicle in a way that distinguishes it from other vehicles of the model; and
- those design characteristics are not available as optional extras for a customer to add to other vehicles of the same model available under type approval in Australia.

Design Characteristics

- colour, upholstery, trim or other cosmetic features;
- where the relevant vehicles have the same type of engine—engine tuning or software**;
- marketing name;
- Design characteristics or features of a kind nominally classed as significant in isolation but for which there is no proven impact on the operational performance of the vehicle.
- Wheel & tyre packages.
- Body kits designed to reduce the coefficient of drag (Cd) or coefficient of lift (Cl).
- Transmission and/or engine controls (eg transmission paddle shifts, powertrain mapping modes).
- Audio Visual & Telematics (including hands-free phone functions).
- Climate control system (including number of zones, modes of operation).
- Instrumentation features / layout (including GPS functions).
- Security features (immobilisers, alarms, locking features, start features).
- Glazing design including area, construction, factory tint, sunroof, moonroof, panoramic roof, or solar panels.
- External lamps and lighting design.
- Interior lighting and power outlets.
- Exterior trim and finish.
- General convenience features (for example auto dimming rear view mirror, electric seat adjustment, number of cupholders).

Rationale

The Department considers that the proposed requirements describe differences between vehicles of the same model that are important and intentional by the manufacturer. As a result there should be no argument that these differences are significant and vehicles with them should be considered separate variants. The lists are not exhaustive and it is not intended that other differences could not be considered significant. Furthermore, it is not intended that all variants should be defined at this level. Where a variant can be eligible based on the criteria set out in 128(3) or 128(5) there should be no need to consider if these additional differences exist.

Questions: Are the above requirements reasonable?
Should additional requirements be added?
Should any of the requirements be removed or amended?