

Questions asked during RVSA Industry Webinar #36 on 27 February 2025	Score	Response
On the Department's website, page 'Current Australian Design Rules' there used to be a downloadable PDF of the ADR Applicability tables for each vehicle category. The links to these tables have gone. Have they intentionally be removed and if so, will they be updated to include latest ADRs?	2	Yes, the applicability tables for Australian Design Rules were intentionally removed from our website as they had become outdated.  All Australian Design Rules are published on the Federal Register of Legislation, which includes the applicability dates. However, we will be exploring options to provide applicability tables again in future if these can be easily drawn from the applicability tables developed for ROVER.
Regarding the recent NVES announcement of 'Motive Power' being required for the RAV. Will this require updates to VTA's?	2	No, we do not expect vehicle type approval holders to update existing Road Vehicle Descriptors (RVDs).  We have finalised the list of motive power options for the Register of Approved Vehicles to reflect current vehicle technologies and align, where possible, with UN definitions. We note that these options differ from those currently available in the RVD for vehicle type approvals and will endeavour to make sure that these are aligned as part of a future ROVER release.
Is it being considered for the RAV to accept submissions with motive power fields prior to July 1 to allow some overlap for IT systems to be updated? This is also relevant for NVES	0	Yes, our intention is to introduce the additional fields for the New Vehicle Efficiency Standard and motive power to the Register of Approved Vehicles (RAV) before it becomes mandatory for industry to provide this information. This is to ensure industry are able to test their internal systems before the requirements come into effect.  The new proposed date for commencement of mandatory motive power data on the RAV is 1 July 2026.
Recently with the introduction of 97/00, many VTA's were incorrectly suspended. The department did not make any acknowledgement of this, and no explanation was given as to why this occurred, and what is being done to prevent it in future?	2	We are aware that on 1 February 2025, a number of approvals were automatically suspended in error for not complying with Australian Design Rule 97/00 - Advanced Emergency Braking for Omnibuses, and Medium and Heavy Goods Vehicles.  We apologise for any inconvenience caused to the affected approval holders and have put additional checks in place to prevent this from happening again in the future, including additional communication with approval holders prior to Australian Design Rule requirements coming into effect.
There appears to be been instances where VTA variations have attracted a VTA vary fee that shouldn't have been applied. Does the department have a mechanism for auditing the assessors decision to ensure that fees are being charged correctly.	2	When varying a vehicle type approval, a variation fee will be charged if the approval holder is increasing the scope of the approval. As outlined in the <i>Guide to vehicle type approvals</i> , this includes applications that are varied to show compliance with new national road vehicle standards ( <a href="https://www.infrastructure.gov.au/department/media/publications/guide-vehicle-type-approvals">https://www.infrastructure.gov.au/department/media/publications/guide-vehicle-type-approvals</a> ).  If you have an application that has been charged a variation fee where this is not the case, please provide this information to ROVERinfo@infrastructure.gov.au
Where a VTA Variation is purely required to comply with a mandatory ADR introduction, should this attract a variation fee?	2	When we identify applications where a variation fee has incorrectly been charged, we have refunded the variation fee to the applicant.
Should a variation that only addressed introduction of a mandatory ADR attract a variation fee?	1	
What dictates the requirement for a unique variant in a VTA? There is a very wide range of examples including some where GVM is modified in comments. Is there guidance around this?	3	The manufacturer generally chooses what constitutes a variant under a particular model. A vehicle may be generally considered as a unique variant of a model if it has a different body style, seating arrangement or engine and transmission option, as long as the variant is covered by the same Australian Design Rule evidence on a worst-case basis. An existing approval that is varied for a mid-life facelift of the model would also meet the requirements of a unique variant. This is outlined on page 7 of the <i>Guide to vehicle type approvals</i> ( <a href="https://www.infrastructure.gov.au/department/media/publications/guide-vehicle-type-approvals">https://www.infrastructure.gov.au/department/media/publications/guide-vehicle-type-approvals</a> ).  To support manufacturers with vehicle type approvals that cover a large number of variants, the department has been flexible in how applicants can provide the gross vehicle mass as long as the correct information is provided.
Tare masses- Some vehicles weigh more than the listed tare mass on the VTA by a noticeable amount which makes Second Stage Testing difficult. What is the best course of action when we find these vehicles?	2	The department an established mechanism to report concerns about possible compliance issues. We encourage members of the public and industry to submit a vehicle safety or non-compliance report through ROVER if they see an issue or have a concern. Visit our website for more information about submitting a report ( <a href="https://www.infrastructure.gov.au/infrastructure-transport-vehicles/vehicles/reporting-vehicle-safety-or-non-compliance-issue">https://www.infrastructure.gov.au/infrastructure-transport-vehicles/vehicles/reporting-vehicle-safety-or-non-compliance-issue</a> ).
Can more fields be compulsory in the RAV entry- eg GVM and VTA variant. The lack of clarity makes it difficult for the end user to know what vehicle they have	3	We will take this suggestion into consideration for future changes to the Register of Approved Vehicles, noting that this information was not required to be included on vehicle identification (compliance) plates under the Motor Vehicle Standards legislation. We are also aware that any changes to the mandatory fields can have a significant impact on industry and this impact will need to be considered alongside the potential benefits to consumers.
Is there a planned release on the next round of Rover updates? There were some features discussed during a survey that would be helpful for efficiency and usability- eg removing standard options in RVD	3	We are finalising the details of the next ROVER release and anticipate Release 9.3 will be deployed in May 2025.  As with previous releases, we will have a dedicated webpage with detailed information for ROVER Release 9.3 and a <i>What's new? What's different? guide</i> on our website. We will also provide industry with as much notice as possible before the next release.
ADR35 lacks detail around testing Hybrids and Electric Vehicles- regen braking, 'neutral transmission status', etc. Is ADR35 under review or likely to be going forward for vehicles that heavily use regeneration braking?	2	No, a review of Australian Design Rule (ADR) 35 - Commercial Vehicle Brake Systems is not currently on our work program.  If you have any specific areas of concern with ADR 35/07 please provide the details, including its impact on industry and vehicle safety, to Standards@infrastructure.gov.au and we will look into the matter.

NSW Heavy Trailer manufacturers (VTA holders) are releasing new trailers to the local market without the RAV entry, how are these VIN' issued to the heavy trailer manufacturers.	0	<p>Vehicle type approval holders are responsible for generating their own vehicle identification numbers (VINs) but must obtain a unique world manufacturer index (WMI) for the first 3 digits and also comply with other requirements of the VIN structure.</p> <p>The National Exchange of Vehicle and Driver Information Service (NEVDIS) can assist manufacturers that meet the production requirements outlined in section 4.3 of ISO 3780:2009. Vehicles produced overseas may need to source a WMI from the vehicle's country of origin.</p> <p>Further information can be found in the <i>Guide to vehicle type approvals</i> (<a href="https://www.infrastructure.gov.au/department/media/publications/guide-vehicle-type-approvals">https://www.infrastructure.gov.au/department/media/publications/guide-vehicle-type-approvals</a>).</p> <p>It is a contravention of section 24(1) of the <i>Road Vehicle Standards Act 2018</i> to provide a vehicle for the first time in Australia that is not on the Register of Approved Vehicles - noting certain exceptions in subsections (3) and (4) of the legislation (<a href="https://www.legislation.gov.au/C2018A00163/latest/text">https://www.legislation.gov.au/C2018A00163/latest/text</a>).</p> <p>The department has an established mechanism to report concerns about possible compliance issues. We encourage members of the public and industry to submit a vehicle safety or non-compliance report through ROVER if they see an issue or have a concern. Visit our website for more information about submitting a report (<a href="https://www.infrastructure.gov.au/infrastructure-transport-vehicles/vehicles/reporting-vehicle-safety-or-non-compliance-issue">https://www.infrastructure.gov.au/infrastructure-transport-vehicles/vehicles/reporting-vehicle-safety-or-non-compliance-issue</a>).</p>
With regards to notifications of suspension of VTAs, can the notification also refer to the VTA numbers rather than a general "You have VTAs at risk of suspension"?	1	No. The department attempts to alert approval holders when they may have one or more vehicle type approvals at risk of suspension due to new Australian Design Rule coming into force, however it is the responsibility of the approval holder to monitor and maintain individual approvals.
How quickly to requests to "Revoke" a VTA get processed? Some requests don't appear to have been processed when requests were made prior to February, but then those VTAs were updated to suspended.	0	<p>Applications to revoke an approval do not have a legislated timeframe, however, we do try to process these applications as quickly as possible.</p> <p>Currently, we do not have any applications to revoke that are waiting to be processed. If you are waiting on a decision, please provide the details of your application to revoke to <a href="mailto:ROVERinfo@infrastructure.gov.au">ROVERinfo@infrastructure.gov.au</a></p>
At the beginning of the meeting you mentioned the guidance material was updated for "extent of compliance" in Nov last year, one of our team members has received an email from Amanda Milczarek, is this the email notification? as we cannot find "extent of compliance" mentioned in it	0	A segment titled 'Not applicable or Exempt? Identifying ADR compliance' was included in RVS News Update - Edition 41, which was sent on 2 December 2024. This segment advised that the <i>Guide to vehicle type approvals</i> had been updated to provide additional information for identifying the extent of compliance with Australian Design Rules.
Toyota has about 5 or 6 team members registered on ROVER who submit VTA applications. Only one or two members receive notification emails for amended guidance material. How do the other members sign up to get such email notifications (for future guidance material amendments)	2	You can subscribe to our monthly newsletter called RVS News Updates, which includes information about recently updated guides and resources, or you can subscribe to other RVS related information via this URL: <a href="https://edm.infrastructure.gov.au/link/id/zzz61772ae7ed7a0620/page.html?prompt=1&amp;">https://edm.infrastructure.gov.au/link/id/zzz61772ae7ed7a0620/page.html?prompt=1&amp;</a>
Can we nominate multiple wheelbases in the comments section of a rvd? Multiple wheelbases and gym multiplies the number of variants in a SSM.	1	As long as the correct information is provided in the application, we are willing to consider multiple wheelbases and gross vehicle mass measurements entered in the general remarks field of the Road Vehicle Descriptor.
Some VTA approval notifications the get sent via email only go to the delegate, and not the member who submitted it. Can it be sent to both?	1	<p>No, a decision notice will be sent to the applicant and the submitter when a vehicle type approval application is approved, however, the approval notice will only be sent to the approval holder.</p> <p>If the submitter has authority to act on behalf of the approval holder, a copy of the approval notice can be downloaded in ROVER.</p>
Workload planning, would the dept like transparency of upcoming work(?) for example Toyota plans to submit 20 VTA applications, in the period between June and Aug this year	1	<p>Yes, if you would like to provide information about upcoming applications, please send the details to <a href="mailto:ROVERinfo@infrastructure.gov.au">ROVERinfo@infrastructure.gov.au</a></p> <p>We are currently processing applications well within the legislated timeframe and have a number of processes in place to manage periods where a larger volume of applications than usual are received. However, any information industry is able to provide about upcoming applications would be appreciated.</p>
Has the department finished revising guidance around submitting SSM evidence to ADR 80/04 when the first stage approval holder is only Substantially Compliant to ADR 79/04.	0	<p>Where the second stage of manufacture (SSM) includes an upgrade to the gross vehicle mass that results in a heavy vehicle, Australian Design Rule (ADR) 80 would supersede the applicability of ADR 79 for the first stage vehicle.</p> <p>ADR 80/04 - Emission Control for Heavy Vehicles allows for a broader range of alternative standards than ADR 79/04 - Emission Controls for Light Vehicles, specifically including US EPA tier 3. If the first stage vehicle complies with US EPA tier 3, it may be substantially compliant to ADR 79/04. The SSM applicant should identify the reason for any substantial compliance in the first stage vehicle and determine if this would allow them to claim full compliance with ADR 80/04.</p>
considering ADR harmonisation and approved test facility entered into ROVER, has the department done anything on automating the assessment (automatic validation) for applications that only include ECE numbers and approved facility test report numbers to reduce the assessment time?	1	We continue to process applications well within the legislated timeframe. Noting all ROVER development work is conducted on a priority basis, we are not currently considering further validations within the application assessment process.