

Questions asked during RVSA Industry Webinar #37 on 29 May 2025	Score	Response
With the approaching deadline of Opt-In VTAs, the ability to re-use VTA No# for new application would be amazing, happy to resubmit evidence for new VTA however the ability for the new approval to have the existing VTA No# would save additional complex work on OEMs side, thanks for your support!	3	<p>You will be able to retain your existing approval number when applying for an expiring or expired opt-in approval, as long as it is for the same vehicle that was covered by the previous approval.</p> <p>We have recently published a new guide, <i>Reapplying for an expiring or expired approval</i>, which includes instructions on how to request this (www.infrastructure.gov.au/department/media/publications/reapplying-expiring-or-expired-approval).</p>
Part 1 - With an Opt-In approval due to expire and requiring a new VTA application, does this carry over the existing status of the make/model and ADR applicability, for example application next year ADR 42/05 is only applicable for new model,	1	<p>Yes. If you are reapplying for a vehicle that was covered by an expiring opted-in vehicle type approval, and there are no changes to the vehicle, it will be considered an existing vehicle for the purposes of Australian Design Rule applicability.</p> <p>Similar to applications to vary a vehicle type approval, ROVER will populate all Australian Design Rules that are applicable to the vehicle type.</p>
Part 2 - however for the new application because of expiring Opt-In would this be viewed as existing model? also can ROVER system handle that a mandatory ADR for new application being applicable due to Opt-In make/model VTA application?	1	We have published updated guidance on reapplying for an expiring or expired approval, which includes information on how to identify the extent of compliance when an Australian Design Rule applies only to new model vehicles (www.infrastructure.gov.au/department/media/publications/reapplying-expiring-or-expired-approval).
Recent guidance material on renewing expiring approvals does not address industry request for confirmation in writing that they will be treated as existing models. Can this be included please?	6	Yes. We have updated our guides to provide more information on reapplying for an expiring approval, including confirmation that the vehicle will be considered an existing model for the purposes of Australian Design Rule applicability if it is exactly the same as the vehicle that has been continuously provided under the expiring approval and has not changed in any way.
Regarding renewal of expiring approvals, how do the assessment team want the 'extent of compliance' completed for existing models? Guidance on the preferred actions will assist with more streamlined processing.	3	<p>When you reapply for an expiring vehicle type approval and there is an Australian Design Rule with a new model applicability date in effect, you should select 'Not applicable' when identifying the extent of compliance.</p> <p>We have published updated guidance on reapplying for an expiring or expired approval, which includes information on how to identify the extent of compliance when an Australian Design Rule applies only to new model vehicles (www.infrastructure.gov.au/department/media/publications/reapplying-expiring-or-expired-approval).</p>
Recently there appears to be a significant increase in VTA processing times. Most applications are taking between 30 -40 business days for both variations and new applications. Is there a reason for this?	14	<p>Assessment times for individual applications can vary depending on their complexity and risk rating, however, almost all applications are being assessed well within the legislated timeframe of 60 business days. As published in The Regulatory Report - Issue 2, for applications assessed between January and March 2025 new applications are being assessed in 16.6 days on average, and variations applications in 20 days.</p> <p>If you have concerns about the assessment time of a specific application, please reach out to our team at ROVERinfo@infrastructure.gov.au</p>
When a Suspended VTA is re-approved and the approval notice is issued, how long does it take for the Approval to be updated to "In Force". Is there a specific process to follow?	1	<p>You will need to request that the suspension on your vehicle type approval is lifted. We typically process these requests within 2 to 3 business days.</p> <p>You can make this request by submitting an enquiry when signed into ROVER, or email our team at ROVERinfo@infrastructure.gov.au</p>
VTA Application: Facility details, when not the manufacturer, you must upload a relationship letter. Must be done for each facility, even if they are the same company. Again under Design and Manufacturing control page it must be repeated. Same letter, multiple times. Recently, 4 times, same letter.	0	Thank you for your feedback. We will review this process and consider if a possible solution could be introduced in a future ROVER enhancement.
Recent update to the payment portal is slow to respond. Is it also possible to conduct multiple transactions at once? (ie add to a "cart" and pay all at once to avoid multiple payment transactions)	1	<p>No, the ROVER payment portal does not have a cart function to process multiple transactions at once.</p> <p>We are not aware of any issues with the ROVER payment portal. If you are experiencing an issue, please provide details to ROVERinfo@infrastructure.gov.au</p>
Some cab chassis vehicles may not be fully compliant with ADR 108/00 at the time of RAV entry (due to reverse camera fitment). Will The Department be issuing minor and inconsequential non-conformance cab-chassis guidance similar to ADR 13/00 (rear lamps)?	1	<p>Yes, we are updating the <i>Guide to vehicle type approvals</i> to provide additional information in relation to Australian Design Rule (ADR) 108/00 - Reversing Technologies.</p> <p>ADR 108/00 offers an exemption under clause 3.3.1 where partially completed vehicles, such as chassis-cab and chassis-cowl vehicles, do not need to comply with the ADR requirements until the vehicle is completed. Approval holders may choose to voluntarily support the vehicle finisher's compliance. This may include providing fitting instructions and/or hardware as required.</p> <p>The level of compliance for the approval of the partially complete vehicle will depend on the support given to the vehicle finisher.</p> <p>Where the cab chassis is to be finished under a different approval, such as for a motorhome, the second stage manufacturer approval holder is responsible for meeting the standard and demonstrating compliance with ADR 108/00.</p>

The guide to VTA says a SSM can carry over first stage ADR 79/. evidence as compliance for ADR80/. As I understand; ADR79/04 ~ Euro 5 (light vehicles) ADR79/05 ~ Euro 6 (light vehicles) ADR80/04 ~ Euro 6 (heavy vehicles). Will first stage 79/04 evidence be applicable to ADR80/04?	0	<p>Yes, second stage of manufacture vehicles can use the first stage vehicle's compliance with Australian Design Rule (ADR) 79 - Emission Control for Light Vehicles and the extension of approval provision to identify the vehicle's compliance with ADR 80 - Emission Control for Heavy Vehicles.</p> <p>If the ADRs have the same equivalent standard, such as ADR 79/04 and ADR 80/03 (which are Euro 5 equivalent standards) or ADR 79/05 and ADR 80/04 (Euro 6 equivalents), then the second stage vehicle can be approved as either "fully compliant" if the vehicle's reference mass is less than 2,840 kgs, or "substantially compliant - otherwise suitable" if the reference mass is more than 2,840 kgs.</p> <p>However, if the second stage vehicle is transferring from a Euro 5 to a Euro 6 equivalent standard applicability, such as ADR 79/04 to ADR 80/04, then the second stage vehicle could only be approved as "substantially compliant - otherwise suitable" regardless of the vehicle's reference mass.</p> <p>We have updated our <i>Guide to vehicle type approvals</i> to clarify this information (www.infrastructure.gov.au/department/media/publications/guide-vehicle-type-approvals).</p>
As I understand ADR80/04, most of the SSM light vehicle GVM upgrades which increase GVM above 3500kg will become invalid as they're performed on models which aren't Euro6 compliant. Is that correct?	1	<p>Not necessarily. Second stage of manufacture vehicles with a gross vehicle mass (GVM) upgrade will be allowed the same exemption as GVM upgrades from Australian Design Rule (ADR) 79/04 - Emission Control for Light Vehicles to ADR 80/04 - Emission Control for Heavy Vehicle applicability.</p> <p>However, in this case the vehicle would be approved as "substantially compliant - otherwise suitable" rather than "fully compliant", because you are transferring from a Euro 5 or equivalent applicable standard to Euro 6 equivalent applicable standard, regardless of the reference mass of the vehicle.</p> <p>We have updated our <i>Guide to vehicle type approvals</i> to clarify this information (www.infrastructure.gov.au/department/media/publications/guide-vehicle-type-approvals).</p>
Why can't a RAW or SSM import 4200kg vehicles that align with standard licence regulations in all states?	0	We are not aware of a specific limitation on importing 4,200 kg vehicles, however, if you have questions about particular vehicle, please email ROVERinfo@infrastructure.gov.au with your questions.
With the latest update to ROVER it is not possible to download a pdf of the RVD when the VTA application is submitted. Is it possible to bring back the capability of being able to download a pdf of the RVD when the VTA application is submitted or in draft in future ROVER updates?	4	<p>This issue was caused by a bug in ROVER that has since been resolved.</p> <p>ROVER will generate a PDF of the road vehicle descriptor when you submit your vehicle type approval application. However, the document will not be available immediately to download as it may take a while to generate, depending on the size and age of the document.</p> <p>If you have a vehicle type approval application where this is not the case, please provide details to ROVERinfo@infrastructure.gov.au</p>
Email just distributed from DoIT for retaining test facility approval number, will VTA function the same way to retain approval number?	1	<p>Yes. If you are reapplying for an expiring or expired approval to cover the same vehicle, you can provide the existing approval number in the 'Comments and any other matters' field and ask for it to be kept for your new approval.</p> <p>For more information, read our new guide <i>Reapplying for an expiring or expired approval</i> (www.infrastructure.gov.au/department/media/publications/reapplying-expiring-or-expired-approval).</p>
With regard to the expiry of opted in VTAs and the corresponding new approval, can you please advise if 38/05 Brake Variants that have been approved against the expiring approval can simply be resubmitted under the new approval (assuming that the calculations use CTAs or test reports as evidence)?	2	Yes, the existing component type approval or test reports can be resubmitted for assessment, providing that there has been no change to the brake variants that have been approved.
Following on from my first question, can I please suggest that a webinar be scheduled to discuss the specifics of the end of opted in approvals? We have a list of questions that we can provide to the Department for inclusion in the discussion.	2	<p>We are happy to host webinars on specific topics if there is a demand from our industry stakeholders. To request a webinar, please email RVSAimplementation@infrastructure.gov.au with your topic suggestions.</p> <p>Additionally, you can reach out to us with any questions you may have by emailing ROVERinfo@infrastructure.gov.au</p>
A question on WLTP testing for CO2 values, from when would we need to use WLTP results for reporting on NVES, kindly confirm or can we still continue to convert to WLTP values with old testing protocol? Does this mean ADR 79/XX to be redone and recertified with WLTP test protocol. Kindly confirm	0	<p>As outlined in section 22 of the <i>New Vehicle Efficiency Standard Act 2024</i>, the emissions targets for 2025 to 2029 are based on the New European Driving Cycle (NEDC) test procedure.</p> <p>NVES regulated entities will need to provide carbon dioxide (CO2) emission data when entering a vehicle on the Register of Approved Vehicles (RAV) from 1 July 2025. The value is determined by the Australian Design Rule (ADR) for CO2 testing that is applicable to the vehicle. For all vehicles with a gross vehicle mass of less than 3.5 tonnes, the applicable standard is currently ADR 81/02 - Fuel Consumption Labelling for Light Vehicles, which mandates NEDC testing.</p> <p>For more information, read <i>Guidance note - Calculation of carbon dioxide emissions values for the Register of Approved Vehicles</i> (www.infrastructure.gov.au/department/media/publications/guidance-note-calculation-carbon-dioxide-emissions-values-register-approved-vehicles).</p> <p>Additionally, ADR 79/05 - Emission Control for Light Vehicles will apply to new model MA, MB, MC, MD and NE vehicles with a gross vehicle mass of less than 3.5 tonnes from 1 December 2025. ADR 79/05 mandates testing Worldwide Harmonized Light Vehicles Test Procedures (WLTP) or US standards. A new series of ADR 81 is also under development to enable an NEDC equivalent CO2 value to be calculated for these vehicles.</p>

Can MVSA TF reports still be used for renewal of Opt-In approvals?	1	<p>Yes, if the testing facility has an approval under the <i>Road Vehicle Standards Act 2018</i> that is in-force, you may use results for testing that was originally conducted by the testing facility under a <i>Motor Vehicle Standards Act 1989</i> (MVSA) approval.</p> <p>If the testing facility does not have an in-force approval, you may use MVSA test results when you meet the criteria outlined on pages 32 and 33 of the <i>Guide to vehicle type approvals</i> (www.infrastructure.gov.au/departments/media/publications/guide-vehicle-type-approvals).</p>
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