



Australian Government

Department of Infrastructure, Transport,
Regional Development and Communications



➤ Guide to specialist and enthusiast vehicles

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Introduction

An objective of the Road Vehicle Standards (RVS) legislation is to provide consumers in Australia with more choice of road vehicles, including specialist and enthusiast vehicles.

Specialist and enthusiast vehicles (SEVs) have certain features such as high performance, low emissions or accessibility features but are not otherwise provided to the Australian market by the original manufacturer. The RVS legislation provides a pathway for SEVs to be imported into and/or provided in Australia. The first step on that pathway is to have the vehicle assessed to determine whether it meets the SEVs eligibility criteria.

Vehicles that meet the relevant SEV (either at the make and model level, or as a variant of a model of the road vehicle) are entered on to the Specialist and Enthusiast Vehicles Register (SEVs Register).

What is the Road Vehicle Standards legislation and how does it relate to specialist and enthusiast road vehicles?

The *Road Vehicle Standards Act 2018* (RVSA) replaced the *Motor Vehicle Standards Act 1989* (MVSA) on 1 July 2021 and is administered by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (the department).

The detail of how the new regulatory framework operates is contained in subsidiary legislation, the [Road Vehicles Standards Rules 2019](#) (the Rules). The RVSA, the Rules and other related legislation are collectively referred to as the Road Vehicle Standards (RVS) legislation.

The SEVs Register is a publicly available database of specialist and enthusiast road vehicles that have met the eligibility criteria for entry on the SEVs Register. Having a vehicle entered on the SEVs Register is only one step on the pathway ([concessional Register of Approved Vehicles \(RAV\) entry approval](#)) to import or provide that vehicle in Australia.

For a vehicle to be imported using the concessional RAV entry pathway under section 37 of the Rules, and modified by an approved registered automotive workshop (RAW) before the vehicle is provided in Australia:

- the vehicle must be covered by an entry on the SEVs Register,
- the applicant for a concessional RAV entry approval must be the owner, or intended owner, of the vehicle, and
- the applicant must have, or have access to, an approved Model Report for the vehicle.

Once a concessional RAV entry approval is granted, the modifications on the vehicle must be undertaken in accordance with the work instructions contained in the approved Model Report, and must be verified by an approved [authorised vehicle verifier](#) (AVV) to ensure the vehicle meets Australia's national road vehicle standards.

Once verified, the AVV enters the vehicle on the [Register of Approved Vehicles](#), an online publicly searchable database of vehicles that have met the requirements of the RVSA and been approved for provision to the Australian market.

An entry on the SEVs Register does not guarantee the vehicle will be able to be modified to comply with the applicable national road vehicle standards, or that a concessional RAV entry approval will be granted in relation to each individual vehicle. People wishing to purchase a vehicle entered on the SEVs Register should check a [Model Report](#) has also been approved for the vehicle, and should discuss the potential purchase with a [RAW](#) to ensure any other requirements can be fulfilled.

The eligibility criteria for specialist and enthusiast vehicles to be entered on the SEVs Register under the RVS legislation is markedly different from that of the Register of SEVs under the MVSA.

Specialist and enthusiast vehicles

The SEVs Register under the RVS legislation

The eligibility criteria for the SEVs Register changed under the RVS legislation allowing them to meet specialist and enthusiast demand more effectively. Anyone can apply for one or more variants of a model, or make and model, of a road vehicle to be entered on the SEVs Register

The design characteristics of a particular variant will need to be significantly different from other variants of the model of vehicle, such as having a different engine configuration, transmission, drivetrain or body type.

A detailed explanation of the RVS [eligibility criteria](#) is included later in this guide.

Interim arrangements

Between 10 December 2019 and 1 July 2021, SEVs applications were assessed against both the MVSA and RVS eligibility criteria. Under these interim arrangements, vehicles meeting the RVS SEVs Register eligibility criteria were placed on the 'List of eligible SEVs under the interim arrangements' (Interim SEVs List). Vehicles that met MVSA eligibility criteria were placed on the MVSA Register of SEVs.

Provision of vehicles entered on the MVSA Register of SEVs is available for approved MVSA RAWs who continue to access the RAWs portal and operate under the conditions of their approved schedule of vehicles. More information is available in the overview document [operating a RAW during the transition to the RVS legislation](#). These transitional arrangements will cease on **30 June 2023**.

Vehicles entered on the Interim SEVs List can be entered on the RVS SEVs Register if a SEVs Register entry application is submitted. No fee will be charged for this application. Applicants should complete our online [enquiry form](#) and provide details of the Interim SEVs List entry and RVS SEVs application so the application fee can be waived.

Read the instructional guide on [how to transfer a vehicle from the interim SEVs List to the RVS SEVs Register](#).

If the vehicle meets the RVS SEVs Register eligibility criteria, its details will be entered on this SEVs Register with an expiry date 3 years from the date the details were entered

For applications where the vehicle does not satisfy the main RVS SEVs Register eligibility criteria, the vehicle's details will be entered on the SEVs Register based on the transitional eligibility criteria in subsection 129(4) of the Rules. However, the entry will have an expiry date of 3 years from the date the vehicle's details were entered on the Interim SEVs List.

Note: From **1 July 2023** only RVS SEVs Register vehicles that have met the eligibility criteria for a concessional RAV entry approval (to be modified by a RAW) and successfully entered on the RAV can be provided to the Australian market.

Applying to enter a road vehicle on the SEVs Register

Who can apply for a vehicle's details to be entered on the SEVs Register?

Any person (being an individual or company) may apply to have the details of one or more variants, or a make and model, of a road vehicle entered on the SEVs Register.

What IT system do I need to access?

All RVS applications must be submitted through [ROVER](#), the department's online applications and approvals portal.

Creating a user account in ROVER

Before submitting an application, an applicant or their representative must [create a user account in ROVER](#), including uploading identification documents for verification.

Agents or representatives creating an account are required to include details about the company or individual they are representing.

When acting on behalf of an applicant, the representative must upload documentation (for example, a company letter) stating that the agent or company employee has [authority to act](#) on the applicant's behalf.

Identity documents and an authority to act are verified when creating an account in ROVER.

You may have limited access to, and will not be able to submit, applications until your user account details and authority to act have been verified.

What information do I need to provide in the application?

To apply for a SEVs Register entry you must complete the online application form, upload the required information and all supporting documentation and pay a \$230 application fee before the application can be considered by the department.

Meeting eligibility criteria

A model or variant is eligible to be entered on the SEVs Register if it meets all of the criteria in section 129 of the Rules, summarised below:

1. The vehicle has not been made available to consumers in Australia as a new vehicle under either the current RVS legislation or the previous *Motor Vehicle Standards Act 1989* (MVSA), **or** it has been made available to consumers in Australia and one of the following applies:
 - the applicant:
 - holds a road vehicle type approval granted under the Rules to provide the new vehicle, **or**
 - is authorised to apply for entry of the vehicle on the SEVs Register by the person who holds the vehicle type approval to provide the new vehicle.
 - the road vehicle has been made available to consumers in Australia as a new vehicle, but the vehicle is either:

- no longer genuinely available to consumers in Australia as a new vehicle, **or**
- was not genuinely available to consumers in Australia as a new vehicle, **and**

the period covered by the build date range the applicant has specified in their application falls wholly within the period in which the vehicle was not genuinely available to consumers in Australia, **or**

- the applicant:
 - has or had approval to supply the vehicle as a new vehicle under the MVSA, **or**
 - is authorised to apply for entry of the vehicle on the SEVs Register by the person who holds or held approval to supply the vehicle as a new vehicle under the MVSA, **and**
 - the vehicle has **not** been made available to consumers in Australia under a vehicle type approval.

And

2. The vehicle was first made available in an overseas market at least 3 months ago.

And

3. The vehicle meets one of the following criteria:
 - performance – high performance vehicles with specifications significantly superior to mainstream vehicles in Australia
 - environmental – vehicles that meet or exceed the current applicable emissions standards in Australia
 - mobility – vehicles manufactured with, or modified to include, special features to assist people with a disability
 - left-hand drive – vehicles originally manufactured as left-hand drive, of which right-hand drive versions are not available in any other country or, if available, were not originally manufactured in right-hand drive for that country
 - campervans and motorhomes – vehicles that have been originally manufactured as a campervan or motorhome, or capable of conversion to a campervan or motorhome
 - rarity – vehicles of which only small quantities are produced.

Note: Most vehicles 25 years and older do not need to be entered on the Specialist and Enthusiast Vehicles Register. They can apply for entry on the Register of Approved Vehicles as a single road vehicle via the concessional RAV entry approval pathway under the 'older vehicles' criterion.

Information required in an application for a SEVs Register entry

The information submitted in your application is required under subsection 125(2) of the Rules. When applying for a SEVs Register entry you are required to:

- answer questions concerning the genuine availability of the vehicle to consumers in Australia
- provide details of the make and model, or one or more variants of a model, of the road vehicle covered by your application
- provide information and supporting documentation relating to the eligibility criteria.

The information in your application enables the department to:

- identify whether the details of a variant of the model, or make and model, of a road vehicle meets eligibility criteria to be entered on the SEVs Register, and
- if it decides to enter those details on the SEVs Register, to publish those details on the [SEVs Register](#), available on the department's website.

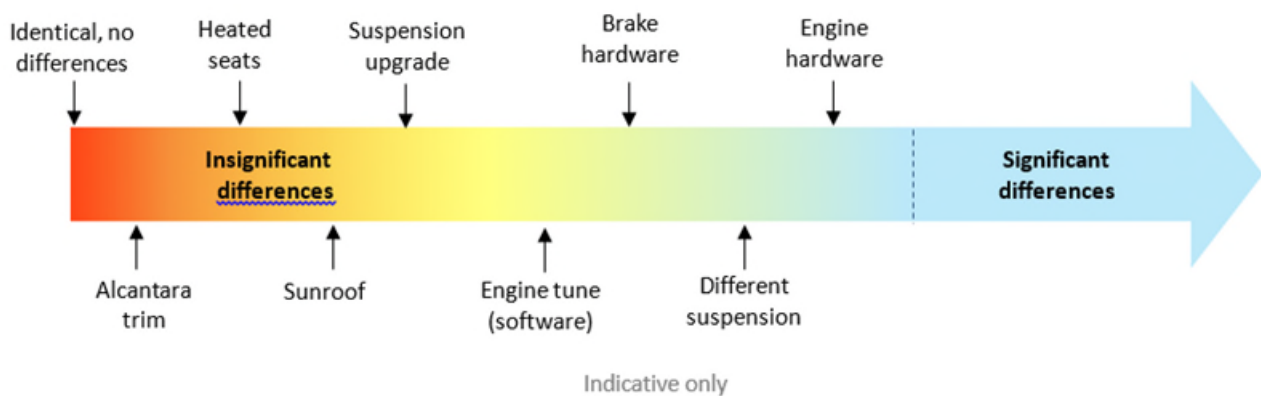
Variant of a model of a road vehicle.

The SEVs Register eligibility criteria in the RVS legislation recognises vehicle models **and** different variants within a model range.

For the SEVs Register criteria, vehicles of a particular kind only constitute a variant of a vehicle model if their **design characteristics are significantly different** to those of other vehicles of that model of road vehicle. Also, they may not necessarily align with different marketing variants a manufacturer may choose to produce.

Significant differences between variants cover a spectrum of possible differences between vehicles within a model range. At one end of the spectrum is the situation where the compared vehicles have no differences and at the other end have undoubtedly significant differences.

Figure 1. Spectrum of possible differences between vehicles



Individually significant differences

Without limiting design differences that could be considered significantly different, a vehicle's design characteristics are significantly different if they include any of the items listed in the relevant table in [Appendix 1](#) for the vehicle category (vehicle category definitions are given in [Appendix 2](#)).

That is, a vehicle is a distinct variant of a vehicle model if, when compared to all the variants for that model, any one of the differences in [Appendix 1](#) is present.

These significant differences provide a degree of simplicity when trying to determine if a vehicle is a different variant or not. The lists provide industry participants and vehicle enthusiasts with certainty. Where a vehicle they are considering has one of the differences listed in [Appendix 1](#), when compared to other vehicles of that model, they can be assured the vehicle is a distinct variant.

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 1](#) are not comprehensive and do not exclude the possibility 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 1 are present, vehicles of a particular kind might still be assessed as a distinct variant if their design characteristics are significantly different from all other vehicles of that model, when considered in combination.

To support consistency in decision-making when combinations of smaller differences are significant, the department uses these principles when assessing significant differences:

1. Some design characteristics are more significant than others.

Some design characteristics contribute to significant differences more than others do. 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.
 - Generally, design characteristics with an appreciable link to the relevant eligibility criteria would be considered more significant (for example, performance brakes on performance vehicles and energy efficiency measures for environmental vehicles).
 - Changes that impact the vehicle's shape and structure are more significant than paint or cosmetic treatments.
2. Differences are more significant where they change the vehicle's **operational performance**.
In this context, 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 on whether the characteristic is available on other vehicles of the model in Australia. For example:

- If every vehicle of a model available in Australia can have the option of a sunroof, a particular kind of vehicle with a sunroof as standard would not be a consideration for significant difference.
- Equally, where a sunroof is exclusively available on one kind of vehicle, the consideration for the significance of difference would increase but would not on its own be sufficient to make its design characteristics significantly different from other vehicles of that model of road vehicle.

Practically, this would see:

- A particular kind of vehicle of a model with a package of mechanical, software, and cosmetic changes likely considered a distinct variant. For example, a particular kind of vehicle with a brake upgrade, software tune resulting in higher engine output and cosmetic features would likely have design characteristics that are significantly different from other vehicles of the model, and would therefore likely be a distinct variant.
- A particular kind of vehicle of a model with software and cosmetic differences may be eligible, depending on the context and extent of the differences in design characteristics:
 - If the software tune and cosmetic changes was unique to the particular kind of vehicle of the model, it would likely be considered to have design characteristics that are significantly different from other vehicles of the model, and would therefore likely be considered a distinct variant.
 - If the software tune was available on other vehicles of the model in Australia, it is unlikely that this design characteristic would make a particular kind of vehicle of the model a distinct variant, even if the cosmetic changes were unique.
- A particular kind of vehicle of a model with only cosmetic differences cannot be considered to have significantly different design characteristics that make it a distinct variant. For example, a particular kind of

vehicle with design characteristics such as leather seats, a sunroof and body kit would not be considered to have design characteristics that are significantly different from other vehicles of the model.

This gives some general guidance about how the department intends to determine significantly different design characteristics. However, individual circumstances will be assessed on their merits because – as principle 3 outlines – context is an important part of assessing whether the particular kind of vehicle is a variant of the model.

Genuine differences

The differences between prospective SEVs variants and other vehicles of the model must be genuine differences in design characteristics – such as physical changes to the vehicle. This is regardless of whether individually significant differences or combinations of minor differences are relevant to an application.

Different vehicle characteristics purely the result of differing reference standards, marketing specifications or measurement or testing methods, are not valid for the purposes of variant assessment because they are not considered to be significantly different design characteristics.

Made available to Australian consumers

Subsection 129(3) of the Rules provides further clarity that a variant of a model, or make and model, of a road vehicle has been made available to consumers in Australia if, at a particular time:

- consumers in Australia had the **opportunity to purchase** the vehicle, and
- the opportunity to purchase existed **even if** the vehicle had not been physically delivered to consumers in Australia at that time.

An **opportunity to purchase** the vehicle is taken to mean the following:

- the manufacturer gave consumers in Australia an opportunity to secure a legal entitlement to receive the vehicle, and
- that opportunity consisted of:
 - paying the full purchase price outright, or
 - offering an arrangement under which a deposit is paid towards the total purchase price, and the balance of the purchase price will be paid and any other contractual conditions met.

Genuine availability to Australian consumers

Whether the variant of a model, or make and model, of a road vehicle with the build date range specified in your application is **no longer**, or **was not**, genuinely available to consumers in Australia during the relevant period will depend on the specific circumstances and broad context of the vehicle's Australian availability in that period.

The tabled scenarios on page 12 are examples only of some circumstances or contexts that may or may not mean the vehicle was genuinely available, noting that each vehicle will have its own unique circumstances (e.g. a worldwide vehicle shortage) or context (e.g. changes in an entity's manufacturing business model) that will be considered case by case if required.

Further information is available in the guidance note, [Specialist and Enthusiast Vehicles Register – policy position on when a vehicle is genuinely available to consumers in Australia](#).

| Broad context and/or specific circumstances | Genuinely available to consumers in Australia? |
|--|---|
| Manufacturer produces 500 limited edition supercars globally and supplies 20 vehicles to Australia. | YES. In the context of 500 of this variant being produced worldwide, the supply of 20 vehicles to Australia could be considered as making the vehicles genuinely available to Australian consumers. |
| Thousands of popular vehicles are produced globally, such as a popular 'hot hatch', and only 20 vehicles were supplied to Australia. | NO. This may not be considered as making the vehicles genuinely available to Australian consumers. |
| Demand for a popular performance vehicle in Australia has surpassed supply, and this caused delays to the supply of the vehicle in Australia. | YES. If fulfilling vehicle orders has been delayed but the orders are being fulfilled, this could be considered as making the vehicles genuinely available to Australian consumers. |
| A road vehicle type approval holder advertises the availability of a performance vehicle to consumers in Australia, including that the waiting period to fulfil an order will take over 12 months. | NO, if demand is high and there are no apparent constraints on the level of demand, this might be considered as not making the vehicles genuinely available to Australian consumers. |

The following table shows 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 made available to consumers in Australia, at any time under a vehicle type approval or MVSA identification plate approval? | | | | |
|--|---|--|--|---|
| No | Yes | | | |
| | Are you the type approval holder, current or former Identification Plate Approval (IPA) holder, or authorised in writing by the vehicle type approval holder, or current or former IPA holder, 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 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 the period covered by the build date range specified in the application fall wholly within the period in which the vehicle was not genuinely available to consumers in Australia? | |
| | | No | | Yes |
| Core eligibility criteria satisfied (see criteria below) | Core eligibility criteria satisfied (see criteria below) | The variant, or the make and model, is not eligible | The variant, or the make and model, is not eligible | Core eligibility criteria satisfied (see criteria below) |

The following 2 tables illustrate when a vehicle is or is not genuinely available to consumers in Australia.

Example 1

| The vehicle is no longer genuinely available to consumers in Australia, but continues to be available to consumers in another market in the world: | | | | | |
|--|---|------|------|---|------|
| Model year | 2012 | 2013 | 2014 | 2015 | 2016 |
| Overseas availability | Made available in an overseas market for entire period | | | | |
| Australian availability | Made available to consumers in Australia under a vehicle type approval or approval given under subsection 10A(1) or (2) of the MVSA | | | Not genuinely available to Australian consumers | |
| SEVs Register eligibility | Vehicles manufactured in this period are not eligible | | | Eligible | |

Example 2

| The vehicle was made available to consumers in another market in the world, but there was a delay in physical delivery of the vehicle to consumers in Australia: | | | | | |
|--|--|------|------|---|------|
| Model year | 2012 | 2013 | 2014 | 2015 | 2016 |
| Overseas availability | Made available in an overseas market for entire period | | | | |
| Australian availability | Not genuinely available to consumers in Australia | | | Made available to consumers in Australia under a vehicle type approval or approval given under subsection 10A(1) or (2) of the MVSA | |
| SEVs Register eligibility | Eligible | | | Vehicles manufactured in this period are not eligible | |

Note: Whether the variant of a model, or make and model, of a road vehicle with the build date range specified in your application was **not** genuinely available to consumers in Australia during the relevant period shown in these examples will depend on the specific circumstances and broad context of the vehicle's Australian availability in that period.

One of the following eligibility criteria must also be met

The following table is an overview of the SEVs Register criteria the variant of the model, or make and model, of the road vehicle must satisfy. A single application cannot be made for more than one of these criteria. However, the decision-maker may decide that another criterion has been satisfied. Alternatively, you may make two applications.

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

| Criterion | Overview |
|------------------------|--|
| 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, or standards requiring 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 (i.e. EV or hybrid), or be 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 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 and for 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, or be 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. |
| Left hand drive | <p>The left-hand drive criterion requires that a vehicle:</p> <ul style="list-style-type: none"> was originally manufactured as a left-hand drive vehicle, and either: <ul style="list-style-type: none"> 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 1 of the following vehicle categories: MA, MC, NA, NB or NC. <p>Note: Vehicles under the left-hand drive criterion must be converted to right-hand drive before they can be provided to the market.</p> |

| | |
|----------------------------------|--|
| Campervans and motorhomes | <p>The campervans and motorhomes criterion requires that a vehicle either:</p> <ul style="list-style-type: none"> • 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. <p>Campervans, or vehicles to be converted into campervans, must have a gross vehicle mass (GVM) or 3.5 tonnes or less, and</p> <p>Campervans and motorhomes, or vehicles to be converted into campervans or motorhomes, must have 1 of the following body shapes:</p> <ul style="list-style-type: none"> • van/people mover • utility • bus • truck, or • cab chassis. <p>Motorhomes, or vehicles to be converted into motorhomes, must have 1 of the following body shapes:</p> <ul style="list-style-type: none"> • van/people mover • utility • bus • truck, or • cab chassis. |
| Rarity | <p>The rarity criterion requires any 1 of the following:</p> <ul style="list-style-type: none"> • 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). <p>Note: Vehicles under the rarity criterion do not need to be converted to right-hand drive before they can be provided to the market, though such vehicles will still be subject to state and territory registration requirements.</p> |

Important: Please see the [RVS Glossary of terms](#) on our website for a comprehensive list of RVS terms and their definitions.

Supporting material

You must provide supporting material to demonstrate the relevant make and model, or one or more variants, of the road vehicle meets the eligibility criteria.

Availability to consumers in Australia

You must provide the following, or similar, documents to demonstrate the variant of the model, or make and model, of a road vehicle was:

- Not made available:
 - manufacturer's website information
 - manufacturer's letter in support of the claim (or supporting letter from the manufacturer's representative)
 - article from a credible specialist publication in support of the claim
 - product marketing search results
 - search results from applicable databases – for example, vehicle type approval list or RAV search.
- No longer or not genuinely available:
 - details of the approval held under RVSA or MVSA
 - information from the approval holder under RVSA or MVSA
 - manufacturer's website information
 - manufacturer's letter in support of the claim (or supporting letter from a representative of the manufacturer)
 - article from a credible specialist publication in support of the claim
 - product marketing search results, including volumes and availability time periods
 - search results from applicable databases – for example, vehicle type approval list or RAV search.

Period the vehicle was first made available

You must provide the following, or similar, documents to demonstrate a period of at least 3 months has passed since the variant of model, or make and model, of the road vehicle was first made available to a consumer in any market in the world:

- an article from a credible specialist publication claiming this is the case
- a letter from the manufacturer or a representative of a manufacturer confirming your claim.

Specific eligibility criteria

You must provide documents demonstrating the variant of the model, or the make and model, of the road vehicle meets one of the following 6 specific eligibility criteria required by the application:

- performance
- environmental
- mobility
- left-hand drive
- campervans and motorhomes
- rarity.

The table below lists the required supporting material.

| Specific criterion | Any of the following supporting material is required |
|---|--|
| Performance For a variant of a model, or make and model, of a road vehicle to satisfy the performance criterion in section 130 of the Rules, when it was originally manufactured, its power/weight ratio must have been above: <ul style="list-style-type: none"> • 110 Kw/tonne if it was manufactured on or before 31 December 2019 (i.e. before 2020) • 130 Kw/tonne if it was manufactured on or after 1 January 2020 (i.e. after 2019) | <ul style="list-style-type: none"> • manufacturer's specifications • manufacturer's brochure • credible specialist publications. |
| Environmental US and Canadian emissions | US EPA – United States environmental protection agency Certificate of Conformity with the Clean Air Act EPA certification Summary information report Californian Air Resources Board (CARB) Executive Order (containing test group information) can be accessed on the Californian Air Resources Board website Copy of vehicle's EPA emissions label, if available. |
| European whole vehicle type approvals (WVTA) | EC Whole Vehicle Type Approval certificate of conformity Photo or copy of a whole vehicle type approval (WVTA) plate, if available. |
| European emissions | EU certificate of conformity. |
| United Nations Economic Commission of Europe (UNECE) emissions | UNECE approval – copy of the relevant section of the UNECE approval from the manufacturer or testing authority. |
| Japanese emission standards | Japanese certificate of conformity with the Japanese standard. |
| Chinese emission standards | China emissions certificate of conformity (from the manufacturer or the testing authority). |

| Specific criterion | Any of the following supporting material is required |
|--|--|
| Micro car sub-category criteria | <ul style="list-style-type: none"> • manufacturer's specifications • manufacturer's brochure • credible specialist publications. |
| Mobility | <ul style="list-style-type: none"> • manufacturer's specifications • manufacturer's brochure • credible specialist publications • photographs • letter of compliance or support from the original manufacturer (must be provided if vehicle was modified before first provision to the market) • photos of the vehicle's original build plate, the second stage manufacturer's build plate or modification plate • certificate of first registration to confirm provision to the market date. |
| Left hand drive | <ul style="list-style-type: none"> • manufacturer's specifications • manufacturer's brochure • credible specialist publications • vehicle category • photographs • letter from the manufacturer on the manufacturer's company letterhead, signed and dated by a company representative stating that the variant or model has not been originally, manufactured anywhere in the world as a right hand drive vehicle. |
| Campervan and motorhome | <ul style="list-style-type: none"> • photographs of the vehicle: • manufacturer's brochures • credible specialist publications to confirm the variant/s or model has been originally manufactured as a campervan or motorhome and to confirm the body shape of the variant/s or model (this is necessary to identify if it is a campervan or motorhome) • scaled diagram showing: <ul style="list-style-type: none"> ○ how the variant/s or model can be modified to convert it to a campervan or motorhome, and ○ the proposed sleeping berths and seating plan. |

| Specific criterion | Any of the following supporting material is required |
|--------------------|---|
| Rarity | <ul style="list-style-type: none"> • manufacturer's brochure • credible specialist publications • vehicle make, model and variant in the vehicle category • letter from the manufacturer stating the number of make, model or variants produced worldwide per year • the Original Equipment Manufacturer vehicle register details confirming the make, model or variant is recorded on the register. |

Can I change details in my application?

When you start an application, ROVER allows you to save it, exit and return to your saved work in ROVER at any time before you submit it.

If you need to amend your application after it has been submitted, but before you've paid the fee, you can withdraw, amend and resubmit it, or delete it.

You can also [withdraw an application](#) and then amend and resubmit or delete it after you have submitted it and paid the fee if its status in ROVER is 'Paid—Awaiting Assessment', or 'Assessment in progress'.

The process for withdrawing, amending and resubmitting, or deleting an application after the fee has been paid is explained in the guide, [How to withdraw, amend and resubmit or delete an application in ROVER](#).

As you progress through the application creation, submission, payment and decision process in ROVER, you can view the [status of your application](#) at various stages.

Personal and commercial information

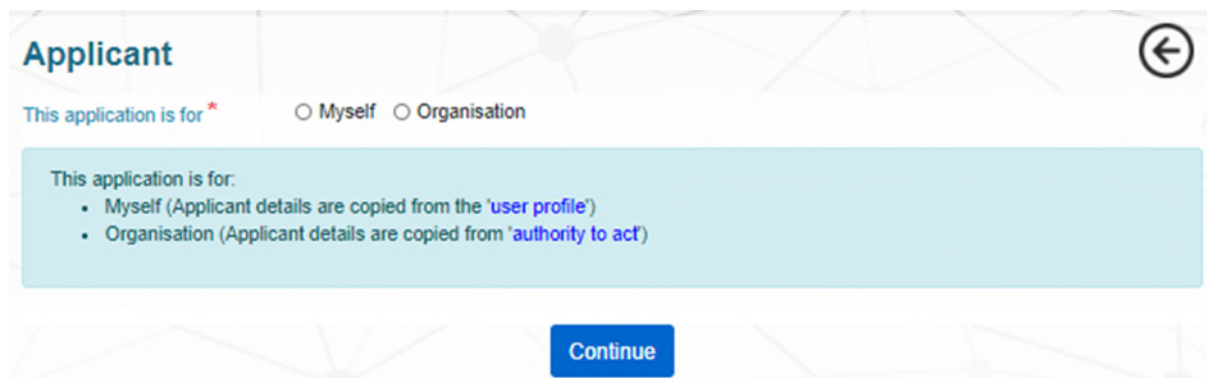
Collecting personal details such as name and contact information has been considered under the *Privacy Act 1988* and the department's Privacy Policy as reasonably necessary to administer the provisions of the RVS legislation, including to assess and make decisions on applications. Contact information associated with a SEVs approval is also required to maintain communication with applicants and approval holders.


Further information on [how your personal and commercial information is managed in ROVER](#) is available.

Completing the application for entry on the SEVs Register

Under the RVS legislation, all applications and approvals must be submitted through [ROVER](#) the department's online applications and approvals portal. This includes applying for a SEVs Register entry.

The information you are required to provide when applying for a SEVs Register entry is shown on the following pages.



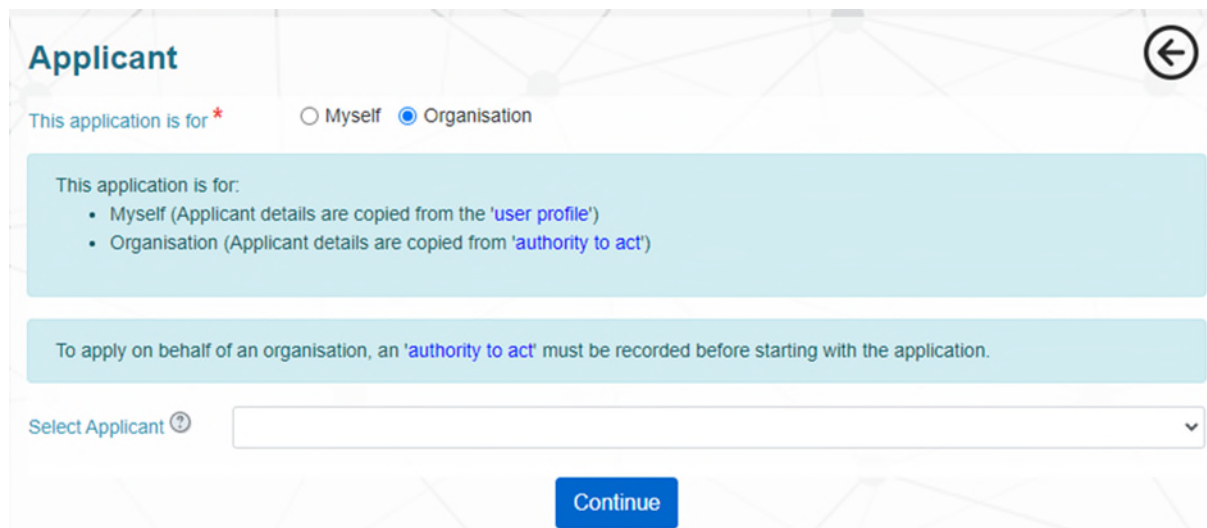
Applicant 


This application is for* ☐ Myself ☐ Organisation

This application is for:

- Myself (Applicant details are copied from the 'user profile')
- Organisation (Applicant details are copied from 'authority to act')

Continue




Applicant 

This application is for* ☐ Myself ☒ Organisation

This application is for:




- Myself (Applicant details are copied from the 'user profile')
- Organisation (Applicant details are copied from 'authority to act')

To apply on behalf of an organisation, an 'authority to act' must be recorded before starting with the application.

Select Applicant 

Continue

Vehicle information

SEV-2021-0000149

Please provide details of the variant(s) of a model, or make and model, of the road vehicle which you are applying to have entered on the SEVs Register. If your application satisfies the requirements for entry on the SEVs Register, this information will be included on the SEVs Register.

Make

Model

Model code


Vehicle category

☐ My SEVs Register entry is for variant(s)

Typical Vehicle Identification Number(VIN)

☐ This variant of a model, or make and model, of a road vehicle is on the List of eligible SEVs under the Interim Arrangements

Edit Vehicle information



Vehicle information

SEV-2021-0000149

Return without saving

Please provide details of the variant(s) of a model, or make and model, of the road vehicle which you are applying to have entered on the SEVs Register. If your application satisfies the requirements for entry on the SEVs Register, this information will be included on the SEVs Register.

Make *

To select the Make, please start typing your make in the textbox and then select the relevant option from the alphabetical list presented. If your road vehicle type's make did not show up in the list, please type 'Other' and select that from the list. You will then be able to input your road vehicle's make in the 'Please specify make' field.

Model *

Model code

Vehicle category *

☐ My SEVs Register entry is for variant(s)

Typical Vehicle Identification Number(VIN)

Build date range

☐ This variant of a model, or make and model, of a road vehicle is on the List of eligible SEVs under the Interim Arrangements

Save and Continue

Grouping variants

In some instances, it will be necessary to look at variants within a model range individually. In others, assessing all variants in a model range or an easily distinguishable group of variants in a model range together is possible.

Rather than requiring descriptive detail and assessing distinct variants for every single SEVs Register entry application, the approach is:

1. You may apply for a model of road vehicle, or a group of variants within a model, to have its eligibility.
 - a. If you apply for all variants of a model of vehicle, and it is readily apparent that every variant in the model is eligible, assessing the eligibility of all variants on a global basis, without the need for detailed variant-by-variant identification and analysis, is possible.

The department may request further information from you, such as variant specifications, if it is not clear that all variants of a model would be eligible.

An example would be all variants of a high-performance sports car model. If it is clear every kind of vehicle in the model range, regardless of differences in specification, would satisfy the performance criterion there is no need to document and apply for every different variant in the model range.

- b. Where it is apparent a group of variants within a vehicle model you are applying for is eligible, assessing them together is possible. As above, the department may request further information when assessing eligibility.

An example would be a group of variants of a similar sports car model to the example above. The model has 2 engine options – a high performance V8 and a lower performance inline-4. All the V8 variants meet the SEVs eligibility criteria but the inline-4 variants do not. If this is the case, 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.




2. Where a model of road vehicle has one or more variants, you may apply for an assessment of a variant or a group of those variants' eligibility. As above, the department may request further information in order to assess eligibility.

An example would be variants of a similar sports car model to the example above, i.e. it has V8 and I4 engine options. If all the V8 variants meet the SEVs eligibility criteria, you 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.

It will not be possible or feasible to group variants in some applications. Instead, you will need to identify and describe each variant individually.

The application form covers this situation by including a Variant Details section on page 6. Details of 4 variants can be provided in this section. If you apply for more than 4 individual variants at once, you can submit additional forms with information on page 6 only. You may also complete and upload the variant details PDF form, available [here](#).

Vehicle availability

SEV-2021-0000149

Have at least three months passed since the variant of a model, or make and model, of a road vehicle was first available to consumers in any market?

Has the variant of a model, or make and model, of a road vehicle ever been available in Australia?

Are you the holder of the approval, or authorised in writing by the holder of the approval, under which the variant of a model, or make and model, of a road vehicle was available in Australia?

Edit Vehicle availability

→

Vehicle availability

SEV-2021-0000149

Return without saving

Have at least three months passed since the variant of a model, or make and model, of a road vehicle was first available to consumers in any market?

☐ Yes
☐ No

Has the variant of a model, or make and model, of a road vehicle ever been available in Australia?

☐ Yes
☐ No

Are you the holder of the approval, or authorised in writing by the holder of the approval, under which the variant of a model, or make and model, of a road vehicle was available in Australia?

☐ Yes, I am the approval holder, or have permission from the approval holder
☐ No
☐ Not applicable

Please upload or explain in the textbox below, either:

- Your type approval or your support from the approval holder for the variant of a model, or make and model, of a road vehicle to be entered onto the SEVs Register, or
- Information showing that the variant of a model, or make and model, of a road vehicle is not/has not been genuinely available in Australia during a time that it was available elsewhere in the world
- Information demonstrating how the variants of the make and model of the vehicle are significantly different to any variant of the make or model of the vehicle that is genuinely available in the Australian market (if applicable).

+

-

Save and Continue

Specific criteria for entry onto the SEVs Register

SEV-2021-0000149

[Return without saving](#)

Performance Criterion

For a variant of a model, or make and model, of a road vehicle to satisfy the performance criterion, when it was originally manufactured its power/weight ratio must be above:

- 110 kW/tonne if it is manufactured on or before 31 December 2019
- 130 kW/tonne if it was manufactured on or after 1 January 2020.

Environmental Criterion

For a variant of a model, or make and model, of a road vehicle to satisfy the environmental criterion it must:

- meet or exceed emissions standards and have alternative means of propulsion to an internal combustion engine or
- be a micro-car.

Mobility Criterion

A variant of a model, or make and model, of a road vehicle will satisfy the mobility criterion if it was originally manufactured, or has had modifications that were sponsored or supported by the original manufacturer of the vehicle, with features specifically designed to assist people with disability.

Left-Hand Drive Criterion

For a variant of a model, or make and model, of a road vehicle to satisfy the left-hand drive criterion is must:

- be one of these vehicle categories - MA, MC, NA, NB or NC.
- have been originally manufactured as a left-hand drive vehicle and either:
 - is not available as a right-hand drive vehicle or
 - if available as a right-hand drive vehicle in a market, not have been originally manufactured as a right-hand drive vehicle for that market.

Campervans and Motorhomes Criterion

For a variant of a model, or make and model, of a road vehicle to satisfy the campervans and motorhomes criterion it must have been originally manufactured as a campervan or motorhome or is suitable for modification to convert it into a campervan or motorhome that complies with the applicable road vehicle standards.

Rarity Criterion

For a variant of a model, or make and model, of a road vehicle to satisfy the rarity criterion it must meet at least one of three volume thresholds, less than:

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

Select Entry Criterion

[Save and Continue](#)

Declarations

You are required to make declarations about the information you have provided and statements you have made in the application.

Submitting the application

After completing the online application you should submit and pay the [application fee](#).

Next steps

Requests for further information

Once the fee has been receipted the application will be available to be considered by the department. The [legislated decision-making timeframe](#) is within 30 business days but this may be paused if further information is required and you receive a request for further information (RFI) requiring a response. The application will not proceed until you provide the requested information.

A decision may be made to refuse to consider your application if all the requested information is not provided by the date specified in the request.

Enter or refuse to enter vehicle details on the SEVs Register

Vehicle details are entered on the SEVs Register if they meet the SEVs Register eligibility criteria or are refused entry if they are assessed as not satisfying the eligibility criteria.

Notification

Once an application is decided, the department will notify you of the decision by email, using the email address provided in the application.

Correcting errors on the SEVs Register

Entries on the SEVs Register cover a particular make and model, or one or more variants of a model, of a road vehicle. The department can vary or remove an entry on the SEVs Register to correct errors in the entry. An error may occur in a SEVs Register entry for various reasons. For example:

- a typo was made when a make and model, or one or more variants of a model, of a road vehicle was entered on the SEVs Register
- because there was an error in the information originally provided in the application for a make and model, or relevant variants, of road vehicle to be entered on the SEVs Register
- because new information is available about the extent to which the make and model, or a relevant variant, meets the applicable eligibility criteria for entry on the SEVs Register.

If you believe there is an error in a SEVs Register entry, you can request it be corrected.

For example, you may believe:

- the entry has a typo
- the entry includes the wrong vehicle category
- the build date range in the entry needs to be varied. For example, you have new information that the build date range needs to be corrected so the relevant variant, or make and model, meets the applicable eligibility criteria for entry on the SEVs Register.

If, based on the available evidence, the department is satisfied there is an error in a SEVs Register entry, it can:

- remove the entry covering the make and model, or relevant variants, of road vehicle, or
- vary the entry covering the make and model, or relevant variants.

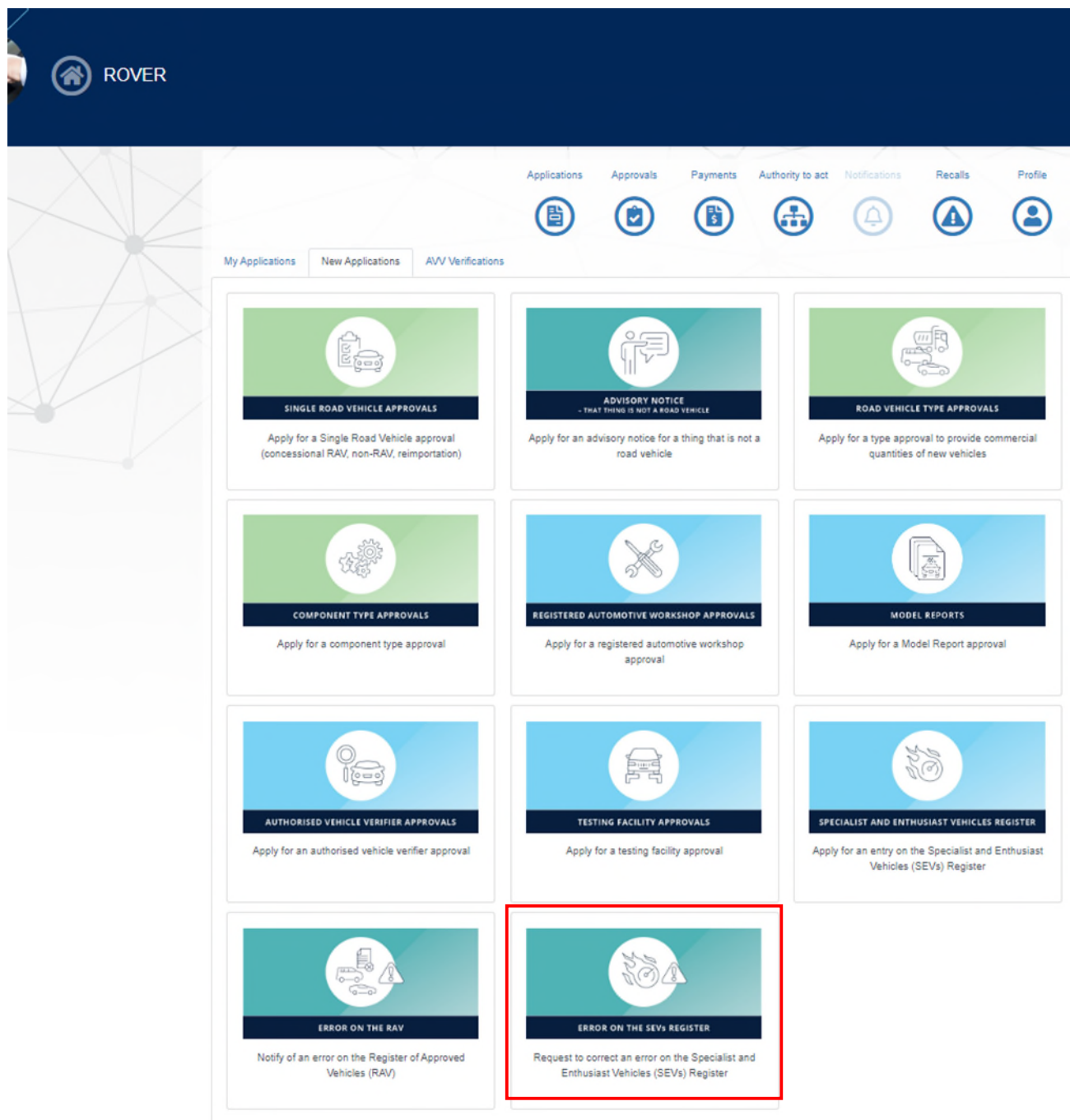
The process for correcting errors on the SEVs Register cannot be used to increase the scope of a SEVs Register entry beyond the scope of the its original application. For example, you will need to make a new application if you want to:

- have an additional make and model, or additional variants of a model, of a road vehicle entered on the SEVs Register, or
- broaden the build date range for a relevant variant, or make and model, entered on the SEVs Register, or
- have a particular make and model, or variants of a model, entered on the SEVs Register in relation to the environmental criterion where that make and model, or variants, are already entered on the SEVs Register in relation to the performance criterion.

How to request an error be corrected in ROVER

To request an error be corrected, sign in to ROVER and select **New Applications**.

Then select the **Error on the SEVs Register** icon (see below).



Further information

For further information, please visit the [department's website](#) or submit an [online enquiry](#).

Quick links

- [Specialist and enthusiast vehicles](#)
- [How to create a user account in ROVER.](#)
- [ROVER portal](#)
- [RVS legislation and determinations](#)
- [Guides and resources](#)
- [ROVER application statuses and notifications](#)
- [What are the RVS fees and charges?](#)
- [What are RVS decision-making timeframes?](#)
- [How is my personal and commercial information in ROVER managed?](#)
- [How to withdraw, amend and resubmit or delete an application in ROVER](#)
- [Guide to withdrawing, amending and resubmitting an application](#)
- [How to add your road vehicle to the Register of Approved Vehicles once specified conditions have been met](#)
- [Importing a road vehicle](#)
- [Industry guide to refuse to consider powers](#)

Appendices

Appendix 1– Significant differences to distinguish variants of a vehicle make's model

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
- for internal combustion engines:
 - a different configuration – e.g., number of cylinders, arrangement of cylinders
 - a different induction method between naturally aspirated, turbocharged, supercharged or turbocharged+supercharged
 - 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)
 - a difference in capacity of:
 - ◆ for L-group vehicles, at least 30%
 - ◆ for M-group vehicles, at least 20%
- for electric-only vehicles (not hybrids) a difference in driving range on a single charge of at least 10%
- an increase in maximum power of at least 30%
- a different transmission type
- a higher number of gears in the transmission
- a difference in number or position of powered axles – e.g. FWD, AWD, RWD
- a different number of steered axles
- a different body shape – e.g., sedan, station wagon, hatchback, coupé, convertible
- a different number of side doors
- 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
- features designed to assist a person with a disability.

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

- a difference between internal combustion only, electric only, plug-in hybrid or non-plug-in hybrid

- for internal combustion engines:
 - a different configuration – e.g., number of cylinders, arrangement of cylinders
 - a different induction method between naturally aspirated, turbocharged, supercharged or turbocharged+supercharged
 - 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)
 - a difference in capacity of at least 50%
- for electric-only vehicles (not hybrids) a difference in driving range on a single charge of at least 10%
- an increase in maximum power of at least 50%
- a different transmission type
- a higher number of gears in the transmission
- a difference in number or position of powered axles – e.g., RWD, 4WD
- a different number of steered axles.
- a different body shape
- a different number of side doors
- 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
- a different vehicle category
- features designed to assist a person with a disability.

For ME (GVM > 12 tonnes) and NC vehicles:

- a difference between internal combustion only, electric only, plug-in hybrid or non-plug-in hybrid
- for internal combustion engines:
 - a different configuration – e.g., number of cylinders, arrangement of cylinders
 - 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)
 - a difference in capacity of at least 50%
- for electric-only vehicles (not hybrids) a difference in driving range on a single charge of at least 10%
- an increase in maximum power of at least 50%
- a difference in number or position of powered axles – e.g., RWD, 4WD
- a different number of steered axles
- a different vehicle category
- features designed to assist a person with a disability.

Appendix 2 – Road vehicle categories

Each vehicle category has a 2-character vehicle category code. This code designates the relevant vehicles in the vehicle standards, as represented by the Australian Design Rules and in related documentation.

The relevant categories are:

- moped – 2 Wheels — **LA**
- moped – 3 wheels — **LB**
- motor cycle — **LC**
- motor cycle and side-car — **LD**
- motor tricycle — **LE**
- passenger car — **MA**
- forward-control passenger vehicle — **MB**
- off-road passenger vehicle — **MC**
- light omnibus — **MD**
- heavy omnibus — **ME**
- light goods vehicle — **NA**
- medium goods vehicle — **NB**
- heavy goods vehicle — **NC**.

Note: Detailed vehicle category descriptions and definitions of terms are covered in the [Vehicle Standard \(Australian Design Rule – Definitions and Vehicle Categories\) 2005](#).