

Questions answered during RVSA Industry Webinar #28 Thursday 30 November 2023	Score	Response
Can you please provide an Update on future budget and plans for ongoing ROVER development?	3	The department has funding for ROVER development until the end of this financial year. Any plans to make updates to ROVER beyond that date are dependent on the outcomes of the May 2024 Budget.
We continue to receive erroneous RFI's. Surely assessors should be listing ADR clauses that they believe are not being complied with if they are raising an issue, rather than general statements/ questions. Can we get an undertaking to improve the quality of RFI's?	7	The department is continually looking at ways to improve the application and approvals process. We are currently reviewing the quality of RFIs being sent by the department and some changes will be implemented shortly.
When a SEVS entry is granted under the Campervan Criteria, how does the Dept. check the information as some of the allowable combinations are physically impossible? eg 7 seat MB cat HiAce campervan - impossible to achieve S89 requirements and 7 seats - yet SEVS and MRE approved???	1	Part of the SEVs Register entry criteria is the determination of eligible vehicle categories. If you are aware of Model Report approvals or SEVs Register entries for vehicles that you believe are not in accordance with legislative requirements, we encourage you to let our Compliance and Enforcement team know. Visit the department's website at www.infrastructure.gov.au and search for 'Report non-compliance'.
Has there been any further development/ discussion on how the department can deal with M&I's and ADR interpretations outside of VTA applications? Understand it requires RVSA changes, but what is happening towards these issues?	2	This issue will be considered as part of the Internal Review of the RVS legislation, which the department will undertake in the 2024-25 Financial Year. More details about the Internal Review will be released in early 2024.
When will the answers for the last webinar (October 23') be published? Its not possible to ask follow up questions without the answers for previous webinars.	6	The responses to RVSA Industry Webinar #27 questions are now published.
With Several states now mandating Engineering registrations to allow them to conduct business in their state - Will AVV's be required to be registered? Current AVV system is fraught with issues as many lack basic ADR knowledge - Previous knowledge test required to ensure a robust system	3	An AVV's primary role is about confirming, via a checklist created by a Model Report author, that a vehicle has been modified in accordance with the Model Report. Although AVVs are not registered in states and territories, they do require a RVS approval to be able to operate as an AVV under the current legislation. Eligibility criteria for AVVs include having, or having access to, appropriately qualified staff to conduct vehicle inspections. If you are aware of an AVV's non-compliant behaviour, we encourage you to report it to our Compliance and Enforcement team. Visit the department's website at www.infrastructure.gov.au and search for 'Report non-compliance'. If you would like to provide more detailed feedback on the department's current approach to AVVs, please email ROVERinfo@infrastructure.gov.au .
Why is GVM/ATM not shown for some VTAs? VTA-060309 shows GVM but VTA-051680 does not. Both MC. Can this be included please	1	The determination made under section 12 of the RVS Rules, the <i>Road Vehicle Standards (Information on the Register of Approved Vehicles) Determination 2021</i> , outlines the information that must be included on the RAV. GVM is not a mandatory requirement for publication on the RAV for MC category vehicles.
The AVE system is broken - many AVV's have limited knowledge and as a result vehicles being entered on the RAV that do not comply with the MRE or SVE - example S450 Mercedes SWB allowed (model code 222058) yet LWB model code 222158 being uploaded or MB cat Hiace with single SRS Please explain?	1	We encourage you to let our Compliance and Enforcement team know of any suspected non-compliance. Visit the department's website at www.infrastructure.gov.au and search for 'Report non-compliance'.
Can the vehicle variant be included on the RAV display please	1	The <i>Road Vehicle Standards (Information on the Register of Approved Vehicles) Determination 2021</i> outlines the information that must be included on the RAV. A vehicle variant is not a mandatory requirement. It may not be practical to provide variant details on the RAV due to a range of factors, and it would impose an additional regulatory burden on industry. A clear benefit to industry would need to be demonstrated before the department could consider adding this information to the RAV.
Can embargo date be shown on the approval if it has one please	0	For an embargoed vehicle type approval, dates and information about the variant under embargo are not publicly available. However, the approval holder is able to confirm the embargo date by looking at the application.
When can tare mass be listed as 'zero' and how does this apply to LLTM 35? LLTM for an SSM should be calculated from tare mass not physically measuring one as-built vehicle. Shouldn't all variants have a listed mass if it can be sold as a cab chassis?	1	A cab chassis vehicle is considered to be a partially completed vehicle. They must be entered on the RAV via the vehicle type approval pathway and may be granted an approval on the basis that it substantially complies with the applicable national road vehicle standards and its non-compliance is only in minor and inconsequential respects. It remains a non-compliant cab chassis until it is finished and can be provided to a consumer as a completed new vehicle. For more information, read the Lightly Loaded Test Mass 35/... from the <i>Australian Design Rule – Definitions and Vehicle Categories</i> , which provides information about cab chassis vehicle testing to ADR 35.
There are an increasing number of glitches in Rover particularly when withdrawing and resubmitting applications (data in text boxes not saving, attachments not saving and not deleting etc). Can we get confirmation that if data does go missing we can amend at the RFI stage?	1	The department recently deployed a fix to ROVER that should have resolved this issue. If it is still occurring, please email ROVERinfo@infrastructure.gov.au with further details, including the compliance information (CI) form and application number.
Regarding SSM applicability dates for new ADRs - If the base vehicle is a new model after the "new model" date but non-compliant due to ADR being N/A, does the SSM vehicles have to follow the "new model" or "all vehicles" date if new ADR is applicable? For example, SSM converting ICE vehicles to EV	1	SSM vehicles are generally not considered a new model if the first stage vehicle is not considered a new model for the purpose of the particular ADR. If the vehicle changes category or adds features that makes new ADRs applicable, then the SSM vehicle will need to comply with any new model dates that apply.
When an application is withdrawn and resubmitted while the status is "Paid - Awaiting Assessment" submission to make minor changes will the assessment time clock reset?	3	When an application is withdrawn, the clock stops. When the application is resubmitted, the clock resets and starts from the beginning. In most circumstances, when you need to make a minor change to an application, you do not need to withdraw and resubmit it. You can provide the information through the RFI request (if made) or send it to ROVERinfo@infrastructure.gov.au .

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The Model Report Author can be the AVV. So what is checked?	2	The <i>Road Vehicle Standards (Model Reports) Determination 2021</i> states that the AVV must verify a vehicle using the Model Report checklist. In the case that the Model Report author is also the AVV, the AVV still needs to go through all the same verifications and checks to ensure the vehicle has been modified in accordance with the Model Report. Please refer to the detail in the <i>Road Vehicle Standards (Verification of Road Vehicles) Determination 2021</i> and <i>Road Vehicle Standards (Limit of Acceptable Damage or Corrosion) Determination 2021</i> .
At the last webinar it was stated that the requirements for "Approval to place used import plates" concession document have been "Duplicated." Now the department is telling us that an M&I needs to be claimed. Why has the department changed its position.	4	There is no change in position. The department indicated it could consider M+I when using the 2006 guidelines in December 2021. The <i>Road Vehicle Standards (Model Reports - Compliance with Standards) Determination 2021</i> identifies similar testing concessions that were available in the 2006 Guidelines. When using a comparison with international standards to show the vehicle complies with the ADR it is up to the applicant to show that the international standard is equivalent. If you wish a decision maker to consider an application making reference to a specific concession previously available and not in the above determination, you will need to apply for M+I. Please refer to Slido #27 for details.
It is common knowledge in the industry that a lot of RAWS workshops have been audited. How many VTA (non-SSM) holders have been audited in the past 6 months?	3	It would be inappropriate for the department to provide this information. Our priorities are outlined in our Compliance and Enforcement Strategy on the department's website. Visit www.infrastructure.gov.au and search for 'Compliance and enforcement strategy 2023'.
How to check backlit badge size in compliance with ADR 13 section 7.6.7? eg. heavy vehicle has a "SCANIA" backlit badge, can this badge meet ADR 13 section 7.6.7?	0	The current requirements in ADR 13 do not set a limit on the total area of surface that can be illuminated on a logo, however, consideration should be given to clause 7.6.5 for how close the illuminated logo is to other lamps, and it would be prudent to use these closest lamps as reference for prominence (e.g. is the logo bigger than the nearest lamps?). Another point of reference would be UN Regulation 148. Although not yet adopted in Australia, if it was adopted, this would set a maximum area of 100cm ² for light sources incorporating a manufacturer's logo.
The level of responsiveness to phone calls and email questions has appeared to have dropped off recently, is there an increase in workload creating this or is it a perception that is not true?	1	We have not seen an increase in calls or emails over the past month. Emails will generally be responded to within 5 business days, complex queries may take longer, however, you will receive an acknowledgement of progress. When a call cannot be answered you have an option to leave a voice mail message for a return phone call, which gets actioned promptly.
Can an embargo be placed on a SEVS entry?	1	No, an embargo cannot be placed on a SEVs Register entry.
Some of the RFIs are requesting copies of the ADRs to be attached. Are "all" assessors qualified engineers that fully understand complex scientific principles?	4	This question was clarified during the webinar and referred to RFIs requesting copies of ADR reports. Assessors have full access to all ADRs and would not need a copy to be provided by an applicant. An assessor may request further information while assessing the application, this may include copies of test reports and reports to show how your vehicle complies with the ADR. If you receive a RFI that is asking for information that you do not believe is relevant to your application, please raise the issue by emailing ROVERinfo@infrastructure.gov.au
ROVER times are not improving, and delays between pages greatly increase application completion times. What are the plans for improving this?	4	Page load times can vary greatly for different applications and is affected by the amount of information being loaded on the page and in the application. We are currently looking at ways to further reduce the load times and hope to implement improvements in the next system release.
Part 1: Do ADRs only apply to new trailers or even to modifications? For example, suppose a trailer was sold in 2018 (i.e. before the RVS Act) and the owner wants to modify the trailer by including a lithium battery (e.g. to power a fridge).	0	State and territory registration authorities regulate in-service vehicles, including trailers that are modified after first supply to market.
Part 2: Does the owner need to comply with the current ADRs. For example, clause 5.4.12.2 of AS/NZS 3001.2 requires lithium ion batteries to NOT be installed in the habitable area of a trailer. But that may only be possible if designing a trailer from scratch.	0	Some registration authorities rely on <i>Vehicle Standards Bulletin 1</i> when inspecting a modified trailer. However, what a registration authority expects may differ based on the vehicle type and the state or territory it is located. You will need to speak with the registration authority in your area for answers to these questions.
Part 3: If a trailer has already been manufactured, there will be limitations. So do modifications to an e.g. 2018 trailer need to comply with current ADRs?	0	
in relation to low ATM trailers with electric brakes and ADR 38. What is the department's position on brake systems that require position lamps on the towed vehicle to be ON in order for the brakes to work. i.e. the brake system is not passive.	2	The department has no position on this as it is an in-service matter. However, generally speaking, states and territories require registered vehicles to continue to meet the ADRs at the time the vehicle was entered on the Register of Approved Vehicles. This includes compliance to ADR 31 and 35 for braking and relevant towing requirements of the towing vehicle, and similarly, ADR 38 for trailers.
If work instructions have changed slightly without affecting compliance, is it required to wait for them to be approved before uploading vehicles on the RAV?	1	If you have a concessional RAV entry approval for a vehicle and a corresponding Model Report approval in force, then, subject to the conditions being met, including RAW modification and AVV verification, the vehicle can be entered on the RAV. However, if the work instructions (i.e. the Model Report) is subject to an application to vary because (for example) the vehicle is not covered by the Model Report, then the RAW cannot continue with modification nor present it to the AVV. An AVV would find the vehicle 'not verified' under those circumstances.
If new evidence is obtained from an approved TFA in Australia. Is it required for the evidence to be uploaded approved before proceeding with a model report? Or can VTA/Model report holders continue uploading vehicles on the RAV while the evidence is being assessed?	2	To be entering vehicles on the RAV, the relevant approvals, i.e. vehicle type approval and Model Report approval, must be in force and the vehicle covered by the approval. If the vehicle is not covered by the approval, i.e. specification are different to the RVD or vehicle scope then the vehicle cannot be added to the RAV until that approval has been varied to cover the vehicle.

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in relation to Low ATM trailers with electric brakes and ADR 38. what is the departments position on the use of mobile phones as the "brake controller" i.e. the brake signal from the towing vehicle is not "hard wired" to the towed vehicle - rather it comes by WiFi / bluetooth	1	The department has no position on this as it is an in-service matter. However, there are requirements that the towing vehicle would need to meet if it is equipped to tow a trailer with electric service brakes. Refer to ADR 31/04, Appendix A, clause 5.2.17 and sub clauses.
When can we expect the answers for this webinar to be published?	1	The responses to this webinar will be published on the department's website in December.
What is the definition of Model Date? does it refer to the date of manufacture or the date of RAV entry?	0	This question is not clear, 'Model Date' is not a term we use. If referring to the all model date, then any vehicle added to the RAV after that date must comply with that ADR. The date of manufacture and the ADR applicability date for a vehicle type approved vehicle is the date of RAV entry. This is different for a vehicle covered by a Model Report, depending on the eligibility criteria of the Model Report, for example, passenger vehicles entered on the SEVs Register are different to used motorcycles.
Could you advise the Christmas shutdown period for ROVER assessors?	0	The department shuts down from 4pm on Friday 22 December 2023 to 9am on Tuesday 2 January 2024. Assessors will start back on Tuesday 2 January 2024.
Is the build month required to be accurate for a vehicle import approval? Or can import approvals be issued based on year alone?	0	Yes. Where the build month can be ascertained for a vehicle, as it can for most vehicles from the build plate, then this must be correctly recorded in the application. It is a contravention of the RVS legislation to give false or misleading information. Where the build month cannot be determined, for example, as is the case for some older vehicles, the build month is assumed to be December.