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Questions asked during RVSA Industry Webinar #42 on 30 April 2026	Score	Response
The Dept has published a process for replacing an expiring VTA and retaining the same VTA number. But is it possible to use the same model name on a new VTA application if it is intended to replace an expiring VTA. This would be WITHOUT retaining the expiring VTA number.	0	Yes, when replacing an expiring vehicle type approval, you must use the same model name in the new approval for the same vehicle type. You do not need to retain the expiring vehicle type approval number to use the same model name.
follow-on question... Can a replacement VTA with a new number be submitted as an "existing model" as opposed to "new model". If we replace an opt-in with a new number, can we choose the start date to match the end of the expiring approval.	0	<p>Regardless of whether the new vehicle type approval is issued a new approval number or retains the same number as the opted-in approval it is replacing, it will be considered an existing model if the vehicle type remains the same.</p> <p>If the new vehicle type approval is not retaining the expiring opted-in approval number, the commencement date of the new approval can be indicated by the applicant and can be selected to match the end of the expiring approval. But this comes with risks.</p> <p>If you nominate a future commencement date (such as when the prior approval expires), be aware that you will not be able to make any variations to the new approval until it comes into force.</p> <p>Any variations made to the prior approval before the new approval comes into force—for example, to demonstrate compliance to a newly-applicable Australian Design Rules—will not be carried over to the new approval.</p> <p>If the new approval does not meet all legislative requirements when it comes into force it may be suspended. Note you cannot continue to provide vehicles if the approval is suspended.</p>
Could we please get an update on the inclusion of status lamps in ADR13/00? Likely timing?	0	<p>We have completed the first phase of our review of Australian Design Rule (ADR) 13/00 — Installation of Lighting and Light-signalling Devices on other than L-Group Vehicle. This phase focused on aligning ADR 13/00 with current United Nations Regulations.</p> <p>Phase 2 of our review will consider trailer-related updates. Timing will depend on the outcomes of stakeholder consultation, including the level of industry support for Phase 2 changes and the level of impact analysis needed.</p> <p>We are continuing to work with industry and the National Heavy Vehicle regulator to develop a practical approach to status lamps, and draft ADRs may be available later this year.</p>
I know its early days (announced last week) but what is the intended implementation for SUMS standards? ECE R155 & 156.	1	<p>We are considering how best to adopt the requirements of United Nations (UN) Regulations 155 and 156 under the Road Vehicle Standards (RVS) framework.</p> <p>Noting that Australian Design Rules (ADRs) are standards that apply to a vehicle's design and construction, these UN regulations contain vehicle requirements in addition to specifying requirements for a Software Update Management System (SUMS) and a Cyber Security Management System (CSMS) which a vehicle manufacturer supplying vehicles or approved components to Australia would be required to have.</p> <p>As such, we are proposing a change to the Road Vehicle Standards Rules where the SUMS and CSMS would become a condition of a vehicle manufacturer's approval. We are also proposing 2 new ADRs to specify the requirements for these management systems and vehicle requirements.</p> <p>We have started preliminary consultation with peak industry bodies and state and territory governments, which will shape further details of the implementation. The next steps will include drafting the proposed ADRs and RVS Rules changes, which will then be sent out for further consultation.</p>

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<p>When applying for a Concessional RAV entry approval for a vehicle that is equivalent to a Second Stage VTA, is the Make and model (and other data) per the First Stage approval that is already on RAV or the "would-be" Second Stage approval?</p>	<p>0</p>	<p>Vehicles already on the Register of Approved Vehicles (RAV) under a type approval may be entered a second time when covered by an approval for second stage of manufacture - either a further vehicle type approval or a Model Report. A concessional RAV entry approval is used in the case of a Model Report.</p> <p>When applying for a concessional RAV entry approval, you should use the vehicle make and model name identified in the Model Report. These are the second stage RAV entry details an authorised vehicle verifier would enter on the RAV.</p>
<p>Has there been any progress with the states to improve understanding on when CREs are required? For example, Victoria requiring CREs for any used vehicle that does not have any registration history.</p>	<p>0</p>	<p>We are continuing to work with jurisdictions where vehicles have registration history and being asked to enter vehicles on the Register of Approved Vehicles (RAV). Vehicles without registration history are generally required to be on the RAV.</p>
<p>wide twinsteers have been approved under ADRs. The HVNL will be updated mid-year. We previously had non-standard VTA for this with support from a State authority. In a new application with wide twinsteer, will it be non-standard and is it necessary to have support from a registration authority?</p>	<p>0</p>	<p>Since October 2024, twinsteer amendments have been included in both Australian Design Rule (ADR) 43/04 — Vehicle Configuration & Dimensions and ADR Definitions and Vehicle Categories.</p> <p>If all the ADR requirements are met, then a standard approval would be issued and a letter of in-principle support from the registration authority is not needed.</p>
<p>Any update on ADR42/05 lighting connectors? Inconsistency between mandated standards and what is actually in-service?</p>	<p>0</p>	<p>Australian Design Rule (ADR) 42/05 - General Safety Requirements has requirements for electrical connectors that need to be met for first supply of vehicles to Australia. In general the light vehicle and heavy vehicle in-service laws require the applicable ADRs at time of manufacture to continue to be met.</p>
<p>follow on from the previous question, is there any move to permit the EU standard 15pin trailer coupling</p>	<p>0</p>	<p></p>