Sent: Thursday, 21 June 2018 12:00 PM

To:

Peter Austin

Cc:

Subject:

RE: Proposed text for inclusion on RVCS What's New to clarify the clause 10.6

requirements of the recently issued Administrator's Circular 0-4-6

[SEC=UNCLASSIFIED]

Follow Up Flag: Flag Status:

Follow up . Completed

Thanks Peter.

From: Peter Austin < Peter. Austin@nhvr.gov.au>

Sent: Thursday, 21 June 2018 11:59 AM

To:

**Subject:** RE: Proposed text for inclusion on RVCS What's New to clarify the clause 10.6 requirements of the recently issued Administrator's Circular 0-4-6 [SEC=UNCLASSIFIED]

As a light vehicle issue the NHVR has no opinion on this matter.

Regards,

### Peter Austin

National Heavy Vehicle Regulator

P: 07 3309 8561

From:

Sent: Thursday, 21 June 2018 11:28 AM

To: 'david.hosie@transport.wa.gov.au'; Rickman Smith (<u>Rickman.Smith@sa.gov.au</u>); Bill Muirhead; Peter Austin; David beck; Anant.Z.Bellary@transport.qld.gov.au; Michael Chan (VicRoads); Peter Hunter; Brent

Thurley; Davey Uprichard; Patron, Francois; Anthony Pepi

Cc:

**Subject:** Proposed text for inclusion on RVCS What's New to clarify the clause 10.6 requirements of the recently issued Administrator's Circular 0-4-6 [SEC=UNCLASSIFIED]

Importance: High

Dear AMVCB members

Please see the proposed text attached that the Vehicle Safety Standards (VSS) Branch has drafted for inclusion as an update on <a href="RVCS What's New">RVCS What's New</a>.

Please review and provide any comments you may have on this text back to

(cc'd) as soon as possible, and no later than close of business 28 June 2018. Please also let know as soon as possible if you support the proposed text. VSS is looking to provide an update on RVCS What's New as soon as is possible.

### Regards

A/g Section Head Standards Review and Maintenance Vehicle Safety Standards | Surface Transport Policy Department of Infrastructure, Regional Development and Cities GPO Box 594, Canberra ACT 2601

w www.infrastructure.gov.au

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From:	Anant Z Bellary <anant.z.bellary@tmr.qld.gov.au></anant.z.bellary@tmr.qld.gov.au>						
	Thursday, 21 June 2018 11:40 AM Rickman Smith						
	(Rickman.Smith@sa.gov.au); bill.muirhead@nt.gov.au; Peter Austin (NHVR						
	(peter.austin@nhvr.gov.au); David beck;						
	Michael.X.Chan@roads.vic.gov.au; peter.hunter@act.gov.au; Brent Thurley; Davey Uprichard; Patron, Francois; Anthony Pepi						
Cc:							
Sent: To:  Cc: Subject:  Follow Up Flag: Flag Status:  We have reservations al provided soon.  Regards  Anant Bellary Vehicle Standar Transport & Mai  From: Sent: Thursday, 21 June To: 'david.hosie@transp (Rickman.Smith@sa.gov (peter.austin@nhvr.gov)  Anant.Z.Bellary@tmr.q  Brent.Thurley@stategr	RE: Proposed text for inclusion on RVCS What's New to clarify the clause 10.6 requirements of the recently issued Administrator's Circular 0-4-6 [SEC=UNCLASSIFIED]						
Follow Up Flag:	Follow up						
	Completed						
	out the proposed text. As such, we do not support it. More detailed response will be						
Regards							
Anant Bellary							
	ds & Accreditation						
Transport & Maíi	n Roads						
1 0							
From:							
Sent: Thursday, 21 June 2							
	ort.wa.gov.au' <david.hosie@transport.wa.gov.au>; Rickman Smith au) <rickman.smith@sa.gov.au>; bill.muirhead@nt.gov.au; Peter Austin (NHVR</rickman.smith@sa.gov.au></david.hosie@transport.wa.gov.au>						
	nu) <peter.austin@nhvr.gov.au>; David beck <david.beck@transport.nsw.gov.au>;</david.beck@transport.nsw.gov.au></peter.austin@nhvr.gov.au>						
	; Anant Z Bellary						
	d.gov.au>; Michael.X.Chan@roads.vic.gov.au; peter.hunter@act.gov.au; Brent Thurley						
	wth.tas.gov.au>; Davey Uprichard <davey.uprichard@nzta.govt.nz>; Patron, Francois v.au&gt;; Anthony Pepi <apepi@ntc.gov.au></apepi@ntc.gov.au></davey.uprichard@nzta.govt.nz>						
Subject: Proposed text fo	r inclusion on RVCS What's New to clarify the clause 10.6 requirements of the recently						
	cular 0-4-6 [SEC=UNCLASSIFIED]						
mportance: High							
Dear AMVCB members							
Please see the proposed t	text attached that the Vehicle Safety Standards (VSS) Branch has drafted for inclusion as ar						
update on <u>RVCS What's N</u>							

(cc'd) as soon as possible, and no later than close of business 28 June

know as soon as possible if you support the proposed text. VSS is looking to provide an

Please review and provide any comments you may have on this text back to

2018. Please also let

update on RVCS What's New as soon as is possible.

A/g Section Head
Standards Review and Maintenance
Vehicle Safety Standards | Surface Transport Policy
Department of Infrastructure, Regional Development and Cities
GPO Box 594, Canberra ACT 2601

www.infrastructure.gov.au

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**Sent:** Thursday, 21 June 2018 11:28 AM

To: 'david.hosie@transport.wa.gov.au'; Rickman Smith (Rickman.Smith@sa.gov.au); Bill

Muirhead (bill.muirhead@nt.gov.au); Peter Austin (NHVR

(peter.austin@nhvr.gov.au); David beck;

Anant.Z.Bellary@transport.qld.gov.au; Michael.X.Chan@roads.vic.gov.au; Peter

Hunter; Brent Thurley; Davey Uprichard; Patron, Francois; Anthony Pepi

Cc:

Subject: Proposed text for inclusion on RVCS What's New to clarify the clause 10.6

requirements of the recently issued Administrator's Circular 0-4-6

[SEC=UNCLASSIFIED]

Attachments: Proposed text for inclusion on RVCS What's New.docx

Importance: High

Follow Up Flag: Follow up Flag Status: Completed

Dear AMVCB members

Please see the proposed text attached that the Vehicle Safety Standards (VSS) Branch has drafted for inclusion as an update on RVCS What's New.

Please review and provide any comments you may have on this text back to

(cc'd) as soon as possible, and no later than close of business 28 June 2018. Please also let know as soon as possible if you support the proposed text. VSS is looking to provide an update on <a href="RVCS What's New">RVCS What's New</a> as soon as is possible.

Regards

A/g Section Head
Standards Review and Maintenance
Vehicle Safety Standards | Surface Transport Policy
Department of Infrastructure, Regional Development and Cities
GPO Box 594, Canberra ACT 2601

w www.infrastructure.gov.au

Clarification of Circular 0-4-6 Amendment - seeking AMVCB comments

This paper\_update\_further\_clarifies clause 10.6 requirements for recently issued Administrator's Circular 0-4-6 (Issue 4, June 2018).

Circular 0-4-6 was amended to include arrangements for SSM Light Vehicles that have been subject to a Gross Vehicle Mass (GVM) upgrade under Clause 10.

The guidance provided by the Circular applies to Light Vehicles that includes NA (GVM up to 3.5 tonnes) and NB1 (GVM over 3.5 tonnes and up to 4.5 tonnes) category vehicles.

The Circular only applies to new applications and new amendments to existing Identification Plate Approvals (IPAs).

The Circular will not affect the existing IPAs held by the second stage manufacturers. Existing IPA holders can continue to supply to the market vehicles covered by the approved Road Vehicle Descriptors (RVDs). This includes vehicles where the approved RVD has variants that exceed the first stage manufacturer's Gross Combination Mass (GCM) rating or Rated Towing Capacity or Maximum Braked Towing Mass rating.

The option of GCM upgrade continues to be available to consumers, after supply to the market, through the State/Territory registration authorities where applicable.

Sent:

Tuesday, 19 June 2018 5:21 PM

To:

Cc:

Subject:

Technical panel - progressing the issue of GCM variation [SEC=UNCLASSIFIED]

Follow Up Flag:

Flag Status:

Follow up Completed

All,

These were the options for advancing GCM issue from technical panel today:

- 1. We decide the SSM is the manufacturer and leave them to set whatever limit they choose
- 2. We develop guidance for how to manage GCM/GVM/RTC modifications including broader clarifications on how the guidance is applied, transition periods etc
- 3. We ask the 1<sup>st</sup> stage manufacturers of NA and NB1 vehicles to supply value for GCM or migrate these vehicle categories across to RVD2 form, where GCM is required.
- 4. We cap GVM and Towing mass (including values for unbraked)
- 5. We could cease with the issue of GVM upgrade approvals
- 6. We could change the definitions within the ADRs.

Approvals relying on ADR 31 evidence need to be checked to see if adjustments have been made for the unbraked towing value from Annex 3.

Thanks to all who attended and contributed.

Regards,

Sent:

Monday, 18 June 2018 9:48 AM

To:

Cc:

Subject:

AMVCB226 - Agenda 7(a) Draft 0-4-6 GVM upgrade inclusion v3.docx [DLM=For-

Official-Use-Only]

**Attachments:** 

AMVCB226 - Agenda 7(a) Draft 0-4-6 GVM upgrade inclusion v3.docx; RE: Light

vehicle GVM increases... [SEC=UNCLASSIFIED, DLM=Sensitive]

[SEC=UNCLASSIFIED]; RE: Light vehicle GVM increases... [SEC=UNCLASSIFIED, DLM=Sensitive] [SEC=UNCLASSIFIED]; FW: Light vehicle GVM increases...

[SEC=UNCLASSIFIED, DLM=Sensitive] [SEC=UNCLASSIFIED]

Follow Up Flag: Flag Status:

Follow up Completed

As per your request, attached is the paper which was presented to AMVCB226 Members late in the day. The circular was not discussed in great detail as the majority of this meeting was taken up by an RVSA workshop. I have also attached emails from 17 April which is the original request to circulate 0-4-6. All papers presented at AMVCB226 are available here: <a href="https://govdex.gov.au/confluence/display/AMVCB/AMVCB226+Meeting+Paper+Submissions">https://govdex.gov.au/confluence/display/AMVCB/AMVCB226+Meeting+Paper+Submissions</a> Happy to discuss further if need be.

Rgds

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### CIRCULAR 0-4-6

# CERTIFICATION OF VEHICLES WHICH HAVE UNDERGONE A SECOND-STAGE-OF-MANUFACTURE

### 1. INTRODUCTION

- 1.1 This Circular sets out the requirements for *Manufacturers* making application for Identification Plate Approval (IPA) for additions to, or modifications undertaken on a *New Vehicle* that already has affixed a completed vehicle Identification Plate. Such arrangements are identified as "Second-Stage-of-Manufacture" (SSM) IPA.
- 1.2 A further SSM arrangement can also apply to completed SSM vehicles. (For example, a completed *cab-chassis* may be modified to be dual-steer under SSM approval, and then that completed dual-steer *cab-chassis* vehicle may then have its GVM upgraded under a further SSM approval).

### 2. APPLICABILITY

- 2.1 SSM arrangements only apply to *New Vehicles* as defined in the *Motor Vehicle Standards Act 1989*, and do not apply to vehicles that have already been used in transport.
- 2.2 SSM arrangements apply to vehicle make/model types seeking IPA under the Full Volume arrangements, and also the concessionary evidence Low Volume arrangements.
- 2.3 Vehicles under the SSM IPA Low Volume arrangements are not subject to an eligibility ruling under the "Specialist and Enthusiast Vehicle Scheme (SEVS) Eligibility" as per Circular 0-2-12.
- 2.4 Arrangements for SSM do not apply to vehicles that are built on, or based on vehicle sub-assemblies/chassis that have been approved under Sub-Assembly Registration Number (SARN) arrangements as set out in Circular 0-4-23.
- 2.5 Arrangements for SSM do not apply to vehicles without an Identification Plate, such as a vehicle imported from overseas which has yet to be brought up to the National Standards. Such vehicles are subject to either the "Motor Vehicle Compliance Plate Approval" arrangements as per Circular 0-3-4, or the "Certification of Motor Vehicles Produced in Low Volume" requirements as per Circular 0-2-1.
- 2.6 Arrangements for SSM do not need to be used where the proposed modification can be done under the provisions of Vehicle Standards Bulletin (VSB) 6. However, where the proposed modifications are not within the scope of VSB6, SSM must be used.

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inconsultation with the

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### 3. APPLICATION FOR IDENTIFICATION PLATE APPROVAL

- 3.1 Applications for SSM IPA will only be accepted from a legal entity (Company or Individual, and not a business or trading name) that must first register as a Licensee on the Road Vehicle Certification System (RVCS), and have both the Production Facility and Design Facility similarly registered on RVCS thus being subject to "Conformity of Production" arrangements as per Circular 0-13-1.
- 3.2 Make and Model designation shall generally be in accordance with Circular 0-3-3 "Motor Vehicle Make and Model Designation".
  - 3.2.1 The "Make-Model" designation must be unique from all other Identification Plate Approvals.
  - 3.2.2 The "Make" of the SSM should comprise a prefix, representing the second-stage manufacturer, followed by the "Make" of the completed first-stage vehicle. For example:-
    - A SSM modified "ALPHA", might be designated "ABC ALPHA".
  - 3.2.3 The "Model" of the SSM should include qualification as to the SSM vehicle type. For example:-
    - An SSM modified "ALPHA Beta", might be designated "ABC ALPHA Beta Ambulance", or "ABC ALPHA Beta Motorhome" as appropriate.
- 3.3 The SSM IPA arrangements are available to new vehicles subject to addition and/or modification, except where the nature of the addition and/or modification does not impact on the ADR certification of the first-stage vehicle, or when the impact is considered to be minor, and readily examined by the State/Territory registration authorities. Examples of additions/modifications considered to be of State/Territory responsibility are:-
  - Where the original rearward facing lamp units of a new chassis-cab are relocated with the adding of an otherwise non-ADR impacting goods carrying body.
  - Where the original external rear vision mirrors of a new chassis-cab are relocated to accommodate added goods carrying bodies of variable width.
  - Where additional Side-Marker lamps are added to a commercial vehicle chassis-cab.
  - Non-ADR-relevant body added to a commercial vehicle chassis-cab.
  - A heavy goods vehicle wheelbase extension.

NOTE: Vehicle Standards Bulletin VSB.6, Heavy Vehicle Modifications, applies to modifications to heavy vehicles with a GVM greater than 4.5 tonnes, or heavy trailers with an ATM greater than 4.5 tonnes.

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March 2018





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- 3.4 Typical examples of modified new vehicles that should access these SSM arrangements are: -
  - Light and Medium Goods vehicles subject to a Gross Vehicle Mass upgrade and/or a reduction in Lightly Laden Test Mass.
  - Passenger vehicle cut and stretched to become a Limousine or Hearse.
  - Vehicle subject to an engine/fuel type replacement or modification.
  - Ambulance, Motorhome or Fire Tender body added to a chassis-cab.
  - Vehicle modified to carry wheel-chair passengers or additional seats.
  - Vehicles modified from one ADR vehicle category to another vehicle category.
- 3.5 There are specific requirements for campervans and motorhomes, including when certified under SSM arrangements. These requirements are set out in Circular 0-4-12 "Certification of Campervans and Motorhomes".

### 4. AUSTRALIAN DESIGN RULE EVIDENCE

- 4.1 Applications for SSM IPA must include an Application for Compliance Approval (Motor Vehicle) form, a Road Vehicle Descriptor, relevant Selection of Fleet submissions (SF forms) and resultant ADR evidence via RVCS, providing evidence of compliance with all ADRs applicable to the completed added to, or modified vehicle, and not solely evidence applicable to the second-stage work.
  - 4.1.1 "Compliance Demonstrated Using SARN(s) (MV)" forms may be submitted to carry over evidence already provided within the first-stage completed vehicle Approval, if that evidence remains unaltered by the second-stage manufacture's additions and/or modifications. Certification responsibility for any carry-over ADR evidence remains with the holder of the first-stage IPA.
  - 4.1.2 In submitting a "Compliance Demonstrated Using SARN(s)(MV)" form, the SSM makes a declaration that the ADR evidence to be carried over has been subject to appropriate examination attesting that it remains unaffected by the second-stage manufacture.
  - 4.1.3 Where the second-stage manufacture has an indirect effect on the first-stage evidence, but the second-stage manufacturer can demonstrate that the tests conducted by the first-stage manufacturer would also cover the second-stage work satisfactorily, then for the purposes of seeking SSM IPA this ADR evidence can also be carried over.
- 4.2 Any additions and/or modifications to the original vehicle must be supported by evidence of ADR compliance, as appropriate, and in the form provided by: -
  - Full Volume arrangements as per Circular 0-3-4 "Motor Vehicle Compliance Plate Approval", or
  - As per Circular 0-2-1 "Certification of Motor Vehicles Produced in Low Volume".

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### Issued by the

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- 4.3 Application for SSM IPA can only be based on one first-stage IPA, with a separate SSM application required for each different first-stage vehicle Approval. Accordingly, any carry over evidence, as per 4.1.1 above, can only reference the one first-stage Approval.
- 4.4 A SSM IPA can include multiple vehicle variants and multiple engines and other options included in the SSM RVD, as supported by the evidence of ADR compliance provided.
- 4.5 Applications for SSM IPA are expected to demonstrate compliance with all ADRs applicable as of the date of issue of the SSM IPA. However if a completed first-stage vehicle IPA does not yet include a new ADR introduced under transitional implementation arrangements, then the SSM may submit an SE blank-form, and make application for an exemption from that ADR by referencing this Circular 0-4-6 clause 4.5. If exemptions are granted, then the SE blank-form will be noted as "Not Applicable", and details of the exemption will be included in Schedule 5 of the Approval. Where such exemptions are provided the applicability date of the ADR will be noted, and the Approval issued will be restricted to the due date of that ADR. When the exempted evidence is subsequently provided, the Approval will be reissued without this date restriction.
- 4.6 Circular 79/00-1-1 "Second-Stage-of-Manufacture Emissions Evidence where there is an increase in GVM" details the arrangements that apply for emissions ADRs.

### 5. CHANGE IN VEHICLE CATEGORY

5.1 Where a SSM IPA application changes the ADR Vehicle Category from the original completed first-stage vehicle, then the SSM IPA must comply with all the ADRs applicable to the completed SSM Vehicle Category, as at the date of the issue of the SSM IPA, subject to 4.5 above.

### 6. ROAD VEHICLE DESCRIPTOR

6.1 Road Vehicle Descriptors (RVDs) are required for all SSM IPAs and should include all variants and options to be offered. The remarks section should include a brief description of the SSM additions/modifications, identifying the IPA and variant information of the completed first-stage vehicle.

### 7. VEHICLE IDENTIFICATION NUMBER

7.1 The Vehicle Identification Number (VIN) of the SSM vehicle shall be the same as the VIN of the first-stage vehicle.

### 8. DATE OF MANUFACTURE

8.1 The *Date of Manufacture* of the SSM vehicle shall be the date that it is completed and is in Australia in a condition that will enable it to be made available to the market.

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March 2018





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### 9. IDENTIFICATION PLATES

- 9.1 Following issue of an SSM IPA, the second-stage manufacturer will be able to affix a Second-Stage-of-Manufacture Identification Plate in addition to, and adjacent to the existing first-stage Identification Plate, as demonstration that the vehicle complies with the conditions of the SSM IPA.
- 9.2 SSM Identification Plates must be as per Circular 0-3-2. All SSM Identification Plates will be made available from a Contractor authorised to manufacture and supply Identification Plates, unless the second-stage manufacturer is authorised by the Administrator to supply their own Identification Plates. The SSM Identification Plate will include both VIN and *Date of Manufacture* as per 7.1 and 8.1 above respectively.
- 9.3 There is a prescribed fee payable to the Commonwealth for each SSM Identification Plate that is affixed to a vehicle. This fee is included within the supply of Identification Plates from the Contractor 9.2 above. Where the Administrator has authorised the SSM to supply their own Identification Plates the prescribed fee is to be paid directly to the Commonwealth. As at 1 November 2003 the prescribed fee is \$7.50 for each Identification Plate to be affixed to a SSM vehicle.

### 10. ARRANGEMENTS FOR SSM VEHICLES FITTED WITH ELECTRONIC STABILITY CONTROL (ESC) THAT HAVE BEEN SUBJECT TO A GROSS VEHICLE MASS (GVM) UPGRADE

- 10.1 Where a full volume IPA is being sought, a GVM upgrade SSM IPA holder will be permitted to use ESC test reports owned by other GVM upgrade SSM IPA holders for the same make and model, provided the test covers the variants to be supplied. Coverage of variants is to be demonstrated using a 'worst case' assessment and selection of fleet forms. Use of any test report must also be permitted by the test report owner.
- 10.2 Low volume GVM upgrades on vehicles with suspension lifts less than or equal to 50mm will not require testing of the ESC system. For suspension lifts exceeding 50mm, full ESC testing will be required.
- 10.3 For IPAs issued under the low volume scheme, numbers per Licensee for GVM upgrade are capped at 300 vehicles per annum per vehicle category and 100 vehicles per annum per IPA.
- 10.4 0-4-5 certificate submissions will not be required on low volume GVM upgrades where GVM upgrade is the only modification being undertaken under an SSM IPA.
- 10.5 Existing full volume IPA holders have the choice of converting their full volume IPAs to low volume IPAs. No application processing fees will apply to these IPA conversions.
- 10.6 Gross Combination Mass (GCM) must remain at the value set by the first stage manufacturer. Second stage manufacturers are not permitted to increase the GCM as part of an SSM IPA for GVM upgrade.

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Issue 4

March 2018

### Document 166

From:

**Sent:** Friday, 15 June 2018 12:54 PM

To: Cc:

RE: Circular 0-4-6 - In-service vehicle modifications based on SSM (Towing Capacity)

[DLM=For-Official-Use-Only]

Follow Up Flag: Follow up Flag Status: Completed

Thanks

Subject:

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From:

Sent: Friday, 15 June 2018 12:53 PM

To: lightvehicles@infrastructure.gov.au;

Subject: FW: Circular 0-4-6 - In-service vehicle modifications based on SSM (Towing Capacity) [DLM=For-Official-Use-Only]

As discussed, please respond indicating that a decision on existing approvals has not been made. Circular currently is applicable to only new applications or applications currently under process. There will be a review of existing approvals to establish the impact on the industry of these changes followed by consultation with State Transport authorities before a decision is made on the existing approvals.

Regards

Director Certification and RAWS

Vehicle Safety Standards Branch | Surface Transport Policy Division

Department of Infrastructure, Regional Development and Cities

GPO Box 594, Canberra ACT 2601

vww.infrastructure.gov.au

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Sent: Friday, 15 June 2018 10:47 AM

To:

Cc:

Subject: FW: Circular 0-4-6 - In-service vehicle modifications based on SSM (Towing Capacity) [DLM=For-Official-Use-Only]

Would you like me to respond to these enquiries? Or are you happy for us to respond? Rgds

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From: Wayne Lo < <u>Wayne.Lo@nt.gov.au</u>> Sent: Thursday, 14 June 2018 4:02 PM

To:

Cc: Bill Muirhead <Bill.Muirhead@nt.gov.au>; Anton McIntyre <Anton.McIntyre@nt.gov.au> Subject: Circular 0-4-6 - In-service vehicle modifications based on SSM (Towing Capacity)

Hello

It's good to see that the



HOME ABOUTUS NEWS EVENTS LINKS REGULATORYHUB GET INVOLVED CONTACTUS

# Notification of Change to Administrative Arrangements Regarding GCM Re-Rating for Vehicles Which Have Undergone a Second-Stage-of-Manufacture



SUME 6, 2018 | 1 % POWERFUTGORS

8. 4WD Industry
Council have been notified by the Federal Department of Transport of a change in
the administrative arrangements relating to modifications undertaken on a New
Vehicle as part of a Second-Stage-of-Manufacture.

This change, which was issued via an updated Circular by the National Vehicle Administrator this week following consultation with all State and Territory Transport Regulators, effectively bans the practice of increasing the rated towing capacity of a vehicle, expressed as a Gross Combination Mass (GCM), above that specified by the first stage manufacturer.

This action was taken by the National Vehicle Administrator following the widespread concern expressed by regulators and aftermarket industry participants in relation to the potential safety implications of GCM re-rating and as such this change has the full support of the Our support for this intervention is in line with our commitment as an industry to provide safe and responsible modifications through our many small and family owned automotive businesses across the country and for the thousands of Australian car owners potentially impacted by this practice.

Further information and a copy of the revised Administrators circular can be found HERE.

https://www.4wdcouncil.com.au/notification-of-change-to-administrative-arrangements-regarding-gcm-re-rating-for-vehicles-which-have-undergone-a-second-stage-of-manufacture/

I did try to contact for more information on the Lovells Suspension products with the braked towing capacity increases but had not heard back from him... His message bank was full and I have not had an email response...

Now that the updated Circular 0-4-6 has been released, to help us map out a process to deal with local in-service mods with braked towing capacity increases that were based on SSM, is it likely that the Commonwealth will retrospectively withdraw the braked towing capacity increases for the Lovells Suspension products (IPA 40257 and IPA 46734)?

Regards

Wayne Lo

Vehicle Standards Officer, Road Safety and Compliance Department of Infrastructure, Planning and Logistics Northern Territory Government

Floor 2, Energy House, 18 Cavenagh Street, DARWIN, NT, 0800 GPO Box 2520, DARWIN, NT 0801

p ... 08 8924 7041 f ... 08 8924 7009 e ... wayne.lo@nt.gov.au w ... www.nt.gov.au

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From: Sent: To:	Friday, 15 June 2018 12:53 PM
Cc: Subject:	lightvehicles@infrastructure.gov.au; FW: Circular 0-4-6 - In-service vehicle modifications based on SSM (Towing Capacity) [DLM=For-Official-Use-Only]
Follow Up Flag: Flag Status:	Follow up Completed
is applicable to only new applicat	cating that a decision on existing approvals has not been made. Circular currently ions or applications currently under process. There will be a review of existing on the industry of these changes followed by consultation with State Transport ade on the existing approvals.
Regards	
Director Certification and RAWS Vehicle Safety Standards Branch Department of Infrastructure, Re GPO Box 594, Canberra ACT 2601 t	
security, Australian Governme	tion that, if disclosed inappropriately, may cause limited damage to national nt agencies, commercial entities or members of the public. Recipients store this material appropriately.
From: Sent: Friday, 15 June 2018 10:47 A	AM
Cc: Subject: FW: Circular 0-4-6 - In-se Only]	rvice vehicle modifications based on SSM (Towing Capacity) [DLM=For-Official-Use-

Would you like me to respond to these enquiries? Or are you happy for us to respond?

Rgds

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From: Wayne Lo < <u>Wayne.Lo@nt.gov.au</u>> Sent: Thursday, 14 June 2018 4:02 PM

Cc: Bill Muirhead < Bill.Muirhead@nt.gov.au >; Anton McIntyre < Anton.McIntyre@nt.gov.au > Subject: Circular 0-4-6 - In-service vehicle modifications based on SSM (Towing Capacity)

Hello

It's good to see that the sare supportive of the updates to Circular 0-4-6 -

4WD

HOME ABOUTUS NEWS EVENTS LINKS REGULATORY HUB GET INVOLVED CONTACTUS

### Notification of Change to Administrative Arrangements Regarding GCM Re-Rating for Vehicles Which Have Undergone a Second-Stage-of-Manufacture

SUPPLE OF SIGNAL



& 4WD Industry
Council have been notified by the Federal Department of Transport of a change in
the administrative arrangements relating to modifications undertaken on a New
Vehicle as part of a Second-Stage-of-Manufacture.

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Further information and a copy of the revised Administrators circular can be found HERE

https://www.4wdcouncil.com.au/notification-of-change-to-administrative-arrangements-regarding-gcm-re-rating-for-vehicles-which-have-undergone-a-second-stage-of-manufacture/

I did try to contact for more information on the Lovells Suspension products with the braked towing capacity increases but had not heard back from him... His message bank was full and I have not had an email response...

Now that the updated Circular 0-4-6 has been released, to help us map out a process to deal with local in-service mods with braked towing capacity increases that were based on SSM, is it likely that the Commonwealth will retrospectively withdraw the braked towing capacity increases for the Lovells Suspension products (IPA 40257 and IPA 46734)?

Regards

Wayne Lo

### Vehicle Standards Officer, Road Safety and Compliance Department of Infrastructure, Planning and Logistics Northern Territory Government

Floor 2, Energy House, 18 Cavenagh Street, DARWIN, NT, 0800 GPO Box 2520, DARWIN, NT 0801

p ... 08 8924 7041 f ... 08 8924 7009

e ... wayne.lo@nt.gov.au

w ... www.nt.gov.au

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Sent:

Friday, 15 June 2018 11:45 AM

To:

Wavne Lo

Cc:

Bill Muirhead; Anton McIntyre;

Subject:

RE: Circular 0-4-6 - In-service vehicle modifications based on SSM (Towing Capacity)

[SEC=UNOFFICIAL]

Follow Up Flag:

Flag Status:

Follow up Completed

From:

Sent: Friday, 15 June 2018 11:36 AM

To: 'Wayne Lo' <Wayne.Lo@nt.gov.au>

Cc: Bill Muirhead <Bill.Muirhead@nt.gov.au>; Anton McIntyre <Anton.McIntyre@nt.gov.au>;

Subject: RE: Circular 0-4-6 - In-service vehicle modifications based on SSM (Towing Capacity) [SEC=UNOFFICIAL]

Hi Wayne

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Reds

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Hello Simon

It's good to see that the are supportive of the updates to Circular 0-4-6 —



HOME ABOUTUS NEWS EVENTS LINKS REGULATORYHUB GETINVOLVED CONTACTUS

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& 4WD Industry

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### Wayne Lo

Vehicle Standards Officer, Road Safety and Compliance Department of Infrastructure, Planning and Logistics Northern Territory Government

Floor 2, Energy House, 18 Cavenagh Street, DARWIN, NT, 0800 GPO Box 2520, DARWIN, NT 0801

p ... 08 8924 7041 f ... 08 8924 7009 e ... wayne.lo@nt.gov.au w ... www.nt.gov.au

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From: Sent: To: Subject:	Friday, 15 June 2018 11:40 AM Bill Muirhead FW: Circular 0-4-6 - In-service vehicle modifications based on SSM (Towing Capacity) [SEC=UNOFFICIAL]
Follow Up Flag: Flag Status:	Follow up Completed
	ayne, hope you are well. Apologies for the delay in getting back to you.  o responded as I am not privy to all the issue in relation to the existing SSM approvals.  or his team come back to me late next week and I will follow up directly with
Subject: Circular 0-4-6 - In	
Hello Simon	

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	 m	
T"	 	-

Sent:

Friday, 15 June 2018 11:36 AM

To:

Wayne Lo

Cc:

Bill Muirhead; Anton McIntyre;

Subject:

RE: Circular 0-4-6 - In-service vehicle modifications based on SSM (Towing Capacity)

[SEC=UNOFFICIAL]

Follow Up Flag: Flag Status:

Follow up Completed

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HOME ABOUTUS NEWS EVENTS LINKS REGULATORYHUB GETINVOLVED CONTACTUS

## Notification of Change to Administrative Arrangements Regarding GCM Re-Rating for Vehicles Which Have Undergone a Second-Stage-of-Manufacture



DUNCA, 2018 | SICCHIMENTS OF

& 4WD Industry

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Regards

#### Wayne Lo

Vehicle Standards Officer, Road Safety and Compliance Department of Infrastructure, Planning and Logistics Northern Territory Government

Floor 2, Energy House, 18 Cavenagh Street, DARWIN, NT, 0800 GPO Box 2520, DARWIN, NT 0801

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From:	
Sent:	Friday, 15 June 2018 10:47 AM

To:

Cc: Subject:

FW: Circular 0-4-6 - In-service vehicle modifications based on SSM (Towing

Capacity) [DLM=For-Official-Use-Only]

Follow Up Flag: Flag Status:

Follow up Completed

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Hello

It's good to see that the are supportive of the updates to Circular 0-4-6 -



## Notification of Change to Administrative Arrangements Regarding GCM Re-Rating for Vehicles Which Have Undergone a Second-Stage-of-Manufacture



EMEC. 2016 | IN COMMENTE OF STREET

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Regards

#### Wavne Lo

Vehicle Standards Officer, Road Safety and Compliance Department of Infrastructure, Planning and Logistics Northern Territory Government

Floor 2, Energy House, 18 Cavenagh Street, DARWIN, NT, 0800 GPO Box 2520, DARWIN, NT 0801

p ... 08 8924 7041 f ... 08 8924 7009

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Sent:

Friday, 15 June 2018 9:49 AM

To:

Subject:

FW: GVM & GCM values [SEC=UNCLASSIFIED]

Follow Up Flag:

Follow up

Flag Status:

Completed

Thanks for your time yesterday discussing the issue of GCM for GVM upgrade light commercial vehicles.

I prepared this table from some data tables off the net. I thought it might interest you. No action required on your part. FYI.

As a start I looked at 4WD only and this list is for make/model current as of 2016 (due to age of data).

Some Landcruiser data for GCM was the notable absence. Landcruiser Prado was the only vehicle that showed to comply with guessing GCM by adding GVM and Towing Mass. None of these appear to comply with an approximation of the ADR definition of GCM (GVM + Tow Mass – Ball mass) either under or over.

Let me know if it doesn't make sense.

I trust you are well and I hope you have a good weekend.

Regards,

2							
Make / Model (\$WD)	Year	Tow Mass (ATM)	Ball Mass	GVM	Manufacturer rated GCM	Ball mass % of Towing Mass	GVN N
Ford Ranger	2016	3500	350	3200	6000	10.0	6
Ford Ranger	2016	3350	335	3200	5950	10.0	6
Holden Colorado	2015	3500	350	2950	6000	10.0	E
Isuzu D-max	2014	3500	350	2950	5950	10.0	6
Mazda BT-50	2013	3500	350	3200	6000	10.0	6
Mitsubishi Triton	2015	3100	310	2900	5885	10.0	6
Mitsubishi Triton	2015	3100	300	2900	5785	9.7	6
Nissan Navara	2015	3500	300	2910	5910	8.6	6
Toyota Hilux	2015	3000	300	3000	5650	10.0	6
Toyota Hilux	2015	3200	320	3000	5850	10.0	6
Toyota Hilux	2015	3200	320	3000	5650	10.0	6
Toyota Hilux	2015	3500	350	3000	5850	10.0	6
Toyota Hilux	2015	3500	350	3050	5850	10.0	6
Toyota Hilux	2015	3000	300	3000	5750	10.0	6
Toyota Landcruiser 79	2012	3500	350	3300		10.0	6

Toyota Landcruiser 200	2012	3500	350	3350		10.0	ε
Toyota Landcruiser Prado	2015	2500	250	2990	5490	10.0	5
Toyota Landcruiser Prado	2015	2500	250	2990	5370	10.0	5
Toyota Landcruiser Prado	2015	2500	250	2990	5475	10.0	5
Toyota Landcruiser Prado	2015	2500	250	2990	5360	10.0	5
Toyota Landcruiser Prado	2015	2500	250	2990	5490	10.0	5
Volkswagen Amarok	2012	3000	300	3040	5550	10.0	6
Volkswagen Amarok	2012	3000	300	2830	5550	10.0	5
Volkswagen Amarok	2012	2800	280	3040	5550	10.0	5
Volkswagen Amarok	2012	2800	280	2830	5550	10.0	5
-		3500	350	3500	5550	10.0	7

From: Wayne Lo <Wayne.Lo@nt.gov.au>
Sent: Thursday, 14 June 2018 4:02 PM

To:

Cc: Bill Muirhead; Anton McIntyre

Subject: Circular 0-4-6 - In-service vehicle modifications based on SSM (Towing Capacity)

Follow Up Flag: Follow up Flag Status: Completed

Hello Simon

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HOME ABOUTUS NEWS EVENTS LINKS REGULATORYHUB GET INVOLVED CONTACTUS

### Notification of Change to Administrative Arrangements Regarding GCM Re-Rating for Vehicles Which Have Undergone a Second-Stage-of-Manufacture



JUNE 8, 2018 F & COSTMENTS OF

News

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p ... 08 8924 7041 f ... 08 8924 7009 e ... wayne.lo@nt.gov.au w ... www.nt.gov.au

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Sent:

Friday, 8 June 2018 5:49 PM

To:

Anant Z Bellary;

Cc:

NYAKUENGAMA Sharon

Subject:

RE: 0-4-6 Document Title and Filename... [SEC=UNCLASSIFIED]

Follow Up Flag:

Follow up Completed

Flag Status:

Thanks Anant

I have passed this on to our certification team who are following this up.

From: Anant Z Bellary <Anant.Z.Bellary@tmr.qld.gov.au>

Sent: Friday, 8 June 2018 3:04 PM

To:

Cc: NYAKUENGAMA Sharon <Sharon.Nyakuengama@infrastructure.gov.au>

Subject: 0-4-6 Document Title and Filename...

Hello

Thanks for publishing the revised Administrator's Circular o-4-6.

I notice that that while the document title (CERTIFICATION OF VEHICLES WHICH HAVE UNDERGONE A SECOND-STAGE-OFMANUFACTURE) is correct, the file name (Circular-o-4-6-GVM-upgrade.pdf) may be slightly misleading, as the circular deals with all kinds of SSM, including those which result in GVM upgrade.

Something like "Circular-o-4-6.pdf" may be more appropriate.

### Regards

**Anant Bellary** 

Principal Engineer (Vehicle Standards & Accreditation) | Transport Regulation Branch Customer Services, Safety and Regulation | Department of Transport and Main Roads

Floor 9 | 61 Mary Street | Brisbane Qld 4000

P: (07) 3066 3468

E: anant.z.bellary@tmr.qld.gov.au

W: www.tmr.qld.gov.au

\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*

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It is your responsibility to ensure that this email does not contain and is not affected by computer viruses, defects or interference by third parties or replication problems (including incompatibility with your computer system).

Sent:

Friday, 8 June 2018 5:46 PM

To:

Cc:

Subject:

FW: 0-4-6 Document Title and Filename... [SEC=UNCLASSIFIED]

Follow Up Flag: Flag Status:

Follow up Completed

UNCLASSIFIED

Please fix the file name as suggested.

Regards

Sent with BlackBerry Work (www.blackberry.com)

### UNCLASSIFIED

From:

Date: Friday, 08 Jun 2018, 5:14 pm

To:

Cc:

Subject: FW: 0-4-6 Document Title and Filename... [SEC=UNCLASSIFIED]

FYI - suggestion from Anant.

From: Anant Z Bellary <Anant.Z.Bellary@tmr.qld.gov.au>

Sent: Friday, 8 June 2018 3:04 PM

To:

Cc: NYAKUENGAMA Sharon <Sharon.Nyakuengama@infrastructure.gov.au>

Subject: 0-4-6 Document Title and Filename...

Hello

Thanks for publishing the revised Administrator's Circular 0-4-6.

I notice that that while the document title (CERTIFICATION OF VEHICLES WHICH HAVE UNDERGONE A SECOND-STAGE-OFMANUFACTURE) is correct, the file name (Circular-o-4-6-GVM-upgrade.pdf) may be slightly misleading, as the circular deals with all kinds of SSM, including those which result in GVM upgrade.

Something like "Circular-o-4-6.pdf" may be more appropriate.

### Regards

**Anant Bellary** 

Principal Engineer (Vehicle Standards & Accreditation) | Transport Regulation Branch Customer Services, Safety and Regulation | Department of Transport and Main Roads

Floor 9 | 61 Mary Street | Brisbane Qld 4000

P: (07) 3066 3468

E: anant.z.bellary@tmr.qld.gov.au

W: www.tmr.qld.gov.au

\*

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\*

From:

Sent:

Friday, 8 June 2018 5:14 PM

To: Cc:

Subject:

FW: 0-4-6 Document Title and Filename... [SEC=UNCLASSIFIED]

Follow Up Flag:

Flag Status:

Follow up Completed

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 From:

Hosie, David < David. Hosie@transport.wa.gov.au>

Sent:

Friday, 8 June 2018 4:07 PM

To:

'Anant Z Bellary'; 'bill.muirhead@nt.gov.au'; 'Beck, David'; 'Smith, Rickman (DTEI)';

'Sandeep Sanan';

'Michael Chan'; 'Patron, Francois'; 'Thurley,

Brent (StateGrowth): 'peter.hunter@act.gov.au'

Cc:

'Wayne Lo';

Subject:

RE: Circular 0-4-6

Follow Up Flag:

Follow up

Flag Status:

Completed

Thanks Anant,

Yes, all AMVCB members knew this was coming from DIRDC, but industry through the Council are advising of the changes via email to all of their members today.

and the 4WD

Retrospectivity is not implied, that's true. However if DIRDC have stopped the practise of allowing the GCM/BTC increase and it's on the basis of "safety" concerns by the OEMs we still need to consider retrospectivity. If it has been removed on other than "safety grounds" what basis is it being disallowed. The ADRs do not have a required level of vehicle reliability stated when it comes to most mechanical

components, obviously the ACL requires fit for purpose.

I see some legal challenges to this and industry and the public will require guidance because they will not understand the change in policy. Why can my friend have this on his LC 200 series he bought yesterday, and today I bought the same vehicle and I can't have the same tow capacity? If it was safe yesterday, it's safe today.

regards

**David Hosie** 

Technical Policy and Services Coordinator | Driver and Vehicle Services | Department of Transport

21 Murray Road South, Welshpool WA 6106

Tel: (08) 92163894 | Fax: 92163899 | Mob:

Email: David.Hosie@transport.wa.gov.au | Web: www.transport.wa.gov.au



### Clear Direction • Fresh Thinking • Excellent Service • Great People

From: Anant Z Bellary [mailto:Anant.Z.Bellary@tmr.qld.gov.au]

Sent: Friday, 8 June 2018 1:15 PM

To: Hosie, David; bill.muirhead@nt.gov.au; 'Beck, David'; 'Smith, Rickman (DTEI)'; 'Sandeep Sanan';

H'; 'Michael Chan'; 'Patron, Francois'; 'Thurley, Brent (StateGrowth)'; peter.hunter@act.gov.au

Cc: 'Wayne Lo';
Subject: RE: Circular 0-4-6

Hello David.

A few observations.

The notification is by DIRD and not by the industry.

The revised requirements apply to new vehicles supplied to market under SSM from June 2018 onwards.

This does not apply retrospectively. Nonetheless each jurisdiction will have to take note of this revised requirement and decide how they will deal with in-service vehicle re-ratings henceforth. Again any retrospective action is not implied, unless previous rerating is not in compliance with the rules of that jurisdiction.

I hope this helps.

Regards

# Anant Bellary

Vehicle Standards & Accreditation Transport & Main Roads

From: Hosie, David [mailto:David.Hosie@transport.wa.gov.au]

Sent: Friday, 8 June 2018 2:21 PM

To: bill.muirhead@nt.gov.au; 'Beck, David' < David.Beck@transport.nsw.gov.au>; Anant Z Bellary

<sandeep.sanan@sa.gov.au>;

<michael.x.chan@roads.vic.gov.au>; 'Patron, Francois' <Francois.Patron@act.gov.au>; 'Thurley, Brent

(StateGrowth)' < Brent. Thurley@stategrowth.tas.gov.au>; peter.hunter@act.gov.au

Cc: 'Wayne Lo' <Wayne.Lo@nt.gov.au>;

Subject: Circular 0-4-6 importance: High

Hi all.

Today WA received notification by industry of the changes to circular 0-4-6.

It's clear where DIRDC has gone, but it raises some in-service questions.

As can be seen in the attached document we now have in our fleets hundreds if not thousands of vehicles with rerated tow bars with markings that exceed manufactures ratings. We will have the same number of people out there who will be towing a caravan that exceeds the tow capacity of the vehicle and of the OEM towbar.

It has been our experience that the same people have also ungraded the ATM of the caravan above manufacturers rating, because of all the extra goods they carry.

We have already been asked how WA is going to deal with this. We need to consider a national response.

http://www.bamgarage.com/braked-towing-upgrade-lc200-4000kg/

regards **Dave Hosie Acting Manager Vehicle Operations Driver and Vehicle Services | Department of Transport** 21 Murray Road South, Welshpool WA 6106

Tel: (08) 92163894 Fax: (08) 92163899 Mob:

Email: David.Hosie@transport.wa.gov.au | Web: www.transport.wa.gov.au



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HAVE UNDERGONE

# A SECOND-STAGE-OF-MANUFACTURE

& 4WD
Industry Council have been notified by the Federal Department of
Transport of a change in the administrative arrangements relating to
modifications undertaken on a New Vehicle as part of a Second-
Stage-of-Manufacture.
This change, which was issued via an updated Circular by
the National Vehicle Administrator this week following consultation
with all State and Territory Transport Regulators, effectively bans the
practice of increasing the rated towing capacity of a
vehicle, expressed as a Gross Combination Mass (GCM), above that
specified by the first stage manufacturer.
This action was taken by the National Vehicle Administrator following
the widespread concern expressed by regulators and aftermarket
industry participants in relation to the potential safety implications of
GCM re-rating and as such this change has the full support of the
Our support for this intervention is in line with our commitment
as an industry to provide safe and responsible modifications through our many small and family owned automotive businesses across the
country and for the thousands of Australian car owners potentially
impacted by this practice.
impacted by this practice.
Further information and a copy of the revised Administrators circular
can be found HERE.
Forward
Australian 4WD Industry Council
Suite 16, Building 3, 195 Wellington Road
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From:

Anant Z Bellary < Anant.Z.Bellary@tmr.qld.gov.au>

Sent:

Friday, 8 June 2018 3:15 PM

To:

Hosie, David; bill.muirhead@nt.gov.au; 'Beck, David'; 'Smith, Rickman (DTEI)';

'Sandeep Sanan';

'Michael Chan'; 'Patron, Francois'; 'Thurley,

Brent (StateGrowth)'; peter.hunter@act.gov.au

Cc:

'Wayne Lo';

Subject:

RE: Circular 0-4-6

Follow Up Flag:

Flag Status:

Follow up

Completed

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Regards

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Vehicle Standards & Accreditation Transport & Main Roads

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Sent: Friday, 8 June 2018 2:21 PM

To: bill.muirhead@nt.gov.au; 'Beck, David' < David.Beck@transport.nsw.gov.au>; Anant Z Bellary <Anant.Z.Bellary@tmr.qld.gov.au>; 'Smith, Rickman (DTEI)' <Rickman.Smith@sa.gov.au>; 'Sandeep Sanan'

<sandeep.sanan@sa.gov.au>;

'Michael Chan'

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(StateGrowth)' <Brent.Thurley@stategrowth.tas.gov.au>; peter.hunter@act.gov.au

Cc: 'Wayne Lo' <Wayne.Lo@nt.gov.au>;

Subject: Circular 0-4-6

Importance: High

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http://www.bamgarage.com/braked-towing-upgrade-lc200-4000kg/

regards Dave Hosie

Acting Manager Vehicle Operations

**Driver and Vehicle Services | Department of Transport** 

21 Murray Road South, Welshpool WA 6106

Tel: (08) 92163894 Fax: (08) 92163899 Mob:

Email: David.Hosie@transport.wa.gov.au | Web: www.transport.wa.gov.au



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From:

Sent: Friday, 8 June 2018 10:20 AIVI

To:

Subject: Notification of Change to Administrative arrangements regarding GCM re-rating

No Images? Click here

NOTIFICATION OF
CHANGE
TO ADMINISTRATIVE
ARRANGEMENTS
REGARDING GCM
RE-RATING FOR
VEHICLES WHICH
HAVE UNDERGONE
A SECOND-STAGEOF-MANUFACTURE

**& 4WD** 

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This change, which was issued via an updated Circular by the National Vehicle Administrator this week following consultation with all State and Territory Transport Regulators, effectively bans the practice of increasing the rated towing capacity of a

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industry participants in relation to the potential safety implications of
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Our support for this intervention is in line with our commitment
as an industry to provide safe and responsible modifications through
our many small and family owned automotive businesses across the
country and for the thousands of Australian car owners potentially
impacted by this practice.
impacted by this practice.
Further information and a copy of the revised Administrators circular
can be found <u>HERE</u> .
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Anant Z Bellary < Anant.Z.Bellary@tmr.qld.gov.au>

Sent:

Friday, 8 June 2018 3:04 PM

To:

Cc:

NYAKUENGAMA Sharon

Subject:

0-4-6 Document Title and Filename...

Follow Up Flag:

Follow up

Flag Status:

Completed

Hello

Thanks for publishing the revised Administrator's Circular 0-4-6.

I notice that that while the document title (CERTIFICATION OF VEHICLES WHICH HAVE UNDERGONE A SECOND-STAGE-OFMANUFACTURE) is correct, the file name (Circular-o-4-6-GVM-upgrade.pdf) may be slightly misleading, as the circular deals with all kinds of SSM, including those which result in GVM upgrade.

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**Sent:** Friday, 8 June 2018 2:21 PM

To: 'Bill Muirhead'; 'Beck, David'; 'Anant Z Bellary'; 'Smith, Rickman (DTEI)'; 'Sandeep

Sanan'; Michael Chan'; 'Patron, Francois'; 'Thurley, Brent

(StateGrowth)': 'peter.hunter@act.gov.au'

Cc: 'Wayne Lo';

Subject: Circular 0-4-6

Attachments: Circular-0-4-6-GVM-upgrade.pdf; 20180608113721981.pdf

Importance: High

Follow Up Flag: Follow up Completed

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http://www.bamgarage.com/braked-towing-upgrade-lc200-4000kg/

regards
Dave Hosie
Acting Manager Vehicle Operations
Driver and Vehicle Services | Department of Transport

21 Murray Road South, Welshpool WA 6106

Tel: (08) 92163894 Fax: (08) 92163899 Mob:

Email: David.Hosie@transport.wa.gov.au | Web: www.transport.wa.gov.au



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From				+
Го:	une 2018 10:20 AM			
Subject: Notifica	ation of Change to Admini	istrative arrangements rega	ording GCM re-rating	
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	with our commitment as an industry to provide safe and
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across the country and for the thousa practice.	ands of Australian car owners potentially impacted by this
ractice.	
Further information and a copy of the	revised Administrators circular can be found HERE.
	Forward
Australian 4WD Industry Council	
Note 40 Dulleton O 400 Wallander Dodd	
Suite 16, Building 3, 195 Weilington Road	
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### Administrator of Vehicle Standards

In consultation with the



Australian Motor Vehicle Certification Board

comprising Commonwealth, State and Territory representatives

### CIRCULAR 0-4-6

### CERTIFICATION OF VEHICLES WHICH HAVE UNDERGONE A SECOND-STAGE-OF-MANUFACTURE

### 1. INTRODUCTION

- 1.1 This Circular sets out the requirements for *Manufacturers* making application for Identification Plate Approval (IPA) for additions to, or modifications undertaken on a *New Vehicle* that already has affixed a completed vehicle Identification Plate. Such arrangements are identified as "Second-Stage-of-Manufacture" (SSM) IPA.
- 1.2 A further SSM arrangement can also apply to completed SSM vehicles. (For example, a completed *cab-chassis* may be modified to be dual-steer under SSM approval, and then that completed dual-steer *cab-chassis* vehicle may then have its GVM upgraded under a further SSM approval).

### 2. APPLICABILITY

- 2.1 SSM arrangements only apply to *New Vehicles* as defined in the *Motor Vehicle Standards Act* 1989, and do not apply to vehicles that have already been used in transport.
- 2.2 SSM arrangements apply to vehicle make/model types seeking IPA under the Full Volume arrangements, and also the concessionary evidence Low Volume arrangements.
- 2.3 Vehicles under the SSM IPA Low Volume arrangements are not subject to an eligibility ruling under the "Specialist and Enthusiast Vehicle Scheme (SEVS) Eligibility" as per Circular 0-2-12.
- 2.4 Arrangements for SSM do not apply to vehicles that are built on, or based on vehicle sub-assemblies/chassis that have been approved under Sub-Assembly Registration Number (SARN) arrangements as set out in Circular 0-4-23.
- 2.5 Arrangements for SSM do not apply to vehicles without an Identification Plate, such as a vehicle imported from overseas which has yet to be brought up to the National Standards. Such vehicles are subject to either the "Motor Vehicle Compliance Plate Approval" arrangements as per Circular 0-3-4, or the "Certification of Motor Vehicles Produced in Low Volume" requirements as per Circular 0-2-1.
- 2.6 Arrangements for SSM do not need to be used where the proposed modification can be done under the provisions of Vehicle Standards Bulletin (VSB) 6. However, where the proposed modifications are not within the scope of VSB6, SSM must be used.

Page 1 of 6

Issue 4

June 2018

### Administrator of Vehicle Standards

In consultation with the



#### Australian Motor Vehicle Certification Board

comprising Commonwealth, State and Territory representatives

#### 3. APPLICATION FOR IDENTIFICATION PLATE APPROVAL

- 3.1 Applications for SSM IPA will only be accepted from a legal entity (Company or Individual, and not a business or trading name) that must first register as a Licensee on the Road Vehicle Certification System (RVCS), and have both the Production Facility and Design Facility similarly registered on RVCS thus being subject to "Conformity of Production" arrangements as per Circular 0-13-1.
- 3.2 Make and Model designation shall generally be in accordance with Circular 0-3-3 "Motor Vehicle Make and Model Designation".
  - 3.2.1 The "Make-Model" designation must be unique from all other Identification Plate Approvals.
  - 3.2.2 The "Make" of the SSM should comprise a prefix, representing the second-stage manufacturer, followed by the "Make" of the completed first-stage vehicle. For example:-
    - A SSM modified "ALPHA", might be designated "ABC ALPHA".
  - 3.2.3 The "Model" of the SSM should include qualification as to the SSM vehicle type. For example:-
    - An SSM modified "ALPHA Beta", might be designated "ABC ALPHA Beta Ambulance", or "ABC ALPHA Beta Motorhome" as appropriate.
- 3.3 The SSM IPA arrangements are available to new vehicles subject to addition and/or modification, except where the nature of the addition and/or modification does not impact on the ADR certification of the first-stage vehicle, or when the impact is considered to be minor, and readily examined by the State/Territory registration authorities. Examples of additions/modifications considered to be of State/Territory responsibility are:-
  - Where the original rearward facing lamp units of a new chassis-cab are relocated with the adding of an otherwise non-ADR impacting goods carrying body.
  - Where the original external rear vision mirrors of a new chassis-cab are relocated to accommodate added goods carrying bodies of variable width.
  - Where additional Side-Marker lamps are added to a commercial vehicle chassis-cab.
  - Non-ADR-relevant body added to a commercial vehicle chassis-cab.
  - A heavy goods vehicle wheelbase extension.

NOTE: Vehicle Standards Bulletin VSB.6, Heavy Vehicle Modifications, applies to modifications to heavy vehicles with a GVM greater than 4.5 tonnes, or heavy trailers with an ATM greater than 4.5 tonnes.

Page 2 of 6

Issue 4

June 2018

### Administrator of Vehicle Standards

Inconsultation with the



### Australian Motor Vehicle Certification Board

comprising Commonwealth, State and Territory representatives

- 3.4 Typical examples of modified new vehicles that should access these SSM arrangements are: -
  - Light and Medium Goods vehicles subject to a Gross Vehicle Mass upgrade and/or a reduction in Lightly Laden Test Mass.
  - Passenger vehicle cut and stretched to become a Limousine or Hearse.
  - Vehicle subject to an engine/fuel type replacement or modification.
  - Ambulance, Motorhome or Fire Tender body added to a chassis-cab.
  - · Vehicle modified to carry wheel-chair passengers or additional seats.
  - Vehicles modified from one ADR vehicle category to another vehicle category.
- 3.5 There are specific requirements for campervans and motorhomes, including when certified under SSM arrangements. These requirements are set out in Circular 0-4-12 "Certification of Campervans and Motorhomes".

### 4. AUSTRALIAN DESIGN RULE EVIDENCE

- 4.1 Applications for SSM IPA must include an Application for Compliance Approval (Motor Vehicle) form, a Road Vehicle Descriptor, relevant Selection of Fleet submissions (SF forms) and resultant ADR evidence via RVCS, providing evidence of compliance with all ADRs applicable to the completed added to, or modified vehicle, and not solely evidence applicable to the second-stage work.
  - 4.1.1 "Compliance Demonstrated Using SARN(s) (MV)" forms may be submitted to carry over evidence already provided within the first-stage completed vehicle Approval, if that evidence remains unaltered by the second-stage manufacture's additions and/or modifications. Certification responsibility for any carry-over ADR evidence remains with the holder of the first-stage IPA.
  - 4.1.2 In submitting a "Compliance Demonstrated Using SARN(s)(MV)" form, the SSM makes a declaration that the ADR evidence to be carried over has been subject to appropriate examination attesting that it remains unaffected by the second-stage manufacture.
  - 4.1.3 Where the second-stage manufacture has an indirect effect on the first-stage evidence, but the second-stage manufacturer can demonstrate that the tests conducted by the first-stage manufacturer would also cover the second-stage work satisfactorily, then for the purposes of seeking SSM IPA this ADR evidence can also be carried over.
- 4.2 Any additions and/or modifications to the original vehicle must be supported by evidence of ADR compliance, as appropriate, and in the form provided by:
  - Full Volume arrangements as per Circular 0-3-4 "Motor Vehicle Compliance Plate Approval", or
  - As per Circular 0-2-1 "Certification of Motor Vehicles Produced in Low Volume".

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- 4.3 Application for SSM IPA can only be based on one first-stage IPA, with a separate SSM application required for each different first-stage vehicle Approval. Accordingly, any carry over evidence, as per 4.1.1 above, can only reference the one first-stage Approval.
- 4.4 A SSM IPA can include multiple vehicle variants and multiple engines and other options included in the SSM RVD, as supported by the evidence of ADR compliance provided.
- 4.5 Applications for SSM IPA are expected to demonstrate compliance with all ADRs applicable as of the date of issue of the SSM IPA. However if a completed first-stage vehicle IPA does not yet include a new ADR introduced under transitional implementation arrangements, then the SSM may submit an SE blank-form, and make application for an exemption from that ADR by referencing this Circular 0-4-6 clause 4.5. If exemptions are granted, then the SE blank-form will be noted as "Not Applicable", and details of the exemption will be included in Schedule 5 of the Approval. Where such exemptions are provided the applicability date of the ADR will be noted, and the Approval issued will be restricted to the due date of that ADR. When the exempted evidence is subsequently provided, the Approval will be reissued without this date restriction.
- 4.6 Circular 79/00-1-1 "Second-Stage-of-Manufacture Emissions Evidence where there is an increase in GVM" details the arrangements that apply for emissions ADRs.

### 5. CHANGE IN VEHICLE CATEGORY

5.1 Where a SSM IPA application changes the ADR Vehicle Category from the original completed first-stage vehicle, then the SSM IPA must comply with all the ADRs applicable to the completed SSM Vehicle Category, as at the date of the issue of the SSM IPA, subject to 4.5 above.

### 6. ROAD VEHICLE DESCRIPTOR

6.1 Road Vehicle Descriptors (RVDs) are required for all SSM IPAs and should include all variants and options to be offered. The remarks section should include a brief description of the SSM additions/modifications, identifying the IPA and variant information of the completed first-stage vehicle.

### 7. VEHICLE IDENTIFICATION NUMBER

7.1 The Vehicle Identification Number (VIN) of the SSM vehicle shall be the same as the VIN of the first-stage vehicle.

### 8. DATE OF MANUFACTURE

8.1 The Date of Manufacture of the SSM vehicle shall be the date that it is completed and is in Australia in a condition that will enable it to be made available to the market.

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Inconsultation with the



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### 9. IDENTIFICATION PLATES

- 9.1 Following issue of an SSM IPA, the second-stage manufacturer will be able to affix a Second-Stage-of-Manufacture Identification Plate in addition to, and adjacent to the existing first-stage Identification Plate, as demonstration that the vehicle complies with the conditions of the SSM IPA.
- 9.2 SSM Identification Plates must be as per Circular 0-3-2. All SSM Identification Plates will be made available from a Contractor authorised to manufacture and supply Identification Plates, unless the second-stage manufacturer is authorised by the Administrator to supply their own Identification Plates. The SSM Identification Plate will include both VIN and *Date of Manufacture* as per 7.1 and 8.1 above respectively.
- 9.3 There is a prescribed fee payable to the Commonwealth for each SSM Identification Plate that is affixed to a vehicle. This fee is included within the supply of Identification Plates from the Contractor 9.2 above. Where the Administrator has authorised the SSM to supply their own Identification Plates the prescribed fee is to be paid directly to the Commonwealth. As at 1 November 2003 the prescribed fee is \$7.50 for each Identification Plate to be affixed to a SSM vehicle.

# 10. ARRANGEMENTS FOR SSM LIGHT VEHICLES THAT HAVE BEEN SUBJECT TO A GROSS VEHICLE MASS (GVM) UPGRADE

- 10.1 Where a light vehicle is fitted with or is required to be fitted with Electronic Stability Control (ESC) system and a full volume SSM IPA is being sought, a GVM upgrade SSM IPA holder will be permitted to use ESC test reports owned by other GVM upgrade SSM IPA holders for the same make and model, provided the test covers the variants to be supplied. Coverage of variants is to be demonstrated using a 'worst case' assessment and selection of fleet forms. Use of any test report must also be permitted by the test report owner.
- 10.2 Low volume GVM upgrades on vehicles with suspension lifts less than or equal to 50mm will not require testing of the ESC system. For suspension lifts exceeding 50mm, full ESC testing will be required.
- 10.3 For SSM IPAs issued under the low volume scheme, numbers per Licensee for GVM upgrade are capped at 300 vehicles per annum per vehicle category and 100 vehicles per annum per SSM IPA.
- 10.4 0-4-5 certificate submissions will not be required on low volume GVM upgrades where GVM upgrade is the only modification being undertaken under an SSM IPA.
- 10.5 Existing full volume SSM IPA holders have the choice of converting their full volume SSM IPAs to low volume SSM IPAs. No application processing fees will apply to these SSM IPA conversions.
- 10.6 The towing capacity of a light vehicle expressed as Gross Combination Mass (GCM) rating or Rated Towing Capacity or Maximum Braked Towing Mass rating must not exceed the value set by the

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# Australian Government Department of Infrastructure, Regional Development and Cities

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first stage manufacturer. Second stage manufacturers are not permitted to increase the towing capacity as part of an SSM IPA that results in GVM upgrade.

# LOVELLS GROSS VEHICLE MASS (GVM) UPGRADE CAPACITY and GROSS COMBINED MASS (GCM) CAPACITY GUIDE

- CPA 25742, Toyota Landcruiser LC70 Cab Chassis (Single & Dual Cab)/Troop Carrier to 3900kg, (Original GVM is 3300kg)- GCM=7400kg (minus ball weight of towed apparatus)
- CPA 25742, Toyota Landcruiser LC79 Cab Chassis Single Cab 5 Star ANCAP to 4200kg. (Original GVM is 3400kg)- GCM=7700kg(minus ball weight of towed apparatus)
- CPA 25742-8 Toyota Landcruiser LC76 Series 4 door Wagon to 3660kg. (Original GVM is 3000kg)- GCM=7160kg(minus ball weight of towed apparatus)
- CPA 28971 Nissan Patrol Cab Chassis Y61 to 3900kg. (Original GVM is 3400kg)- STATE COMPLIANCE ONLY
- CPA 40257 Toyota Landcruiser 200 Series Wagon to 3800kg (Original GVM is 3300kg)-GCM=7300kg (minus ball weight of towed apparatus)
- CPA 40257 Toyota Landcruiser 200 Series Wagon to 3800kg (Original GVM is 3300kg) with 4000kg BTC Upgrade- GCM=7800kg (minus ball weight of towed apparatus)
- CPA 42029 Toyota Hilux 150 Series 4x4 3/05-2015 to 3300kg (up from standard GVM of 2710kg- Extra Cab, 2780kg- Dual Cab and 2835kg- Single Cab)- STATE COMPLIANCE ONLY
- CPA 46728 Ford Ranger 4x4 to 3500kg. (Original GVM is 3200kg).- GCM=7000kg (minus ball weight of towed apparatus)
- CPA 47037 Mazda BT50 4x4 to 3500kg. (Original GVM is 3200kg). GCM=7000kg (minus ball weight of towed apparatus)
- CPA 47909 Toyota Hilux GUN126 Series 4x4 2015 on to 3500kg (Original GVM of 3000kg)-GCM=7000kg (minus ball weight of towed apparatus)
- CPA 48580 Isuzu D Max 4x4 06/12 on to 3600kg (Original GVM of 2950kg)- GCM=7100kg (minus ball weight of towed apparatus)
- CPA 48305 Toyota Prado 150 Series 10/09 on to 3500kg (Original GVM of 3000kg)-GCM=6000kg (minus ball weight of towed apparatus)
- CPA 48305 Toyota Prado 150 Series 10/09 on to 3500kg (Original GVM of 3000kg)- with 3100kg BTC Upgrade- GCM=6550kg (minus ball weight of towed apparatus)

#### Defined by Vehicle Manufacturer

Gross Vehicle Mass "GVM" Weight transmitted by all tow vehicle axles to the ground

Front Axle Capacity "FAC"

Weight on tow vehicle front axle

Weight on tow vehicle rear axle

Towing Capacity

Typically stated at ATM (see trailer definitions)

Towbar Down Force "TDF"

Weight transmitted from trailer to vehicle towbar

Gross Combination Mass "GCM" Sum of all axle loads; vehicle and trailer

These are defined by the vehicle manufacturer and maybe limited by the capacity of axles, engine and drivetrain limitations and vehicle gradability.

### **Defined by Trailer Manufacturer**

Gross Trailer Mass "GTM" Weight transmitted by all trailer axles to the ground
Aggregate Trailer Mass "ATM" Trailer mass including tow ball down force on tow vehicle

These are defined by the trailer manufacturer and maybe limited by the capacity of axles, capacity of suspension and the capacity of the tyres.

The towing vehicle and trailer must adhere to these limits at all times. This is to ensure the vehicle operator remains within safety and legal requirements in all vehicle loading and towing situations. This ensures insurance policies remain valid and also leads to a stable towing experience with a properly balanced vehicle-trailer combination.

From:

Sent:

Thursday, 7 June 2018 3:15 PM

To: Cc:

Subject:

FW: Suggested changes to the Draft 0-4-6 Circular... [SEC=UNCLASSIFIED]

AMVCB226 - Agenda 7(a) Draft 0-4-6 GVM upgrade inclusion v4 with TMR Edits

2018-05-03.docx

Follow Up Flag:

Attachments:

Flag Status:

Follow up

Completed



Are you able to advise on this?

From: Anant Z Bellary < Anant.Z. Bellary@tmr.qld.gov.au>

Sent: Thursday, 7 June 2018 2:50 PM

To:

Subject: FW: Suggested changes to the Draft 0-4-6 Circular...

Hello

Just enquiring when the revised 0-4-6 will be published.

Regards

# Anant Bellary

Vehícle Standards & Accreditation Transport & Main Roads

From: Anant Z Bellary

Sent: Thursday, 3 May 2018 10:38 AM

To: NYAKUENGAMA Sharon <Sharon.Nyakuengama@infrastructure.gov.au>

Cc:

Subject: Suggested changes to the Draft 0-4-6 Circular...

Hello Sharon,

As discussed at the AMVCB 226 on 1st May 2018, attached please find the amended draft of Circular 0-4-6 on SSM Approval Arrangements.

The suggested changes are tracked and appear in the Section 10 of the circular.

I have slightly altered the title of Section 10 so all the points (ESC and other things) can sit under that same section heading.

Any queries, happy to answer.

Thanks for the opportunity to comment on this document.

### Regards

**Anant Bellary** 

Principal Engineer (Vehicle Standards & Accreditation) | Transport Regulation Branch Customer Services, Safety and Regulation | Department of Transport and Main Roads

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### CIRCULAR 0-4-6

### CERTIFICATION OF VEHICLES WHICH HAVE UNDERGONE A SECOND-STAGE-OF-MANUFACTURE

### 1. INTRODUCTION

- 1.1 This Circular sets out the requirements for *Manufacturers* making application for Identification Plate Approval (IPA) for additions to, or modifications undertaken on a *New Vehicle* that already has affixed a completed vehicle Identification Plate. Such arrangements are identified as "Second-Stage-of-Manufacture" (SSM) IPA.
- 1.2 A further SSM arrangement can also apply to completed SSM vehicles. (For example, a completed *cab-chassis* may be modified to be dual-steer under SSM approval, and then that completed dual-steer *cab-chassis* vehicle may then have its GVM upgraded under a further SSM approval).

### 2. APPLICABILITY

- 2.1 SSM arrangements only apply to *New Vehicles* as defined in the *Motor Vehicle Standards Act 1989*, and do not apply to vehicles that have already been used in transport.
- 2.2 SSM arrangements apply to vehicle make/model types seeking IPA under the Full Volume arrangements, and also the concessionary evidence Low Volume arrangements.
- 2.3 Vehicles under the SSM IPA Low Volume arrangements are not subject to an eligibility ruling under the "Specialist and Enthusiast Vehicle Scheme (SEVS) Eligibility" as per Circular 0-2-12.
- 2.4 Arrangements for SSM do not apply to vehicles that are built on, or based on vehicle sub-assemblies/chassis that have been approved under Sub-Assembly Registration Number (SARN) arrangements as set out in Circular 0-4-23.
- 2.5 Arrangements for SSM do not apply to vehicles without an Identification Plate, such as a vehicle imported from overseas which has yet to be brought up to the National Standards. Such vehicles are subject to either the "Motor Vehicle Compliance Plate Approval" arrangements as per Circular 0-3-4, or the "Certification of Motor Vehicles Produced in Low Volume" requirements as per Circular 0-2-1.
- 2.6 Arrangements for SSM do not need to be used where the proposed modification can be done under the provisions of Vehicle Standards Bulletin (VSB) 6. However, where the proposed modifications are not within the scope of VSB6, SSM must be used.

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### 3. APPLICATION FOR IDENTIFICATION PLATE APPROVAL

- 3.1 Applications for SSM IPA will only be accepted from a legal entity (Company or Individual, and not a business or trading name) that must first register as a Licensee on the Road Vehicle Certification System (RVCS), and have both the Production Facility and Design Facility similarly registered on RVCS thus being subject to "Conformity of Production" arrangements as per Circular 0-13-1.
- 3.2 Make and Model designation shall generally be in accordance with Circular 0-3-3 "Motor Vehicle Make and Model Designation".
  - 3.2.1 The "Make-Model" designation must be unique from all other Identification Plate Approvals.
  - 3.2.2 The "Make" of the SSM should comprise a prefix, representing the second-stage manufacturer, followed by the "Make" of the completed first-stage vehicle. For example:-
    - A SSM modified "ALPHA", might be designated "ABC ALPHA".
  - 3.2.3 The "Model" of the SSM should include qualification as to the SSM vehicle type. For example:-
    - An SSM modified "ALPHA Beta", might be designated "ABC ALPHA Beta
       Ambulance", or "ABC ALPHA Beta Motorhome" as appropriate.
- 3.3 The SSM IPA arrangements are available to new vehicles subject to addition and/or modification, except where the nature of the addition and/or modification does not impact on the ADR certification of the first-stage vehicle, or when the impact is considered to be minor, and readily examined by the State/Territory registration authorities. Examples of additions/modifications considered to be of State/Territory responsibility are:-
  - Where the original rearward facing lamp units of a new chassis-cab are relocated with the adding of an otherwise non-ADR impacting goods carrying body.
  - Where the original external rear vision mirrors of a new chassis-cab are relocated to accommodate added goods carrying bodies of variable width.
  - Where additional Side-Marker lamps are added to a commercial vehicle chassis-cab.
  - Non-ADR-relevant body added to a commercial vehicle chassis-cab.
  - A heavy goods vehicle wheelbase extension.

NOTE: Vehicle Standards Bulletin VSB.6, Heavy Vehicle Modifications, applies to modifications to heavy vehicles with a GVM greater than 4.5 tonnes, or heavy trailers with an ATM greater than 4.5 tonnes.

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- 3.4 Typical examples of modified new vehicles that should access these SSM arrangements are: -
  - Light and Medium Goods vehicles subject to a Gross Vehicle Mass upgrade and/or a reduction in Lightly Laden Test Mass.
  - Passenger vehicle cut and stretched to become a Limousine or Hearse.
  - Vehicle subject to an engine/fuel type replacement or modification.
  - Ambulance, Motorhome or Fire Tender body added to a chassis-cab.
  - Vehicle modified to carry wheel-chair passengers or additional seats.
  - Vehicles modified from one ADR vehicle category to another vehicle category.
- 3.5 There are specific requirements for campervans and motorhomes, including when certified under SSM arrangements. These requirements are set out in Circular 0-4-12 "Certification of Campervans and Motorhomes".

### 4. AUSTRALIAN DESIGN RULE EVIDENCE

- 4.1 Applications for SSM IPA must include an Application for Compliance Approval (Motor Vehicle) form, a Road Vehicle Descriptor, relevant Selection of Fleet submissions (SF forms) and resultant ADR evidence via RVCS, providing evidence of compliance with all ADRs applicable to the completed added to, or modified vehicle, and not solely evidence applicable to the second-stage work.
  - 4.1.1 "Compliance Demonstrated Using SARN(s) (MV)" forms may be submitted to carry over evidence already provided within the first-stage completed vehicle Approval, if that evidence remains unaltered by the second-stage manufacture's additions and/or modifications. Certification responsibility for any carry-over ADR evidence remains with the holder of the first-stage IPA.
  - 4.1.2 In submitting a "Compliance Demonstrated Using SARN(s)(MV)" form, the SSM makes a declaration that the ADR evidence to be carried over has been subject to appropriate examination attesting that it remains unaffected by the second-stage manufacture.
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- 4.2 Any additions and/or modifications to the original vehicle must be supported by evidence of ADR compliance, as appropriate, and in the form provided by: -
  - Full Volume arrangements as per Circular 0-3-4 "Motor Vehicle Compliance Plate Approval", or
  - As per Circular 0-2-1 "Certification of Motor Vehicles Produced in Low Volume".

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- 4.3 Application for SSM IPA can only be based on one first-stage IPA, with a separate SSM application required for each different first-stage vehicle Approval. Accordingly, any carry over evidence, as per 4.1.1 above, can only reference the one first-stage Approval.
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- 4.5 Applications for SSM IPA are expected to demonstrate compliance with all ADRs applicable as of the date of issue of the SSM IPA. However if a completed first-stage vehicle IPA does not yet include a new ADR introduced under transitional implementation arrangements, then the SSM may submit an SE blank-form, and make application for an exemption from that ADR by referencing this Circular 0-4-6 clause 4.5. If exemptions are granted, then the SE blank-form will be noted as "Not Applicable", and details of the exemption will be included in Schedule 5 of the Approval. Where such exemptions are provided the applicability date of the ADR will be noted, and the Approval issued will be restricted to the due date of that ADR. When the exempted evidence is subsequently provided, the Approval will be reissued without this date restriction.
- 4.6 Circular 79/00-1-1 "Second-Stage-of-Manufacture Emissions Evidence where there is an increase in GVM" details the arrangements that apply for emissions ADRs.

### 5. CHANGE IN VEHICLE CATEGORY

5.1 Where a SSM IPA application changes the ADR Vehicle Category from the original completed first-stage vehicle, then the SSM IPA must comply with all the ADRs applicable to the completed SSM Vehicle Category, as at the date of the issue of the SSM IPA, subject to 4.5 above.

### 6. ROAD VEHICLE DESCRIPTOR

6.1 Road Vehicle Descriptors (RVDs) are required for all SSM IPAs and should include all variants and options to be offered. The remarks section should include a brief description of the SSM additions/modifications, identifying the IPA and variant information of the completed first-stage vehicle.

### 7. VEHICLE IDENTIFICATION NUMBER

7.1 The Vehicle Identification Number (VIN) of the SSM vehicle shall be the same as the VIN of the first-stage vehicle.

### 8. DATE OF MANUFACTURE

8.1 The Date of Manufacture of the SSM vehicle shall be the date that it is completed and is in Australia in a condition that will enable it to be made available to the market.

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### 9. IDENTIFICATION PLATES

- 9.1 Following issue of an SSM IPA, the second-stage manufacturer will be able to affix a Second-Stage-of-Manufacture Identification Plate in addition to, and adjacent to the existing first-stage Identification Plate, as demonstration that the vehicle complies with the conditions of the SSM IPA.
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- 10. ARRANGEMENTS FOR SSM <u>LIGHT</u> VEHICLES <del>FITTED WITH ELECTRONIC STABILITY CONTROL</del> <del>(ESC)</del> THAT HAVE BEEN SUBJECT TO A GROSS VEHICLE MASS (GVM) UPGRADE
- 10.1 Where a light vehicle is fitted with or is required to be fitted with Electronic Stability Control (ESC) system and a full volume IPA is being sought, a GVM upgrade SSM IPA holder will be permitted to use ESC test reports owned by other GVM upgrade SSM IPA holders for the same make and model, provided the test covers the variants to be supplied. Coverage of variants is to be demonstrated using a 'worst case' assessment and selection of fleet forms. Use of any test report must also be permitted by the test report owner.
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From:

Anant Z Bellary <Anant.Z.Bellary@tmr.qld.gov.au>

Sent:

Thursday, 7 June 2018 2:50 PM

To: Subject:

FW: Suggested changes to the Draft 0-4-6 Circular...

Attachments:

AMVCB226 - Agenda 7(a) Draft 0-4-6 GVM upgrade inclusion v4 with TMR Edits

2018-05-03.docx

Follow Up Flag: Flag Status:

Follow up Completed

Hello

Just enquiring when the revised 0-4-6 will be published.

Regards

### Anant Bellary

Vehicle Standards & Accreditation Transport & Main Roads

From: Anant Z Bellary

Sent: Thursday, 3 May 2018 10:38 AM

To: NYAKUENGAMA Sharon <Sharon.Nyakuengama@infrastructure.gov.au>
Cc: AMVCB <amvcb@infrastructure.gov.au>

Subject: Suggested changes to the Draft 0-4-6 Circular...

Hello Sharon,

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I have slightly altered the title of Section 10 so all the points (ESC and other things) can sit under that same section heading.

Any queries, happy to answer.

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Regards

**Anant Bellary** 

Principal Engineer (Vehicle Standards & Accreditation) | Transport Regulation Branch Customer Services, Safety and Regulation | Department of Transport and Main Roads

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# CIRCULAR 0-4-6

### CERTIFICATION OF VEHICLES WHICH HAVE UNDERGONE A SECOND-STAGE-OF-MANUFACTURE

### 1. INTRODUCTION

- 1.1 This Circular sets out the requirements for *Manufacturers* making application for Identification Plate Approval (IPA) for additions to, or modifications undertaken on a *New Vehicle* that already has affixed a completed vehicle Identification Plate. Such arrangements are identified as "Second-Stage-of-Manufacture" (SSM) IPA.
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### 3. APPLICATION FOR IDENTIFICATION PLATE APPROVAL

- 3.1 Applications for SSM IPA will only be accepted from a legal entity (Company or Individual, and not a business or trading name) that must first register as a Licensee on the Road Vehicle Certification System (RVCS), and have both the Production Facility and Design Facility similarly registered on RVCS thus being subject to "Conformity of Production" arrangements as per Circular 0-13-1.
- 3.2 Make and Model designation shall generally be in accordance with Circular 0-3-3 "Motor Vehicle Make and Model Designation".
  - 3.2.1 The "Make-Model" designation must be unique from all other Identification Plate Approvals.
  - 3.2.2 The "Make" of the SSM should comprise a prefix, representing the second-stage manufacturer, followed by the "Make" of the completed first-stage vehicle. For example:-
    - A SSM modified "ALPHA", might be designated "ABC ALPHA".
  - 3.2.3 The "Model" of the SSM should include qualification as to the SSM vehicle type. For example:-
    - An SSM modified "ALPHA Beta", might be designated "ABC ALPHA Beta Ambulance", or "ABC ALPHA Beta Motorhome" as appropriate.
- 3.3 The SSM IPA arrangements are available to new vehicles subject to addition and/or modification, except where the nature of the addition and/or modification does not impact on the ADR certification of the first-stage vehicle, or when the impact is considered to be minor, and readily examined by the State/Territory registration authorities. Examples of additions/modifications considered to be of State/Territory responsibility are:-
  - Where the original rearward facing lamp units of a new chassis-cab are relocated with the adding of an otherwise non-ADR impacting goods carrying body.
  - Where the original external rear vision mirrors of a new chassis-cab are relocated to accommodate added goods carrying bodies of variable width.
  - Where additional Side-Marker lamps are added to a commercial vehicle chassis-cab.
  - Non-ADR-relevant body added to a commercial vehicle chassis-cab.
  - A heavy goods vehicle wheelbase extension.

NOTE: Vehicle Standards Bulletin VSB.6, Heavy Vehicle Modifications, applies to modifications to heavy vehicles with a GVM greater than 4.5 tonnes, or heavy trailers with an ATM greater than 4.5 tonnes.

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- 3.4 Typical examples of modified new vehicles that should access these SSM arrangements are: -
  - Light and Medium Goods vehicles subject to a Gross Vehicle Mass upgrade and/or a reduction in Lightly Laden Test Mass.
  - Passenger vehicle cut and stretched to become a Limousine or Hearse.
  - Vehicle subject to an engine/fuel type replacement or modification.
  - Ambulance, Motorhome or Fire Tender body added to a chassis-cab.
  - Vehicle modified to carry wheel-chair passengers or additional seats.
  - Vehicles modified from one ADR vehicle category to another vehicle category.
- 3.5 There are specific requirements for campervans and motorhomes, including when certified under SSM arrangements. These requirements are set out in Circular 0-4-12 "Certification of Campervans and Motorhomes".

# 4. AUSTRALIAN DESIGN RULE EVIDENCE

- 4.1 Applications for SSM IPA must include an Application for Compliance Approval (Motor Vehicle) form, a Road Vehicle Descriptor, relevant Selection of Fleet submissions (SF forms) and resultant ADR evidence via RVCS, providing evidence of compliance with all ADRs applicable to the completed added to, or modified vehicle, and not solely evidence applicable to the second-stage work.
  - 4.1.1 "Compliance Demonstrated Using SARN(s) (MV)" forms may be submitted to carry over evidence already provided within the first-stage completed vehicle Approval, if that evidence remains unaltered by the second-stage manufacture's additions and/or modifications. Certification responsibility for any carry-over ADR evidence remains with the holder of the first-stage IPA.
  - 4.1.2 In submitting a "Compliance Demonstrated Using SARN(s)(MV)" form, the SSM makes a declaration that the ADR evidence to be carried over has been subject to appropriate examination attesting that it remains unaffected by the second-stage manufacture.
  - 4.1.3 Where the second-stage manufacture has an indirect effect on the first-stage evidence, but the second-stage manufacturer can demonstrate that the tests conducted by the first-stage manufacturer would also cover the second-stage work satisfactorily, then for the purposes of seeking SSM IPA this ADR evidence can also be carried over.
- 4.2 Any additions and/or modifications to the original vehicle must be supported by evidence of ADR compliance, as appropriate, and in the form provided by: -
  - Full Volume arrangements as per Circular 0-3-4 "Motor Vehicle Compliance Plate Approval", or
  - As per Circular 0-2-1 "Certification of Motor Vehicles Produced in Low Volume".

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- 4.3 Application for SSM IPA can only be based on one first-stage IPA, with a separate SSM application required for each different first-stage vehicle Approval. Accordingly, any carry over evidence, as per 4.1.1 above, can only reference the one first-stage Approval.
- 4.4 A SSM IPA can include multiple vehicle variants and multiple engines and other options included in the SSM RVD, as supported by the evidence of ADR compliance provided.
- 4.5 Applications for SSM IPA are expected to demonstrate compliance with all ADRs applicable as of the date of issue of the SSM IPA. However if a completed first-stage vehicle IPA does not yet include a new ADR introduced under transitional implementation arrangements, then the SSM may submit an SE blank-form, and make application for an exemption from that ADR by referencing this Circular 0-4-6 clause 4.5. If exemptions are granted, then the SE blank-form will be noted as "Not Applicable", and details of the exemption will be included in Schedule 5 of the Approval. Where such exemptions are provided the applicability date of the ADR will be noted, and the Approval issued will be restricted to the due date of that ADR. When the exempted evidence is subsequently provided, the Approval will be reissued without this date restriction.
- 4.6 Circular 79/00-1-1 "Second-Stage-of-Manufacture Emissions Evidence where there is an increase in GVM" details the arrangements that apply for emissions ADRs.

# 5. CHANGE IN VEHICLE CATEGORY

5.1 Where a SSM IPA application changes the ADR Vehicle Category from the original completed first-stage vehicle, then the SSM IPA must comply with all the ADRs applicable to the completed SSM Vehicle Category, as at the date of the issue of the SSM IPA, subject to 4.5 above.

#### 6. ROAD VEHICLE DESCRIPTOR

Road Vehicle Descriptors (RVDs) are required for all SSM IPAs and should include all variants and options to be offered. The remarks section should include a brief description of the SSM additions/modifications, identifying the IPA and variant information of the completed first-stage vehicle.

# 7. VEHICLE IDENTIFICATION NUMBER

7.1 The Vehicle Identification Number (VIN) of the SSM vehicle shall be the same as the VIN of the first-stage vehicle.

# 8. DATE OF MANUFACTURE

8.1 The *Date of Manufacture* of the SSM vehicle shall be the date that it is completed and is in Australia in a condition that will enable it to be made available to the market.

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#### 9. IDENTIFICATION PLATES

- 9.1 Following issue of an SSM IPA, the second-stage manufacturer will be able to affix a Second-Stage-of-Manufacture Identification Plate in addition to, and adjacent to the existing first-stage Identification Plate, as demonstration that the vehicle complies with the conditions of the SSM IPA.
- 9.2 SSM Identification Plates must be as per Circular 0-3-2. All SSM Identification Plates will be made available from a Contractor authorised to manufacture and supply Identification Plates, unless the second-stage manufacturer is authorised by the Administrator to supply their own Identification Plates. The SSM Identification Plate will include both VIN and *Date of Manufacture* as per 7.1 and 8.1 above respectively.
- 9.3 There is a prescribed fee payable to the Commonwealth for each SSM Identification Plate that is affixed to a vehicle. This fee is included within the supply of Identification Plates from the Contractor 9.2 above. Where the Administrator has authorised the SSM to supply their own Identification Plates the prescribed fee is to be paid directly to the Commonwealth. As at 1 November 2003 the prescribed fee is \$7.50 for each Identification Plate to be affixed to a SSM vehicle.
- 10. ARRANGEMENTS FOR SSM <u>LIGHT</u> VEHICLES <u>FITTED WITH ELECTRONIC STABILITY CONTROL</u>
  (ESC)-THAT HAVE BEEN SUBJECT TO A GROSS VEHICLE MASS (GVM) UPGRADE
- 10.1 Where a light vehicle is fitted with or is required to be fitted with Electronic Stability Control (ESC) system and a full volume IPA is being sought, a GVM upgrade SSM IPA holder will be permitted to use ESC test reports owned by other GVM upgrade SSM IPA holders for the same make and model, provided the test covers the variants to be supplied. Coverage of variants is to be demonstrated using a 'worst case' assessment and selection of fleet forms. Use of any test report must also be permitted by the test report owner.
- 10.2 Low volume GVM upgrades on vehicles with suspension lifts less than or equal to 50mm will not require testing of the ESC system. For suspension lifts exceeding 50mm, full ESC testing will be required.
- 10.3 For IPAs issued under the low volume scheme, numbers per Licensee for GVM upgrade are capped at 300 vehicles per annum per vehicle category and 100 vehicles per annum per IPA.
- 10.4 0-4-5 certificate submissions will not be required on low volume GVM upgrades where GVM upgrade is the only modification being undertaken under an SSM IPA.
- 10.5 Existing full volume IPA holders have the choice of converting their full volume IPAs to low volume IPAs. No application processing fees will apply to these IPA conversions.
- 10.6 <u>The towing capacity of a light vehicle expressed as Gross Combination Mass (GCM) rating or Rated Towing Capacity or Maximum Braked Towing Mass rating must remain at the value set by the</u>

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first stage manufacturer. Second stage manufacturers are not permitted to increase the GCM-towing capacity as part of an SSM IPA for-that results in GVM upgrade.

# **Document 183**

From:

Sent:

Wednesday, 30 May 2018 12:28 PM

To:

Cc:

Subject:

AMVCB226 Agenda 9(e) - Action item 38 [DLM=For-Official-Use-Only]

AMVCB226 - Agenda 7(a) Draft 0-4-6 GVM upgrade inclusion v5 with TMR Edits

2018-05-03 (2).docx

Follow Up Flag:

**Attachments:** 

Flag Status:

Follow up

Completed

Apologies for the delay, please see below and attached the responses from AMVCB Members in relation to 0-4-6. Rgds

**MVCB226 Agenda 9(e) - Action item 38, Members** to provide any objections or comments on the draft Administrator 4-6 — Certification of vehicles that have undergone a second stage of manufacture. **Due 25 May 2018** 

Standards Review and Maintenance
Vehicle Safety Standards | Surface Transport Policy
Department of Infrastructure, Regional Development and Cities
GPO Box 594, Canberra ACT 2601

www.infrastructure.gov.au

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# CIRCULAR 0-4-6

# CERTIFICATION OF VEHICLES WHICH HAVE UNDERGONE A SECOND-STAGE-OF-MANUFACTURE

#### 1. INTRODUCTION

- 1.1 This Circular sets out the requirements for *Manufacturers* making application for Identification Plate Approval (IPA) for additions to, or modifications undertaken on a *New Vehicle* that already has affixed a completed vehicle Identification Plate. Such arrangements are identified as "Second-Stage-of-Manufacture" (SSM) IPA.
- 1.2 A further SSM arrangement can also apply to completed SSM vehicles. (For example, a completed *cab-chassis* may be modified to be dual-steer under SSM approval, and then that completed dual-steer *cab-chassis* vehicle may then have its GVM upgraded under a further SSM approval).

#### 2. APPLICABILITY

- 2.1 SSM arrangements only apply to *New Vehicles* as defined in the *Motor Vehicle Standards Act 1989*, and do not apply to vehicles that have already been used in transport.
- 2.2 SSM arrangements apply to vehicle make/model types seeking IPA under the Full Volume arrangements, and also the concessionary evidence Low Volume arrangements.
- 2.3 Vehicles under the SSM IPA Low Volume arrangements are not subject to an eligibility ruling under the "Specialist and Enthusiast Vehicle Scheme (SEVS) Eligibility" as per Circular 0-2-12.
- 2.4 Arrangements for SSM do not apply to vehicles that are built on, or based on vehicle sub-assemblies/chassis that have been approved under Sub-Assembly Registration Number (SARN) arrangements as set out in Circular 0-4-23.
- 2.5 Arrangements for SSM do not apply to vehicles without an Identification Plate, such as a vehicle imported from overseas which has yet to be brought up to the National Standards. Such vehicles are subject to either the "Motor Vehicle Compliance Plate Approval" arrangements as per Circular 0-3-4, or the "Certification of Motor Vehicles Produced in Low Volume" requirements as per Circular 0-2-1.
- 2.6 Arrangements for SSM do not need to be used where the proposed modification can be done under the provisions of Vehicle Standards Bulletin (VSB) 6. However, where the proposed modifications are not within the scope of VSB6, SSM must be used.

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NOTE: Vehicle Standards Bulletin VSB.6, Heavy Vehicle Modifications, applies to modifications to heavy vehicles with a GVM greater than 4.5 tonnes, or heavy trailers with an ATM greater than 4.5 tonnes.

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#### 6. ROAD VEHICLE DESCRIPTOR

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#### 9. IDENTIFICATION PLATES

- 9.1 Following issue of an SSM IPA, the second-stage manufacturer will be able to affix a Second-Stage-of-Manufacture Identification Plate in addition to, and adjacent to the existing first-stage Identification Plate, as demonstration that the vehicle complies with the conditions of the SSM IPA.
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- 10.1 Where a light vehicle is fitted with or is required to be fitted with Electronic Stability Control (ESC) system and a full volume IPA is being sought, a GVM upgrade SSM IPA holder will be permitted to use ESC test reports owned by other GVM upgrade SSM IPA holders for the same make and model, provided the test covers the variants to be supplied. Coverage of variants is to be demonstrated using a 'worst case' assessment and selection of fleet forms. Use of any test report must also be permitted by the test report owner.
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set by the first stage manufacturer. Second stage manufacturers are not permitted to increase the GCM-towing capacity as part of an SSM IPA for that results in GVM upgrade.

From:

Sent:

Tuesday, 29 May 2018 10:56 AM

To:

Subject:

**Attachments:** 

FW: Suggested changes to the Draft 0-4-6 Circular... [SEC=UNCLASSIFIED]
AMVCB226 - Agenda 7(a) Draft 0-4-6 GVM upgrade inclusion v5 with TMR Edits

2018-05-03.docx

Anant from TMR QLD provided the email below (with suggested edits attached).

During the meeting Sharon also suggested we would move clause 10.6 to a new clause 11 (i.e. a separate section rather than under the heading of ESC)

There were no objections or comments to the LPPC circular.

From: Anant Z Bellary < Anant.Z.Bellary@tmr.qld.gov.au >

Sent: Thursday, 3 May 2018 12:31 PM

To: NYAKUENGAMA Sharon < Sharon. Nyakuengama@infrastructure.gov.au>

AMVCB <amvcb@infrastructure.gov.au>

Subject: FW: Suggested changes to the Draft 0-4-6 Circular...

This one may be even better.

Regards

# Anant Bellary

Vehicle Standards & Accreditation Transport & Main Roads

From: Anant Z Bellary

Sent: Thursday, 3 May 2018 10:38 AM

To: NYAKUENGAMA Sharon < Sharon. Nyakuengama@infrastructure.gov.au >

Cc: ; 'AMVCB'

<amvcb@infrastructure.gov.au>

Subject: Suggested changes to the Draft 0-4-6 Circular...

Hello Sharon,

As discussed at the AMVCB 226 on 1st May 2018, attached please find the amended draft of Circular 0-4-6 on SSM Approval Arrangements.

The suggested changes are tracked and appear in the Section 10 of the circular.

I have slightly altered the title of Section 10 so all the points (ESC and other things) can sit under that same section heading.

Any queries, happy to answer.

Thanks for the opportunity to comment on this document.

# Regards

#### **Anant Bellary**

Principal Engineer (Vehicle Standards & Accreditation) | Transport Regulation Branch Customer Services, Safety and Regulation | Department of Transport and Main Roads

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W: www.tmr.qld.gov.au

\*

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\*

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# CIRCULAR 0-4-6

# CERTIFICATION OF VEHICLES WHICH HAVE UNDERGONE A SECOND-STAGE-OF-MANUFACTURE

#### 1. INTRODUCTION

- 1.1 This Circular sets out the requirements for *Manufacturers* making application for Identification Plate Approval (IPA) for additions to, or modifications undertaken on a *New Vehicle* that already has affixed a completed vehicle Identification Plate. Such arrangements are identified as "Second-Stage-of-Manufacture" (SSM) IPA.
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  - 3.2.3 The "Model" of the SSM should include qualification as to the SSM vehicle type. For example:-
    - An SSM modified "ALPHA Beta", might be designated "ABC ALPHA Beta Ambulance", or "ABC ALPHA Beta Motorhome" as appropriate.
- 3.3 The SSM IPA arrangements are available to new vehicles subject to addition and/or modification, except where the nature of the addition and/or modification does not impact on the ADR certification of the first-stage vehicle, or when the impact is considered to be minor, and readily examined by the State/Territory registration authorities. Examples of additions/modifications considered to be of State/Territory responsibility are:-
  - Where the original rearward facing lamp units of a new chassis-cab are relocated with the adding of an otherwise non-ADR impacting goods carrying body.
  - Where the original external rear vision mirrors of a new chassis-cab are relocated to accommodate added goods carrying bodies of variable width.
  - Where additional Side-Marker lamps are added to a commercial vehicle chassis-cab.
  - Non-ADR-relevant body added to a commercial vehicle chassis-cab.
  - A heavy goods vehicle wheelbase extension.

NOTE: Vehicle Standards Bulletin VSB.6, Heavy Vehicle Modifications, applies to modifications to heavy vehicles with a GVM greater than 4.5 tonnes, or heavy trailers with an ATM greater than 4.5 tonnes.

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#### Australian Motor Vehicle Certification Board

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- 3.4 Typical examples of modified new vehicles that should access these SSM arrangements are: -
  - Light and Medium Goods vehicles subject to a Gross Vehicle Mass upgrade and/or a reduction in Lightly Laden Test Mass.
  - Passenger vehicle cut and stretched to become a Limousine or Hearse.
  - · Vehicle subject to an engine/fuel type replacement or modification.
  - Ambulance, Motorhome or Fire Tender body added to a chassis-cab.
  - Vehicle modified to carry wheel-chair passengers or additional seats.
  - · Vehicles modified from one ADR vehicle category to another vehicle category.
- 3.5 There are specific requirements for campervans and motorhomes, including when certified under SSM arrangements. These requirements are set out in Circular 0-4-12 "Certification of Campervans and Motorhomes".

#### 4. AUSTRALIAN DESIGN RULE EVIDENCE

- 4.1 Applications for SSM IPA must include an Application for Compliance Approval (Motor Vehicle) form, a Road Vehicle Descriptor, relevant Selection of Fleet submissions (SF forms) and resultant ADR evidence via RVCS, providing evidence of compliance with all ADRs applicable to the completed added to, or modified vehicle, and not solely evidence applicable to the second-stage work.
  - 4.1.1 "Compliance Demonstrated Using SARN(s) (MV)" forms may be submitted to carry over evidence already provided within the first-stage completed vehicle Approval, if that evidence remains unaltered by the second-stage manufacture's additions and/or modifications. Certification responsibility for any carry-over ADR evidence remains with the holder of the first-stage IPA.
  - 4.1.2 In submitting a "Compliance Demonstrated Using SARN(s)(MV)" form, the SSM makes a declaration that the ADR evidence to be carried over has been subject to appropriate examination attesting that it remains unaffected by the second-stage manufacture.
  - 4.1.3 Where the second-stage manufacture has an indirect effect on the first-stage evidence, but the second-stage manufacturer can demonstrate that the tests conducted by the first-stage manufacturer would also cover the second-stage work satisfactorily, then for the purposes of seeking SSM IPA this ADR evidence can also be carried over.
- 4.2 Any additions and/or modifications to the original vehicle must be supported by evidence of ADR compliance, as appropriate, and in the form provided by: -
  - Full Volume arrangements as per Circular 0-3-4 "Motor Vehicle Compliance Plate Approval", or
  - As per Circular 0-2-1 "Certification of Motor Vehicles Produced in Low Volume".

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- 4.3 Application for SSM IPA can only be based on one first-stage IPA, with a separate SSM application required for each different first-stage vehicle Approval. Accordingly, any carry over evidence, as per 4.1.1 above, can only reference the one first-stage Approval.
- 4.4 A SSM IPA can include multiple vehicle variants and multiple engines and other options included in the SSM RVD, as supported by the evidence of ADR compliance provided.
- 4.5 Applications for SSM IPA are expected to demonstrate compliance with all ADRs applicable as of the date of issue of the SSM IPA. However if a completed first-stage vehicle IPA does not yet include a new ADR introduced under transitional implementation arrangements, then the SSM may submit an SE blank-form, and make application for an exemption from that ADR by referencing this Circular 0-4-6 clause 4.5. If exemptions are granted, then the SE blank-form will be noted as "Not Applicable", and details of the exemption will be included in Schedule 5 of the Approval. Where such exemptions are provided the applicability date of the ADR will be noted, and the Approval issued will be restricted to the due date of that ADR. When the exempted evidence is subsequently provided, the Approval will be reissued without this date restriction.
- 4.6 Circular 79/00-1-1 "Second-Stage-of-Manufacture Emissions Evidence where there is an increase in GVM" details the arrangements that apply for emissions ADRs.

# 5. CHANGE IN VEHICLE CATEGORY

5.1 Where a SSM IPA application changes the ADR Vehicle Category from the original completed first-stage vehicle, then the SSM IPA must comply with all the ADRs applicable to the completed SSM Vehicle Category, as at the date of the issue of the SSM IPA, subject to 4.5 above.

#### 6. ROAD VEHICLE DESCRIPTOR

6.1 Road Vehicle Descriptors (RVDs) are required for all SSM IPAs and should include all variants and options to be offered. The remarks section should include a brief description of the SSM additions/modifications, identifying the IPA and variant information of the completed first-stage vehicle.

#### 7. VEHICLE IDENTIFICATION NUMBER

7.1 The Vehicle Identification Number (VIN) of the SSM vehicle shall be the same as the VIN of the first-stage vehicle.

## 8. DATE OF MANUFACTURE

8.1 The Date of Manufacture of the SSM vehicle shall be the date that it is completed and is in Australia in a condition that will enable it to be made available to the market.

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March 2018

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#### 9. IDENTIFICATION PLATES

- 9.1 Following issue of an SSM IPA, the second-stage manufacturer will be able to affix a Second-Stage-of-Manufacture Identification Plate in addition to, and adjacent to the existing first-stage Identification Plate, as demonstration that the vehicle complies with the conditions of the SSM IPA.
- 9.2 SSM Identification Plates must be as per Circular 0-3-2. All SSM Identification Plates will be made available from a Contractor authorised to manufacture and supply Identification Plates, unless the second-stage manufacturer is authorised by the Administrator to supply their own Identification Plates. The SSM Identification Plate will include both VIN and *Date of Manufacture* as per 7.1 and 8.1 above respectively.
- 9.3 There is a prescribed fee payable to the Commonwealth for each SSM Identification Plate that is affixed to a vehicle. This fee is included within the supply of Identification Plates from the Contractor 9.2 above. Where the Administrator has authorised the SSM to supply their own Identification Plates the prescribed fee is to be paid directly to the Commonwealth. As at 1 November 2003 the prescribed fee is \$7.50 for each Identification Plate to be affixed to a SSM vehicle.
- 10. ARRANGEMENTS FOR SSM <u>LIGHT</u> VEHICLES <del>FITTED WITH ELECTRONIC STABILITY CONTROL</del> <del>(ESC)</del>-THAT HAVE BEEN SUBJECT TO A GROSS VEHICLE MASS (GVM) UPGRADE
- 10.1 Where a light vehicle is fitted with or is required to be fitted with Electronic Stability Control (ESC) system and a full volume IPA is being sought, a GVM upgrade SSM IPA holder will be permitted to use ESC test reports owned by other GVM upgrade SSM IPA holders for the same make and model, provided the test covers the variants to be supplied. Coverage of variants is to be demonstrated using a 'worst case' assessment and selection of fleet forms. Use of any test report must also be permitted by the test report owner.
- 10.2 Low volume GVM upgrades on vehicles with suspension lifts less than or equal to 50mm will not require testing of the ESC system. For suspension lifts exceeding 50mm, full ESC testing will be required.
- 10.3 For IPAs issued under the low volume scheme, numbers per Licensee for GVM upgrade are capped at 300 vehicles per annum per vehicle category and 100 vehicles per annum per IPA.
- 10.4 0-4-5 certificate submissions will not be required on low volume GVM upgrades where GVM upgrade is the only modification being undertaken under an SSM IPA.
- 10.5 Existing full volume IPA holders have the choice of converting their full volume IPAs to low volume IPAs. No application processing fees will apply to these IPA conversions.
- 10.6 <u>The towing capacity of a light vehicle expressed as Gross Combination Mass (GCM) rating or</u>

  <u>Rated Towing Capacity or Maximum Braked Towing Mass rating must remain at not exceed the value</u>

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set by the first stage manufacturer. Second stage manufacturers are not permitted to increase the GCM-towing capacity as part of an SSM IPA for that results in GVM upgrade.

From: Patron, Francois <Francois.Patron@act.gov.au>

**Sent:** Monday, 14 May 2018 2:03 PM

To: Thurley, Brent (StateGrowth); Wayne Lo; Anant Z Bellary; Hosie, David; 'Black, David

(TfN)'; 'Chan, Michael (VicRoads)'; 'Leavy, Dan (TfN)'; 'Park, Sunwoong (DPTI)'; Hunter, Peter; 'Sanan, Sandeep (DPTI)'; 'Smith, Rickman

(DPTI)'; Davey Uprichard; NYAKUENGAMA Sharon; Bill Muirhead

Cc: Anton McIntyre

Subject: RE: GCM upgrades by SSM [SEC=UNCLASSIFIED]

Follow Up Flag: Follow up Flag Status: Completed

Hì All,

The ACT will accept SSM approved GVM upgrade for in-service vehicles. These are to be installed by the SSM holder and an inspection carried out by Hume MVIS Vehicle safety standards. We do not record GCM on our rego database. We like others do not recognise the SSM holder as the manufacturer and the GCM/towing capacity can only be set by original manufacturer.

#### Regards

Francois Patron | A/g Manager of Compliance

Access Canberra Community, Business & Transport Regulation | Vehicle Safety Standards

Telephone 02 6207 7172 | Mob | Email: Francois.Patron@act.gov.au

PO Box 582, DICKSON ACT 2602 | www.act.gov.au/accessCBR



From: Thurley, Brent (StateGrowth) [mailto:Brent.Thurley@stategrowth.tas.gov.au]

Sent: Monday, 14 May 2018 11:47 AM

To: Wayne Lo <Wayne.Lo@nt.gov.au>; Anant Z Bellary <Anant.Z.Bellary@tmr.qld.gov.au>; Hosie, David

<David.Hosie@transport.wa.gov.au>; Patron, Francois <Francois.Patron@act.gov.au>; 'Black, David (TfN)'

<David.Black@transport.nsw.gov.au>; 'Chan, Michael (VicRoads)' <Michael.X.Chan@roads.vic.gov.au>; 'Leavy, Dan

(TfN)' <Dan.Leavy@transport.nsw.gov.au>; 'Park, Sunwoong (DPTI)' <Sunwoong.Park@sa.gov.au>; Hunter, Peter <Peter.Hunter@act.gov.au>; 'Sanan, Sandeep (DPTI)'

<Sandeep.Sanan@sa.gov.au>; 'Smith, Rickman (DPTI)' <Rickman.Smith@sa.gov.au>; 'Uprichard, Davey (NZTA)'.

<davey.uprichard@nzta.govt.nz>;

<Sharon.Nyakuengama@infrastructure.gov.au>; Bill Muirhead <Bill.Muirhead@nt.gov.au>

Cc: Anton McIntyre <Anton.McIntyre@nt.gov.au>

Subject: RE: GCM upgrades by SSM

Hello All.

The Tasmanian position is that we consider the holder of the SSM as the vehicle manufacturer as they are responsible for ADR compliance, IPA and other manufacturer responsibilities. Our registration legislation refers to towing capacity as specified by the manufacturer or if one is not nominated 1.5 times the unloaded mass etc.

The plot thickens as in Tas an in-service light vehicle may be modified to replicate the SSM vehicle by the fitment of the SSM holders equipment and with their SSM testing and engineering documentation used as a VSB design approval. Modification certification is required to VSB 6.

This example would enable a GVM increase, however the "tow capacity" as specified by the manufacturer of the modified vehicle would remain as standard. If a towing capacity is not nominated the a specified GCM is applied. With the implementation of the HVNL the Tasmanian application act retained the existing definition of GCM that differs from the current HVNL version and caters for certified GCM modification.

## Regards

Brent

Brent Thurley | Team Leader Vehicle Standards.

Road User Services Division | Department of State Growth

76 Federal Street North Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001

Phone: (03) 61663273

www.stategrowth.tas.gov.au

# DEPARTMENT OF STATE GROWTH COURAGETO MAKEA DIFFERENCE THROUGH:



TEAMWORK EXCELLENCE





From: Wayne Lo [mailto:Wayne.Lo@nt.gov.au]

Sent: Friday, 11 May 2018 5:31 PM

To: Anant Z Bellary < Anant.Z.Bellary@tmr.qld.gov.au >; Hosie, David < David.Hosie@transport.wa.gov.au >; 'Patron, Francois' < Francois.Patron@act.gov.au >; 'Black, David (TfN)' < David.Black@transport.nsw.gov.au >; Thurley, Brent

(StateGrowth) < Brent. Thurley@stategrowth.tas.gov.au >; 'Chan, Michael (VicRoads)'

< Michael.X.Chan@roads.vic.gov.au >; 'Leavy, Dan (TfN)' < Dan.Leavy@transport.nsw.gov.au >; Cooper, Malcolm

(StateGrowth) < Malcolm.Cooper@stategrowth.tas.gov.au >; 'Park, Sunwoong (DPTI)' < Sunwoong.Park@sa.gov.au >; peter.hunter@act.gov.au; ; 'Sanan, Sandeep (DPTI)'

<Sandeep.Sanan@sa.gov.au>; 'Smith. Rickman (DPTI)' <Rickman.Smith@sa.gov.au>; 'Uprichard, Davey (NZTA)'

'NYAKUENGAMA Sharon' <davev.uprichard@nzta.govt.nz>;

<Sharon.Nyakuengama@infrastructure.gov.au>; Bill Muirhead <Bill.Muirhead@nt.gov.au>

Cc: Anton McIntyre < Anton. McIntyre@nt.gov.au>

Subject: RE: GCM upgrades by SSM

In the NT, for an in-service vehicle over 4.5t GVM, we would assess a GCM increase in accordance with VSB6.

For an in-service vehicle not more than 4.5t GVM, only the original vehicle manufacturer can set the towing capacity.

A quick look on RVCS for IPA 48867 shows a Bullant 6x6 3-axle heavy vehicle with GVM of 6t (NB2) based on the Toyota LC70.

If the same vehicle was presented at one of our inspection facilities, we would first need to establish if the vehicle is light or heavy - and go from there...

http://rvcs-prodweb.dot.gov.au/perl/48867 1255637 RVD 23Feb2018083200.cmd



#### Document

Licensee's reference for this document (Line and) 12 characters) BLV37 FtVD2RE	Licensee's Name SEAN WILLIAMSON
Vehicle Make BUL CANT 6x6	
Category Code NB2	Embargo Date (dd/mm.)))5)

#### Variant Information

	1	2	3
Variant Name	(VOJ70-3680 )	VDJ70-4680	
Axic Code	Rig	R19	
Ture Mass	2580	2600	
Groes Vehicle Mass	2580 6000	6000	
Gross Combination Mass	9500	9500	1711
B-Double Capable	No	No	
Road Train Capable	No	No	CT 4 TO 1234

#### Regards

#### Wayne Lo

Vehicle Standards Officer, Road Safety and Compliance Department of Infrastructure, Planning and Logistics Northern Territory Government

Floor 2, Energy House, 18 Cavenagh Street, DARWIN, NT, 0800 GPO Box 2520, DARWIN, NT 0801

p ... 08 8924 7041 f ... 08 8924 7009

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From: Anant Z Bellary [mailto:Anant.Z.Bellary@tmr.qld.gov.au]

Sent: Friday, 11 May 2018 3:15 PM

To: Hosie, David <a href="David.Hosie@transport.wa.gov.au">"David.Hosie@transport.wa.gov.au">"Patron, Francois" <a href="Francois.Patron@act.gov.au">"Francois.Patron@act.gov.au">"Black, David (TfN)" <a href="David.Black@transport.nsw.gov.au">"Brent Thurley@stategrowth.tas.gov.au">"Brent.Thurley@stategrowth.tas.gov.au">"Chan, Michael (VicRoads)" <a href="Michael.X.Chan@roads.vic.gov.au">"Michael.X.Chan@roads.vic.gov.au">"Leavy, Dan (TfN)" <a href="Dan.Leavy@transport.nsw.gov.au">"Leavy, Unalcolm Cooper@stategrowth.tas.gov.au">"Malcolm Cooper@stategrowth.tas.gov.au">"Sanan, Sandeep (DPTI)" <a href="Michael.Kooper@stategrowth.tas.gov.au">"Sanan; Sandeep (DPTI)">"Sanan; Sandeep (DPTI)"</a>

<<u>Sandeep Sanan@sa.gov.au</u>>; 'Smith, Rickman (DPTI)' <<u>Rickman.Smith@sa.gov.au</u>>; 'Uprichard, Davey (NZTA)'

<a href="mailto:davey.uprichard@nzta.govt.nz">davey.uprichard@nzta.govt.nz</a>; Wayne Lo < Wayne.Lo@nt.gov.au</a>;

; 'NYAKUENGAMA Sharon' < Sharon. Nyakuengama@infrastructure.gov.au >

Subject: RE: GCM upgrades by SSM

Existence of SSM does not make any difference.

SSM manufacturer is relevant only to new vehicles that are being modified for fitting of SSM plate.

Their status as manufacturer does not and cannot reach over to in-service vehicles. For those vehicles Toyota is the manufacturer and remains so.

Hope this helps.

Regards

# Anant Bellary

Vehícle Standards & Accreditation Transport & Main Roads

From: Hosie, David [mailto:David.Hosie@transport.wa.gov.au]

Sent: Friday, 11 May 2018 3:42 PM

To: Anant Z Bellary < Anant.Z.Bellary@tmr.qld.gov.au >; 'Patron, Francois' < Francois.Patron@act.gov.au >;

'Black, David (TfN)' < David.Black@transport.nsw.gov.au >; 'Brent Thurley

(Brent.Thurley@stategrowth.tas.gov.au)' < Brent.Thurley@stategrowth.tas.gov.au>; 'Chan, Michael

(VicRoads)' < Michael.X.Chan@roads.vic.gov.au>; 'Leavy, Dan (TfN)' < Dan.Leavy@transport.nsw.gov.au>;

'Malcolm Cooper (Malcolm.Cooper@stategrowth.tas.gov.au)' < Malcolm.Cooper@stategrowth.tas.gov.au>;

'Park, Sunwoong (DPTI)' <Sunwoong.Park@sa.gov.au>; peter.hunter@act.gov.au;

>; 'Sanan, Sandeep (DPTI)' < <u>Sandeep.Sanan@sa.gov.au</u>>; 'Smith,

Rickman (DPTI)' < Rickman.Smith@sa.gov.au >; 'Uprichard, Davey (NZTA)' < davey.uprichard@nzta.govt.nz >;

'Wayne Lo' < Wayne.Lo@nt.gov.au>;

; 'NYAKUENGAMA

Sharon' <Sharon.Nyakuengama@infrastructure.gov.au>

Subject: RE: GCM upgrades by SSM

Thanks Anant,

I can't believe the SSM vehicle will be safe or reliable at 9500 kg when the original Toyota GCM spec is 6800kg.

We are of the same opinion and legislation, GCM/towing capacity of an in-service light vehicle can be set by only two authorities (1) vehicle's original manufacturer which is the first stage compliance plate approval holder or (2) the chief executive of DoT WA.

However, unfortunately the Toyota SSM with IPA 48867 is here in WA.

regards

**David Hosie** 

Technical Policy and Services Coordinator | Driver and Vehicle Services | Department of Transport

21 Murray Road South, Welshpool WA 6106

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# Clear Direction • Fresh Thinking • Excellent Service • Great People

From: Anant Z Bellary [mailto:Anant.Z.Bellary@tmr.qld.gov.au]

Sent: Friday, 11 May 2018 12:12 PM

To: Hosie, David; 'Patron, Francois'; 'Black, David (TfN)'; 'Brent Thurley

(<u>Brent.Thurley@stategrowth.tas.gov.au</u>)'; 'Chan, Michael (VicRoads)'; 'Leavy, Dan (TfN)'; 'Malcolm Cooper (<u>Malcolm.Cooper@stategrowth.tas.gov.au</u>)'; 'Park, Sunwoong (DPTI)'; <u>peter.hunter@act.gov.au</u>;

'Sanan, Sandeep (DPTI)'; 'Smith, Rickman (DPTI)'; 'Uprichard, Davey (NZTA)'; 'Wayne

Lo'; 'NYAKUENGAMA Sharon'

Subject: RE: GCM upgrades by SSM

In Queensland regulation, GCM/towing capacity of an in-service light vehicle can be set by only two authorities (1) vehicle's original manufacturer which is the first stage compliance plate approval holder or (2) the chief executive of TMR.

For in-service vehicles, SSM holder or his nominee is not the vehicle manufacturer.

Here we do not accept any upgrade to GCM / rated towing capacity / maximum braked towing mass on in-service vehicles even if they are modified according to an SSM.

# Regards

# Anant Bellary

Vehicle Standards & Accreditation Transport & Main Roads

From: Hosie, David [mailto:David.Hosie@transport.wa.gov.au]

Sent: Friday, 11 May 2018 1:39 PM

To: 'Patron, Francois' < Francois. Patron@act.gov.au >; Anant Z Bellary

<<u>Anant.Z.Bellary@tmr.qld.gov.au</u>>; 'Black, David (TfN)' <<u>David.Black@transport.nsw.gov.au</u>>; 'Brent

Thurley (Brent.Thurley@stategrowth.tas.gov.au)' < Brent.Thurley@stategrowth.tas.gov.au>; 'Chan,

Michael (VicRoads)' < Michael.X.Chan@roads.vic.gov.au >; 'Leavy, Dan (TfN)'

<<u>Dan.Leavy@transport.nsw.gov.au</u>>; 'Malcolm Cooper (<u>Malcolm.Cooper@stategrowth.tas.gov.au</u>)'

<<u>Malcolm.Cooper@stategrowth.tas.gov.au</u>>; 'Park, Sunwoong (DPTI)' <<u>Sunwoong.Park@sa.gov.au</u>>; 'peter.hunter@act.gov.au; '

Sandeep (DPTI)' < Sandeep.Sanan@sa.gov.au >; 'Smith, Rickman (DPTI)' < Rickman.Smith@sa.gov.au >;

'Uprichard, Davey (NZTA)' <a href="mailto:davey.uprichard@nzta.govt.nz">davey.uprichard@nzta.govt.nz</a>; 'Wayne Lo' <\wayne.Lo@nt.gov.au>;

; 'NYAKUENGAMA Sharon'

<Sharon.Nyakuengama@infrastructure.gov.au>

Subject: GCM upgrades by SSM

Hi all,

In light of AMVGB 226 what do we think of a LandCruiser with a 9500kg GCM. There is an RVD 48867 showing the Commonwealth has approved it.

I have an in-service application before us right now. You guessed it, claiming SSM equivalent.

#### **David Hosie**

Technical Policy and Services Coordinator | Driver and Vehicle Services | Department of Transport

21 Murray Road South, Welshpool WA 6106

Tel: (08) 92163894 | Fax: 92163899 | Mob:

Email: David.Hosie@transport.wa.gov.au | Web: www.transport.wa.gov.au



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From: Thurley, Brent (StateGrowth) <Brent.Thurley@stategrowth.tas.gov.au>

Sent: Monday, 14 May 2018 11:47 AM

To: Wayne Lo; Anant Z Bellary; Hosie, David; 'Patron, Francois'; 'Black, David (TfN)';

'Chan, Michael (VicRoads)'; 'Leavy, Dan (TfN)'; 'Park, Sunwoong (DPTI)';

peter hunter@act.gov.au; '; 'Sanan, Sandeep (DPTI)'; 'Smith, Rickman (DPTI)'; Davey Uprichard; NYAKUENGAMA Sharon;

Bill Muirhead

Cc: Anton McIntyre

Subject: RE: GCM upgrades by SSM

Follow Up Flag: Follow up Flag Status: Completed

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#### Regards

**Brent** 

Brent Thurley | Team Leader Vehicle Standards.

Road User Services Division | Department of State Growth

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#### DEPARTMENT OF STATE GROWTH COURAGETO MAKEA DIFFERENCETHROUGH:



From: Wayne Lo [mailto:Wayne.Lo@nt.gov.au]

Sent: Friday, 11 May 2018 5:31 PM

To: Anant Z Bellary <Anant.Z.Bellary@tmr.qld.gov.au>; Hosie, David <David.Hosie@transport.wa.gov.au>; 'Patron, Francois' <Francois.Patron@act.gov.au>; 'Black, David (TfN)' <David.Black@transport.nsw.gov.au>; Thurley, Brent

(StateGrowth) < Brent. Thurley@stategrowth.tas.gov.au>; 'Chan, Michael (VicRoads)'

<Michael.X.Chan@roads.vic.gov.au>; 'Leavy, Dan (TfN)' <Dan.Leavy@transport.nsw.gov.au>; Cooper, Malcolm (StateGrowth) <Malcolm.Cooper@stategrowth.tas.gov.au>; 'Park, Sunwoong (DPTI)' <Sunwoong.Park@sa.gov.au>; peter.hunter@act.gov.au; 'Sanan, Sandeep (DPTI)'

<Sandeep.Sanan@sa.gov.au>; 'Smith, Rickman (DPTI)' <Rickman.Smith@sa.gov.au>; 'Uprichard, Davey (NZTA)' <davey.uprichard@nzta.govt.nz>; 'NYAKUENGAMA Sharon'

<Sharon.Nyakuengama@infrastructure.gov.au>; Bill Muirhead <Bill.Muirhead@nt.gov.au>

Cc: Anton McIntyre <Anton.McIntyre@nt.gov.au>

Subject: RE: GCM upgrades by SSM

In the NT, for an in-service vehicle over 4.5t GVM, we would assess a GCM increase in accordance with VSB6.

For an in-service vehicle not more than 4.5t GVM, only the original vehicle manufacturer can set the towing capacity.

A quick look on RVCS for IPA 48867 shows a Bullant 6x6 3-axle heavy vehicle with GVM of 6t (NB2) based on the Toyota LC70.

If the same vehicle was presented at one of our inspection facilities, we would first need to establish if the vehicle is light or heavy – and go from there...

# http://rvcs-prodweb.dot.gov.au/perl/48867 1255637 RVD 23Feb2018083200.cmd



#### Document

Licensee's reference for this document (Use only 12 characters) ELV32 ftV12ftc	Licensee's Name SEAN WILL MAISON	
Vehicle Make BULLANT 6x6		
Category Code NB2	Embargo Date (dd/mm:)333)	
If this RVD is to be associated with an already submitted RVD image, please give	re the document reference of the RVD Image form.	

#### Variant Information

	1	2	3	
Variant Name	VDJ70-3860	VDJ79-4580		
Axle Code	Rig	RIS		
Ture Mass	2580	2600		
Gross Vehicle Mass	6000	6000		
Gross Combination Mass	9500	9500		
B-Double Capable	No	F49		
Road Train Capable	No	No		

#### Regards

#### Wayne Lo

Vehicle Standards Officer, Road Safety and Compliance Department of Infrastructure, Planning and Logistics Northern Territory Government

Floor 2, Energy House, 18 Cavenagh Street, DARWIN, NT, 0800 GPO Box 2520, DARWIN, NT 0801

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From: Anant Z Bellary [mailto:Anant.Z.Bellary@tmr.qld.gov.au]

Sent: Friday, 11 May 2018 3:15 PM

To: Hosie, David <<u>David.Hosie@transport.wa.gov.au</u>>; 'Patron, Francois' <<u>Francois.Patron@act.gov.au</u>>; 'Black, David (TfN)' <<u>David.Black@transport.nsw.gov.au</u>>; 'Brent Thurley (<u>Brent.Thurley@stategrowth.tas.gov.au</u>)'

Dan (TfN)' < Dan.Leavy@transport.nsw.gov.au >; 'Malcolm Cooper (Malcolm.Cooper@stategrowth.tas.gov.au)'

< Malcolm.Cooper@stategrowth.tas.gov.au>; 'Park, Sunwoong (DPTI)' < Sunwoong.Park@sa.gov.au>;

peter.hunter@act.gov.au; ; 'Sanan, Sandeep (DPTI)'

<<u>Sandeep.Sanan@sa.gov.au</u>>; 'Smith, Rickman (DPTI)' <<u>Rickman.Smith@sa.gov.au</u>>; 'Uprichard, Davey (NZTA)'

<a href="mailto:davey.uprichard@nzta.govt.nz">davey.uprichard@nzta.govt.nz</a>; Wayne Lo < Wayne.Lo@nt.gov.au >;

; 'NYAKUENGAMA Sharon' < Sharon. Nyakuengama@infrastructure.gov.au>

Subject: RE: GCM upgrades by SSM

Existence of SSM does not make any difference.

SSM manufacturer is relevant only to new vehicles that are being modified for fitting of SSM plate.

Their status as manufacturer does not and cannot reach over to in-service vehicles. For those vehicles Toyota is the manufacturer and remains so.

Hope this helps.

Regards

# Anant Bellary

Vehicle Standards & Accreditation Transport & Main Roads

From: Hosie, David [mailto:David.Hosie@transport.wa.gov.au]

Sent: Friday, 11 May 2018 3:42 PM

To: Anant Z Bellary < Anant.Z.Bellary@tmr.qld.gov.au >; 'Patron, Francois' < Francois.Patron@act.gov.au >;

'Black, David (TfN)' < <u>David.Black@transport.nsw.gov.au</u>>; 'Brent Thurley

(Brent.Thurley@stategrowth.tas.gov.au)' < Brent.Thurley@stategrowth.tas.gov.au>; 'Chan, Michael

(VicRoads)' < Michael.X.Chan@roads.vic.gov.au>; 'Leavy, Dan (TfN)' < Dan.Leavy@transport.nsw.gov.au>;

 ${}^{t}Malcolm\ Cooper\ (\underline{Malcolm.Cooper@stategrowth.tas.gov.au}){}^{t}<\underline{Malcolm.Cooper@stategrowth.tas.gov.au}>;$ 

'Park, Sunwoong (DPTI)' < <a href="mailto:Sunwoong.Park@sa.gov.au">Sunwoong.Park@sa.gov.au</a>; <a href="mailto:peter.hunter@act.gov.au">peter.hunter@act.gov.au</a>;

; 'Sanan, Sandeep (DPTI)' <<u>Sandeep.Sanan@sa.gov.au</u>>; 'Smith,

Rickman (DPTI)' < Rickman. Smith@sa.gov.au >; 'Uprichard, Davey (NZTA)' < davey.uprichard@nzta.govt.nz >;

'Wayne Lo' <<u>Wayne.Lo@nt.gov.au</u>>; Sharon' <<u>Sharon.Nyakuengama@infrastructure.gov.au</u>> 'NYAKUENGAMA

Subject: RE: GCM upgrades by SSM

oubject. NE. delvi appliades by sol

Thanks Anant.

I can't believe the SSM vehicle will be safe or reliable at 9500 kg when the original Toyota GCM spec is 6800kg.

We are of the same opinion and legislation, GCM/towing capacity of an in-service light vehicle can be set by only two authorities (1) vehicle's original manufacturer which is the first stage compliance plate approval holder or (2) the chief executive of DoT WA.

However, unfortunately the Toyota SSM with IPA 48867 is here in WA.

#### regards

#### **David Hosie**

Technical Policy and Services Coordinator | Driver and Vehicle Services | Department of Transport

21 Murray Road South, Welshpool WA 6106

Tel: (08) 92163894 | Fax: 92163899 | Mob:

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# Clear Direction • Fresh Thinking • Excellent Service • Great People

From: Anant Z Bellary [mailto:Anant.Z.Bellary@tmr.qld.gov.au]

Sent: Friday, 11 May 2018 12:12 PM

To: Hosie, David; 'Patron, Francois'; 'Black, David (TfN)'; 'Brent Thurley

(<u>Brent.Thurley@stategrowth.tas.gov.au</u>)'; 'Chan, Michael (VicRoads)'; 'Leavy, Dan (TfN)'; 'Malcolm Cooper (<u>Malcolm.Cooper@stategrowth.tas.gov.au</u>)'; 'Park, Sunwoong (DPTI)'; <u>peter.hunter@act.gov.au</u>;

; 'Sanan, Sandeep (DPTI)'; 'Smith, Rickman (DPTI)'; 'Uprichard, Davey (NZTA)'; 'Wayne

Lo'; "NYAKUENGAMA Sharon'

Subject: RE: GCM upgrades by SSM

In Queensland regulation, GCM/towing capacity of an in-service light vehicle can be set by only two authorities (1) vehicle's original manufacturer which is the first stage compliance plate approval holder or (2) the chief executive of TMR.

For in-service vehicles, SSM holder or his nominee is not the vehicle manufacturer.

Here we do not accept any upgrade to GCM / rated towing capacity / maximum braked towing mass on in-service vehicles even if they are modified according to an SSM.

#### Regards

# Anant Bellary

Vehicle Standards & Accreditation Transport & Main Roads

From: Hosie, David [mailto:David.Hosie@transport.wa.gov.au]

Sent: Friday, 11 May 2018 1:39 PM

To: 'Patron, Francois' < Francois. Patron@act.gov.au >; Anant Z Bellary

<<u>Anant.Z.Bellary@tmr.qld.gov.au</u>>; 'Black, David (TfN)' <<u>David.Black@transport.nsw.gov.au</u>>; 'Brent Thurley (<u>Brent.Thurley@stategrowth.tas.gov.au</u>)' <<u>Brent.Thurley@stategrowth.tas.gov.au</u>>; 'Chan,

Michael (VicRoads)' < Michael.X.Chan@roads.vic.gov.au >; 'Leavy, Dan (TfN)'

<Dan.Leavy@transport.nsw.gov.au>; 'Malcolm Cooper (Malcolm.Cooper@stategrowth.tas.gov.au)'

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Sandeep (DPTI)' < <a href="mailto:Rickman.Smith@sa.gov.au">
Rickman.Smith@sa.gov.au</a>

'Uprichard, Davey (NZTA)' < <a href="mailto:davey.uprichard@nzta.govt.nz">davey.uprichard@nzta.govt.nz</a>
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;

; 'NYAKUENGAMA Sharon'

<Sharon.Nyakuengama@infrastructure.gov.au>

Subject: GCM upgrades by SSM

Hi all,

In light of AMVCB 226 what do we think of a LandCruiser with a 9500kg GCM. There is an RVD 48867 showing the Commonwealth has approved it.

I have an in-service application before us right now. You guessed it, claiming SSM equivalent.

#### David Hosie

Technical Policy and Services Coordinator | Driver and Vehicle Services | Department of Transport

21 Murray Road South, Welshpool WA 6106

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From: Sent: To: Cc: Subject:	Tuesday, 17 April 2018 3:00 PM  RE: Light vehicle GVM increases [SEC=UNCLASSIFIED, DLM=Sensitive] [SEC=UNCLASSIFIED]
Please send to AMVCB only.	
Regards	
	creases [SEC=UNCLASSIFIED, DLM=Sensitive] [SEC=UNCLASSIFIED] ate to AMVCB Members for comments only (i.e. Not TLG - Industry).
From: Sent: Tuesday, 17 April 2018 2:52 To: Subject: FW: Light vehicle GVM in	PM  ncreases [SEC=UNCLASSIFIED, DLM=Sensitive] [SEC=UNCLASSIFIED]

This is exactly what we are proposing in Circular that SSMs should not be allowed to upgrade GCM set by first stage manufacturers.

I would request you to circulate amended circular 0-4-6 including new requirements for GVM upgrade to AMVCB members for comment.

Regards

Director Certification and RAWS

Vehicle Safety Standards Branch | Surface Transport Policy Division

Department of Infrastructure, Regional Development and Cities

GPO Box 594, Canberra ACT 2601

t

www.infrastructure.gov.ar

From: Hunter, Peter < Peter. Hunter@act.gov.au>

Sent: Tuesday, 17 April 2018 1:52 PM

To:

Subject: FW: Light vehicle GVM increases... [SEC=UNCLASSIFIED, DLM=Sensitive]

From: Smith, Rickman (DPTI) [mailto:Rickman.Smith@sa.gov.au]

Sent: Tuesday, 17 April 2018 11:20 AM

To: Bill Muirhead < Bill.Muirhead@nt.gov.au >; Anant Z Bellary < Anant.Z.Bellary@tmr.qld.gov.au >; Basuki SURATNO - NSW Centre for Road Safety RTA (basuki.suratno@transport.nsw.gov.au) < basuki.suratno@transport.nsw.gov.au >;

Chris JONES <chris.jones@roads.vic.gov.au>; Davey UPRICHARD <davey.uprichard@nzta.govt.nz>; David BECK

(David.Beck@transport.nsw.gov.au) < David.Beck@transport.nsw.gov.au >; David BLACK

<a href="mailto:david.black@transport.nsw.gov.au">david.black@transport.wa.gov.au</a>; Patron, Francois

<Francois.Patron@act.gov.au>; Gregory DIKRANIAN < Gregory.dikranian@transport.nsw.gov.au>;

>; John MARCOLINA < iohn.marcolina@dpi.wa.gov.au >;

<u>Iohn.wilson@dier.tas.gov.au</u>; Michael CHAN < <u>Michael.X.Chan@roads.vic.gov.au</u>>; NSW Technical Enquiries (<u>Technical.Enquiries@rms.nsw.gov.au</u>>; Hunter, Peter

<Peter.Hunter@act.gov.au>; Sanan, Sandeep (DPTI) <<u>Sandeep.Sanan@sa.gov.au</u>>; Stuart WORDEN

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<dayey.uprichard@nzta.govt.nz>

Cc: Anton Pretorius < Anton. Pretorius@nt.gov.au >; Anton McIntyre < Anton. McIntyre@nt.gov.au >; Scott Smith

<Scott.Smith@nt.gov.au>; Dennis Wakefield <Dennis.Wakefield@nt.gov.au>; Glenda Thornton

<Glenda.Thornton@nt.gov.au>; Whitaker, Alan (DPTI) < Alan.Whitaker@sa.gov.au>

Subject: RE: Light vehicle GVM increases...

Bill,

Your summary of the SA position is correct.

In regard to the GCM increases, following the recent round of email discussion with this group, we decided to stop accepting them. Not surprisingly we (a) got some push back from our Light Vehicle Engineering Signatories (LVES) and (b) found that we had accepted rather more than we thought.

Consequently, we temporarily reversed our decision and then had a meeting with the LVES and agreed that we would accept GCM upgrades provided there was sufficient engineering support. They made the points that people do modify light vehicles in such a way that a GVM/GCM increase is justified (larger engine, etc) and that some manufacturers provide essentiall the same vehicle with varying ratings.

In regard to SSM GCM upgrades, our position is that, unless the SSM holder has done the work and is willing to provide the LVES and/or DPTI with the reports, we will not accept SSM packages as we did with GVM upgrades.

We (DPTI) will put out a draft set of criteria as soon as possible, but my thinking is that the GCM of a vehicle should **not** be upgraded unless:

- (a) It can be shown, by reference to manufacturer's specifications, that all critical components are capable of withstanding the increased loads;
- (b) All critical components have been replaced or strengthened; or
- (c) A combination of (a) and (b) has taken place.

We will keep you all updated from now on.

Rickman Smith

Senior Vehicle Engineer Vehicle Operations Section Regulation Directorate

Safety & Services Division

Department of Planning, Transport and Infrastructure

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We acknowledge and respect Aboriginal peoples as South Australia's first peoples and nations, we recognise Aboriginal peoples as traditional owners and occupants of land and waters in South Australia and that their spiritual, social, cultural and economic practices come from their traditional lands and waters; and they maintain their cultural and heritage beliefs, languages and laws which are of ongoing importance; We pay our respects to their ancestors and to their Elders.

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From: Bill Muirhead [mailto:Bill.Muirhead@nt.gov.au]

Sent: Tuesday, 17 April 2018 10:10 AM

To: Anant Z Bellary < Anant. Z. Bellary @tmr.gld.gov.au >; Basuki SURATNO - NSW Centre for Road Safety RTA

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(Francois.Patron@act.gov.au) < Francois.Patron@act.gov.au>; Gregory DIKRANIAN

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<Sunwoong.Park@sa.gov.au>; Thurley, Brent (StateGrowth) < Brent.Thurley@stategrowth.tas.gov.au>; Wayne Lo

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Cc: Anton Pretorius <a href="mailto:Anton.Pretorius@nt.gov.au">Anton McIntyre <a href="mailto:Anton.McIntyre@nt.gov.au">Anton.McIntyre@nt.gov.au</a>; Scott Smith

<<u>Scott.Smith@nt.gov.au</u>>; Dennis Wakefield <<u>Dennis.Wakefield@nt.gov.au</u>>; Glenda Thornton

<Glenda.Thornton@nt.gov.au>

Subject: RE: Light vehicle GVM increases...

Thanks very much to all those who have responded.

As most of you know – I prefer to tour by motorbike. Traveling light is good for the soul.... © People in Australia carry far too much baggage these days... ®

I've attempted to summarise from responses received (feel free to correct me if I've misinterpreted).:

#### TAS:

- SSM
- SSM kits on SSM related make / model by SSM approval holder businesses only.
- Non-SSM considered subject to appropriate engineering certification.

#### NSW:

- SSM only.
- Non-SSM considered subject to appropriate engineering certification.

### QLD:

- SSM.
- SSM kits on SSM related make/model by SSM approval holder businesses only.
- non-SSM considered providing not exceeding 10% of OEM GVM.

#### SA:

- SSM
- SSM kits only on SSM related make/model by SSM approval holder businesses only.
- Non-SSM considered subject to appropriate engineering certification.

#### WA:

- SSM
- SSM kit only by approved SSM holder on SSM related make / model by SSM approval businesses only.
- Non-SSM subject to engineering certification per follows.

# Option 1 GVM upgrade packages that do not exceed the OE manufacturer's maximum axle loads.

- Evidence to confirm the GVM rating assigned has not resulted in the manufacturer's individual component/sub-assemblies ratings being exceeded, split axle weights at the loaded mass will be required to be submitted.
- Evidence to show the tyre load capacity is capable of the carrying the revised GVM, both in total and across individual axles.
- Evidence including test reports to confirm that the vehicles chassis is within the component manufacturer's rated capacities at the higher mass.
- Evidence to confirm the braking system has been recertified to the higher GVM including full brake test reports to verify compliance with ADR 35/05 Commercial Vehicle Brake Systems.
- o If the vehicles are fitted with any form of Electronic Stability control, evidence will be required that the system has not been affected by the increase in mass. (VSB14 requirements)
- Vehicles modified where the total lift is more than 50mm beyond the original manufacturer's standard height will requires a *Lane Change Test* as VSB14 Section LT *Test Procedures* (Code LT2). (VSB14 requirements)
- Where an increased in loaded mass changes the vehicles category from NA to NB1, there is a requirement in Australian Design Rule (ADR) 13/00 for all NB1 vehicles to be fitted with "Category 6" side indicators, and these must also be fitted to the vehicle to remain compliant with the ADR.
- A list of all the components required to be fitted to the vehicle to obtain a higher GVM.

# Option 2: GVM upgrade packages that exceed the OE manufacturer's maximum axle loads.

- The re rating must address the compatibility of the entire vehicle and in particular must check that
  the chassis, suspensions, axles and drive train components are used within the manufacturer's rated
  capacities.
- Evidence that the axles have been suitably tested and are capable of the extra mass.
- Evidence to confirm that the manufacturer's mass rating of the front and rear suspension and steering components has being not been exceeded.
- Frame strength and calculations of chassis strength will be required.

NT takes a similar approach to WA, SA and TAS however we have no specific written guidance – other than what we include in our Approval in Principle letter sent to each applicant.

Attached (to better explain the NT position) is a copy of a template AIP letter relating to requests for GVM increase. Being a "mail merged" template – sections are amended depending on application – however it gives an idea of what we seek.

We also have in place – (or are working towards) type-approval arrangements with companies like ARB, Lovells, Pedders to fit SSM kits to SSM related make and model.

We have one local NT business / modifier, approved via our type approval arrangements and the approval is based on a master (engineering) report they commissioned. The type approval allows them to provide a specific kit to specific make / model etc.

### GCM / Braked towing capacity:

Compounding the above GVM increase issues (and as discussed previously) is an increasing number of requests for braked towing capacity increases.

Again – this seems to be as a result of people choosing the wrong vehicle for the wrong job – and then seeking a modification option to solve their oversights issues.

In keeping some semblance of national uniformity / consistency, It would be preferable (to my mind) to develop some nationally agreeable guiding boundaries to better frame these types of modification requests.

An addendum to VSB14 would seem the obvious one.

Any takers?

Thanks again for your prompt responses.

Regards, Bill.

### **Bill Muirhead**

Senior Engineering Officer – Vehicle Standards Road Safety & Compliance, Transport Safety & Services Department of Infrastructure, Planning and Logistics Northern Territory Government

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From: Anant Z Bellary [mailto:Anant.Z.Bellary@tmr.qld.gov.au]

Sent: Monday, 16 April 2018 4:11 PM

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Cc: Anton Pretorius <a href="mailto:Anton.Pretorius@nt.gov.au">Anton McIntyre <a href="mailto:Anton.McIntyre@nt.gov.au">Anton.McIntyre@nt.gov.au</a>; Scott Smith

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Subject: RE: Light vehicle GVM increases...

Thanks Bill.

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## Regards

Anant Bellary

Vehícle Standards & Accreditation Transport & Main Roads

From: Bill Muirhead [mailto:Bill.Muirhead@nt.gov.au]

Sent: Monday, 16 April 2018 4:20 PM

To: Anant Z Bellary < Anant.Z.Bellary@tmr.qld.gov.au >; Basuki SURATNO - NSW Centre for Road Safety RTA (basuki.suratno@transport.nsw.gov.au) < basuki.suratno@transport.nsw.gov.au >; Chris JONES < chris.jones@roads.vic.gov.au >; Davey UPRICHARD < davey.uprichard@nzta.govt.nz >; David BECK (David.Beck@transport.nsw.gov.au) < David.Beck@transport.nsw.gov.au >; David BLACK

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Subject: Light vehicle GVM increases...

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A discussion
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These are obviously outside of SSM arrangements, but in some cases utilise identical SSM components on in-service vehicles that would be acceptable under SSM (ie prior to first supply) — which is relatively easy to deal with.

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But more recently, we're seeing requests for GVM increases beyond that (up to nearly 17% increase!!).

We're mindful of trying to maintain national consistency in this space, and would welcome feedback. Specifically, I'm interested in your viewpoints about this new "must have" modification and am interested in how are you currently dealing with / assessing modification requests for light vehicle GVM increases?

Do you generally agree (in principle) with the QLD approach setting a light vehicle GVM modification limit of up to 10% and would, (or do) you allow increases beyond 10% subject to appropriate engineering certification?

Any feedback welcome. Regards Bill.

### **Bill Muirhead**

Senior Engineering Officer – Vehicle Standards Road Safety & Compliance, Transport Safety & Services Department of Infrastructure, Planning and Logistics Northern Territory Government

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From:

Sent:

Tuesday, 17 April 2018 2:57 PM

To: Cc:

Subject:

RE: Light vehicle GVM increases... [SEC=UNCLASSIFIED, DLM=Sensitive]

[SEC=UNCLASSIFIED]

Righto thanks I will circulate to AMVCB Members for comments only (i.e. Not TLG - Industry).

From:

Sent: Tuesday, 17 April 2018 2:52 PM

To:

Subject: FW: Light vehicle GVM increases... [SEC=UNCLASSIFIED, DLM=Sensitive] [SEC=UNCLASSIFIED]

This is exactly what we are proposing in Circular that SSMs should not be allowed to upgrade GCM set by first stage manufacturers.

I would request you to circulate amended circular 0-4-6 including new requirements for GVM upgrade to AMVCB members for comment.

Regards

**Director Certification and RAWS** 

Vehicle Safety Standards Branch | Surface Transport Policy Division Department of Infrastructure, Regional Development and Cities GPO Box 594, Canberra ACT 2601

www.infrastructure.gov.au

From: Hunter, Peter < Peter. Hunter@act.gov.au>

Sent: Tuesday, 17 April 2018 1:52 PM

To:

Subject: FW: Light vehicle GVM increases... [SEC=UNCLASSIFIED, DLM=Sensitive]

From: Smith, Rickman (DPTI) [mailto:Rickman.Smith@sa.gov.au]

Sent: Tuesday, 17 April 2018 11:20 AM

To: Bill Muirhead <Bill.Muirhead@nt.gov.au>; Anant Z Bellary <Anant.Z.Bellary@tmr.qld.gov.au>; Basuki SURATNO -Chris JONES < <a href="mailto:chris.jones@roads.vic.gov.au">chris.jones@roads.vic.gov.au</a>; Davey UPRICHARD < <a href="mailto:davey.uprichard@nzta.govt.nz">davey.uprichard@nzta.govt.nz</a>; David BECK

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<Glenda.Thornton@nt.gov.au>; Whitaker, Alan (DPTI) < Alan.Whitaker@sa.gov.au>

Subject: RE: Light vehicle GVM increases...

Bill,

Your summary of the SA position is correct.

In regard to the GCM increases, following the recent round of email discussion with this group, we decided to stop accepting them. Not surprisingly we (a) got some push back from our Light Vehicle Engineering Signatories (LVES) and (b) found that we had accepted rather more than we thought.

Consequently, we temporarily reversed our decision and then had a meeting with the LVES and agreed that we would accept GCM upgrades provided there was sufficient engineering support. They made the points that people do modify light vehicles in such a way that a GVM/GCM increase is justified (larger engine, etc) and that some manufacturers provide essentiall the same vehicle with varying ratings.

In regard to SSM GCM upgrades, our position is that, unless the SSM holder has done the work and is willing to provide the LVES and/or DPTI with the reports, we will not accept SSM packages as we did with GVM upgrades.

We (DPTI) will put out a draft set of criteria as soon as possible, but my thinking is that the GCM of a vehicle should not be upgraded unless:

- (a) It can be shown, by reference to manufacturer's specifications, that all critical components are capable of withstanding the increased loads;
- (b) All critical components have been replaced or strengthened; or
- (c) A combination of (a) and (b) has taken place.

We will keep you all updated from now on.

### Rickman Smith

Senior Vehicle Engineer Vehicle Operations Section Regulation Directorate Safety & Services Division Department of Planning, Transport and Infrastructure E rickman.smith@sa.gov.au T 08 8348 9676 • M Kateena St REGENCY PARK SA 5010 • PO 1533 ADELAIDE SA 5001 • www.dpti.sa.gov.au









We acknowledge and respect Aboriginal peoples as South Australia's first peoples and nations, we recognise Aboriginal peoples as traditional owners and occupants of land and waters in South Australia and that their spiritual, social, cultural and economic practices come from their traditional lands and waters; and they maintain their cultural and heritage beliefs, languages and laws which are of ongoing importance; We pay our respects to their ancestors and to their Elders.

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Sent: Tuesday, 17 April 2018 10:10 AM

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Subject: RE: Light vehicle GVM increases...

Thanks very much to all those who have responded.

As most of you know — I prefer to tour by motorbike. Traveling light is good for the soul.... ☺ People in Australia carry far too much baggage these days... ☺

I've attempted to summarise from responses received (feel free to correct me if I've misinterpreted).:

### TAS:

- SSM
- SSM kits on SSM related make / model by SSM approval holder businesses only.
- Non-SSM considered subject to appropriate engineering certification.

### NSW:

- SSM only.
- Non-SSM considered subject to appropriate engineering certification.

### QLD:

- SSM,
- SSM kits on SSM related make/model by SSM approval holder businesses only.
- non-SSM considered providing not exceeding 10% of OEM GVM.

### SA:

- SSM
- SSM kits only on SSM related make/model by SSM approval holder businesses only.
- Non-SSM considered subject to appropriate engineering certification.

### WA:

- SSM
- SSM kit only by approved SSM holder on SSM related make / model by SSM approval businesses only-
- Non-SSM subject to engineering certification per follows.

# Option 1 GVM upgrade packages that do not exceed the OE manufacturer's maximum axle loads.

- Evidence to confirm the GVM rating assigned has not resulted in the manufacturer's individual component/sub-assemblies ratings being exceeded, split axle weights at the loaded mass will be required to be submitted.
- o Evidence to show the tyre load capacity is capable of the carrying the revised GVM, both in total and across individual axles.
- Evidence including test reports to confirm that the vehicles chassis is within the component manufacturer's rated capacities at the higher mass.
- o Evidence to confirm the braking system has been recertified to the higher GVM including full brake test reports to verify compliance with ADR 35/05 Commercial Vehicle Brake Systems.
- o If the vehicles are fitted with any form of Electronic Stability control, evidence will be required that the system has not been affected by the increase in mass. (VSB14 requirements)
- Vehicles modified where the total lift is more than 50mm beyond the original manufacturer's standard height will requires a *Lane Change Test* as VSB14 Section LT *Test Procedures* (Code LT2). (VSB14 requirements)
- O Where an increased in loaded mass changes the vehicles category from NA to NB1, there is a requirement in Australian Design Rule (ADR) 13/00 for all NB1 vehicles to be fitted with "Category 6" side indicators, and these must also be fitted to the vehicle to remain compliant with the ADR.
- A list of all the components required to be fitted to the vehicle to obtain a higher GVM.

# Option 2: GVM upgrade packages that exceed the OE manufacturer's maximum axle loads.

- The re rating must address the compatibility of the entire vehicle and in particular must check that
  the chassis, suspensions, axles and drive train components are used within the manufacturer's rated
  capacities.
- o Evidence that the axles have been suitably tested and are capable of the extra mass.
- o Evidence to confirm that the manufacturer's mass rating of the front and rear suspension and steering components has being not been exceeded.
- Frame strength and calculations of chassis strength will be required.

NT takes a similar approach to WA, SA and TAS however we have no specific written guidance – other than what we include in our Approval in Principle letter sent to each applicant.

Attached (to better explain the NT position) is a copy of a template AIP letter relating to requests for GVM increase. Being a "mail merged" template – sections are amended depending on application – however it gives an idea of what we seek.

We also have in place – (or are working towards) type-approval arrangements with companies like ARB, Lovells, Pedders to fit SSM kits to SSM related make and model.

We have one local NT business / modifier, approved via our type approval arrangements and the approval is based on a master (engineering) report they commissioned. The type approval allows them to provide a specific kit to specific make / model etc.

### GCM / Braked towing capacity:

Compounding the above GVM increase issues (and as discussed previously) is an increasing number of requests for braked towing capacity increases.

Again – this seems to be as a result of people choosing the wrong vehicle for the wrong job – and then seeking a modification option to solve their oversights issues.

In keeping some semblance of national uniformity / consistency, It would be preferable (to my mind) to develop some nationally agreeable guiding boundaries to better frame these types of modification requests.

An addendum to VSB14 would seem the obvious one.

Any takers?

Thanks again for your prompt responses.

Regards,

Bill.

#### Bill Muirhead

Senior Engineering Officer – Vehicle Standards Road Safety & Compliance, Transport Safety & Services Department of Infrastructure, Planning and Logistics Northern Territory Government

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Sent: Monday, 16 April 2018 4:11 PM

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But more recently, we're seeing requests for GVM increases beyond that (up to nearly 17% increase!!).

We're mindful of trying to maintain national consistency in this space, and would welcome feedback. Specifically, I'm interested in your viewpoints about this new "must have" modification and am interested in how are you currently dealing with / assessing modification requests for light vehicle GVM increases?

Do you generally agree (in principle) with the QLD approach setting a light vehicle GVM modification limit of up to 10% and would, (or do) you allow increases beyond 10% subject to appropriate engineering certification?

Any feedback welcome. Regards Bill.

### **Bill Muirhead**

Senior Engineering Officer – Vehicle Standards Road Safety & Compliance, Transport Safety & Services Department of Infrastructure, Planning and Logistics Northern Territory Government

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From:

**Sent:** Tuesday, 17 April 2018 2:52 PM

To:

Subject: FW: Light vehicle GVM increases... [SEC=UNCLASSIFIED, DLM=Sensitive]

[SEC=UNCLASSIFIED]

Attachments: draft 0-4-6 GVM upgrade inclusion v3.docx

This is exactly what we are proposing in Circular that SSMs should not be allowed to upgrade GCM set by first stage manufacturers.

I would request you to circulate amended circular 0-4-6 including new requirements for GVM upgrade to AMVCB members for comment.

Regards

**Director Certification and RAWS** 

Vehicle Safety Standards Branch | Surface Transport Policy Division Department of Infrastructure, Regional Development and Cities GPO Box 594, Canberra ACT 2601

www.infrastructure.gov.au

From: Hunter, Peter < Peter. Hunter@act.gov.au>

Sent: Tuesday, 17 April 2018 1:52 PM

To:

Subject: FW: Light vehicle GVM increases... [SEC=UNCLASSIFIED, DLM=Sensitive]

From: Smith, Rickman (DPTI) [mailto:Rickman.Smith@sa.gov.au]

Sent: Tuesday, 17 April 2018 11:20 AM

To: Bill Muirhead <Bill.Muirhead@nt.gov.au>; Anant Z Bellary <Anant.Z.Bellary@tmr.qld.gov.au>; Basuki SURATNO - NSW Centre for Road Safety RTA (basuki.suratno@transport.nsw.gov.au) <br/>
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Cc: Anton Pretorius <a href="mailto:Anton.Pretorius@nt.gov.au">Anton McIntyre <a href="mailto:Anton.McIntyre@nt.gov.au">Anton.McIntyre@nt.gov.au</a>; Scott Smith

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< Glenda. Thornton@nt.gov.au>; Whitaker, Alan (DPTI) < Alan. Whitaker@sa.gov.au>

Subject: RE: Light vehicle GVM increases...

Bill,

Your summary of the SA position is correct.

In regard to the GCM increases, following the recent round of email discussion with this group, we decided to stop accepting them. Not surprisingly we (a) got some push back from our Light Vehicle Engineering Signatories (LVES) and (b) found that we had accepted rather more than we thought.

Consequently, we temporarily reversed our decision and then had a meeting with the LVES and agreed that we would accept GCM upgrades provided there was sufficient engineering support. They made the points that people do modify light vehicles in such a way that a GVM/GCM increase is justified (larger engine, etc) and that some manufacturers provide essentiall the same vehicle with varying ratings.

In regard to SSM GCM upgrades, our position is that, unless the SSM holder has done the work and is willing to provide the LVES and/or DPTI with the reports, we will not accept SSM packages as we did with GVM upgrades.

We (DPTI) will put out a draft set of criteria as soon as possible, but my thinking is that the GCM of a vehicle should **not** be upgraded unless:

- (a) It can be shown, by reference to manufacturer's specifications, that all critical components are capable of withstanding the increased loads;
- (b) All critical components have been replaced or strengthened; or
- (c) A combination of (a) and (b) has taken place.

We will keep you all updated from now on.

### Rickman Smith

Senior Vehicle Engineer
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We acknowledge and respect Aboriginal peoples as South Australia's first peoples and nations, we recognise Aboriginal peoples as traditional owners and occupants of land and waters in South Australia and that their spiritual, social, cultural and economic practices come from their traditional lands and waters; and they maintain their cultural and heritage beliefs, languages and laws which are of ongoing importance; We pay our respects to their ancestors and to their Elders.

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From: Bill Muirhead [mailto:Bill.Muirhead@nt.gov.au]

Sent: Tuesday, 17 April 2018 10:10 AM

To: Anant Z Bellary < Anant.Z.Bellary@tmr.qld.gov.au >; Basuki SURATNO - NSW Centre for Road Safety RTA

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<Glenda.Thornton@nt.gov.au>

Subject: RE: Light vehicle GVM increases...

Thanks very much to all those who have responded.

As most of you know – I prefer to tour by motorbike. Traveling light is good for the soul.... © People in Australia carry far too much baggage these days... ©

I've attempted to summarise from responses received (feel free to correct me if I've misinterpreted).:

### TAS:

- SSM
- SSM kits on SSM related make / model by SSM approval holder businesses only.
- Non-SSM considered subject to appropriate engineering certification.

#### NSW:

- SSM only.
- Non-SSM considered subject to appropriate engineering certification.

### QLD:

- SSM.
- SSM kits on SSM related make/model by SSM approval holder businesses only.
- non-SSM considered providing not exceeding 10% of OEM GVM.

### SA:

- SSM
- SSM kits only on SSM related make/model by SSM approval holder businesses only.
- Non-SSM considered subject to appropriate engineering certification.

### WA:

- SSM
- SSM kit only by approved SSM holder on SSM related make / model by SSM approval businesses only.
- Non-SSM subject to engineering certification per follows.

### Option 1 GVM upgrade packages that do not exceed the OE manufacturer's maximum axle loads.

- Evidence to confirm the GVM rating assigned has not resulted in the manufacturer's individual component/sub-assemblies ratings being exceeded, split axle weights at the loaded mass will be required to be submitted.
- Evidence to show the tyre load capacity is capable of the carrying the revised GVM, both in total and across individual axles.

- Evidence including test reports to confirm that the vehicles chassis is within the component manufacturer's rated capacities at the higher mass.
- Evidence to confirm the braking system has been recertified to the higher GVM including full brake test reports to verify compliance with ADR 35/05 Commercial Vehicle Brake Systems.
- o If the vehicles are fitted with any form of Electronic Stability control, evidence will be required that the system has not been affected by the increase in mass. (VSB14 requirements)
- Vehicles modified where the total lift is more than 50mm beyond the original manufacturer's standard height will requires a Lane Change Test as VSB14 Section LT Test Procedures (Code LT2). (VSB14 requirements)
- Where an increased in loaded mass changes the vehicles category from NA to NB1, there is a requirement in Australian Design Rule (ADR) 13/00 for all NB1 vehicles to be fitted with "Category 6" side indicators, and these must also be fitted to the vehicle to remain compliant with the ADR.
- A list of all the components required to be fitted to the vehicle to obtain a higher GVM.

# Option 2: GVM upgrade packages that exceed the OE manufacturer's maximum axle loads.

- The re rating must address the compatibility of the entire vehicle and in particular must check that the chassis, suspensions, axles and drive train components are used within the manufacturer's rated capacities.
- o Evidence that the axles have been suitably tested and are capable of the extra mass.
- Evidence to confirm that the manufacturer's mass rating of the front and rear suspension and steering components has being not been exceeded.
- Frame strength and calculations of chassis strength will be required.

NT takes a similar approach to WA, SA and TAS however we have no specific written guidance – other than what we include in our Approval in Principle letter sent to each applicant.

Attached (to better explain the NT position) is a copy of a template AIP letter relating to requests for GVM increase. Being a "mail merged" template – sections are amended depending on application – however it gives an idea of what we seek.

We also have in place – (or are working towards) type-approval arrangements with companies like ARB, Lovells, Pedders to fit SSM kits to SSM related make and model.

We have one local NT business / modifier, approved via our type approval arrangements and the approval is based on a master (engineering) report they commissioned. The type approval allows them to provide a specific kit to specific make / model etc.

# GCM / Braked towing capacity:

Compounding the above GVM increase issues (and as discussed previously) is an increasing number of requests for braked towing capacity increases.

Again – this seems to be as a result of people choosing the wrong vehicle for the wrong job – and then seeking a modification option to solve their oversights issues.

In keeping some semblance of national uniformity / consistency, It would be preferable (to my mind) to develop some nationally agreeable guiding boundaries to better frame these types of modification requests.

An addendum to VSB14 would seem the obvious one.

Any takers?

Thanks again for your prompt responses.

Regards, Bill.

### **Bill Muirhead**

Senior Engineering Officer – Vehicle Standards
Road Safety & Compliance, Transport Safety & Services
Department of Infrastructure, Planning and Logistics
Northern Territory Government

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From: Anant Z Bellary [mailto:Anant.Z.Bellary@tmr.qld.gov.au]

Sent: Monday, 16 April 2018 4:11 PM

To: Bill Muirhead <Bill.Muirhead@nt.gov.au>; Basuki SURATNO - NSW Centre for Road Safety RTA (basuki.suratno@transport.nsw.gov.au) <br/>
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<Scott.Smith@nt.gov.au>

Subject: RE: Light vehicle GVM increases...

Thanks Bill.

GVM upgrade on light vehicles is not a ask based service related needs. Even if it was, we should be saying "go and buy a vehicle that is fit for the purpose". It is largely motivated by the situation where folks want to fit all kinds of off road gear on their dear 4WD only to realise that they are left with no or insufficient payload capacity even for basic operation and use of the vehicle. GVM upgrade is then an afterthought at reclaiming the lost payload capacity.

I offer following additional comments.

- Under MVSA 1989, DIRD treats SSM Approval holders as vehicle manufacturers. SSM Approval holder takes
  direct responsibility for the ADRs affected by modification(s). Responsibility for the ADRs not affected and the
  responsibility for safety recalls is not clear. SSM Approval holder is subject to Conformity of Production (CoP)
  audit inspections and Compliance & Enforcement (C&E) actions by DIRD.
- When it comes to upgrades to in-service vehicles, the modifier/certifier is not legally the vehicle manufacturer.
- As practiced, the GVM upgrade on light vehicles involves fitting of reinforced/ stiffer suspension and generally
  not much else; brake performance test may be performed. Yet, it is well known that higher GVM can affect a
  vehicle in multiple ways, including:

- i. reduced design safety margin
- ii. increased load on drive-train and engine cooling system
- iii. increased bending and torsional stress on frame
- iv. increased wear and tear of vehicle parts
- v. increased stopping distance
- vi. lower roll stability and poorer handling

These effects do not form part of certification tests mainly because there are no ADR standards applicable to such durability, usability and consumer matters of fitness for purpose.

# Regards

# Anant Bellary

Vehícle Standards & Accreditation Transport & Main Roads

From: Bill Muirhead [mailto:Bill.Muirhead@nt.gov.au]

Sent: Monday, 16 April 2018 4:20 PM

To: Anant Z Bellary < Anant.Z.Bellary@tmr.qld.gov.au >; Basuki SURATNO - NSW Centre for Road Safety RTA

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Smith <Scott.Smith@nt.gov.au>

Subject: Light vehicle GVM increases...

Hello all,

A discussion

n issue, I'd appreciate your thoughts...

In the NT we're seeing something of a rapidly rising rate in requests for light vehicle GVM increases (via inservice modification applications) coming through.

These are obviously outside of SSM arrangements, but in some cases utilise identical SSM components on in-service vehicles that would be acceptable under SSM (ie prior to first supply) — which is relatively easy to deal with.

However, we're also seeing applications where none-SSM related components are being utilised and requests for significant increases occurring.

An increase of around 10% over the OEMs GVM seemed to be a common figure people were seeking and this figure reflects the QLD allowance under their LS11 code (which I think is a pretty good thing). <a href="https://www.tmr.qld.gov.au/Safety/Vehicle-standards-and-modifications/Vehicle-modifications/Light-vehicle-modifications#gcop">https://www.tmr.qld.gov.au/Safety/Vehicle-standards-and-modifications/Vehicle-modifications/Light-vehicle-modifications#gcop</a>

But more recently, we're seeing requests for GVM increases beyond that (up to nearly 17% increase!!).

We're mindful of trying to maintain national consistency in this space, and would welcome feedback. Specifically, I'm interested in your viewpoints about this new "must have" modification and am interested in how are you currently dealing with / assessing modification requests for light vehicle GVM increases?

Do you generally agree (in principle) with the QLD approach setting a light vehicle GVM modification limit of up to 10% and would, (or do) you allow increases beyond 10% subject to appropriate engineering certification?

Any feedback welcome. Regards Bill.

#### **Bill Muirhead**

Senior Engineering Officer – Vehicle Standards Road Safety & Compliance, Transport Safety & Services Department of Infrastructure, Planning and Logistics Northern Territory Government

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### Administrator of Vehicle Standards

inconsultation with the



Australian Motor Vehicle Certification Board

comprising Commonwealth, State and Territory representatives

# CIRCULAR 0-4-6

# CERTIFICATION OF VEHICLES WHICH HAVE UNDERGONE A SECOND-STAGE-OF-MANUFACTURE

### 1. INTRODUCTION

- 1.1 This Circular sets out the requirements for *Manufacturers* making application for Identification Plate Approval (IPA) for additions to, or modifications undertaken on a *New Vehicle* that already has affixed a completed vehicle Identification Plate. Such arrangements are identified as "Second-Stage-of-Manufacture" (SSM) IPA.
- 1.2 A further SSM arrangement can also apply to completed SSM vehicles. (For example, a completed *cab-chassis* may be modified to be dual-steer under SSM approval, and then that completed dual-steer *cab-chassis* vehicle may then have its GVM upgraded under a further SSM approval).

### 2. APPLICABILITY

- 2.1 SSM arrangements only apply to *New Vehicles* as defined in the *Motor Vehicle Standards Act 1989*, and do not apply to vehicles that have already been used in transport.
- 2.2 SSM arrangements apply to vehicle make/model types seeking IPA under the Full Volume arrangements, and also the concessionary evidence Low Volume arrangements.
- 2.3 Vehicles under the SSM IPA Low Volume arrangements are not subject to an eligibility ruling under the "Specialist and Enthusiast Vehicle Scheme (SEVS) Eligibility" as per Circular 0-2-12.
- 2.4 Arrangements for SSM do not apply to vehicles that are built on, or based on vehicle sub-assemblies/chassis that have been approved under Sub-Assembly Registration Number (SARN) arrangements as set out in Circular 0-4-23.
- 2.5 Arrangements for SSM do not apply to vehicles without an Identification Plate, such as a vehicle imported from overseas which has yet to be brought up to the National Standards. Such vehicles are subject to either the "Motor Vehicle Compliance Plate Approval" arrangements as per Circular 0-3-4, or the "Certification of Motor Vehicles Produced in Low Volume" requirements as per Circular 0-2-1.
- 2.6 Arrangements for SSM do not need to be used where the proposed modification can be done under the provisions of Vehicle Standards Bulletin (VSB) 6. However, where the proposed modifications are not within the scope of VSB6, SSM must be used.

Page 1 of 5

Issue 4

March 2018

### Administrator of Vehicle Standards

inconsultation with the



### Australian Motor Vehicle Certification Board

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### 3. APPLICATION FOR IDENTIFICATION PLATE APPROVAL

- 3.1 Applications for SSM IPA will only be accepted from a legal entity (Company or Individual, and not a business or trading name) that must first register as a Licensee on the Road Vehicle Certification System (RVCS), and have both the Production Facility and Design Facility similarly registered on RVCS thus being subject to "Conformity of Production" arrangements as per Circular 0-13-1.
- 3.2 Make and Model designation shall generally be in accordance with Circular 0-3-3 "Motor Vehicle Make and Model Designation".
  - 3.2.1 The "Make-Model" designation must be unique from all other Identification Plate Approvals.
  - 3.2.2 The "Make" of the SSM should comprise a prefix, representing the second-stage manufacturer, followed by the "Make" of the completed first-stage vehicle. For example:-
    - A SSM modified "ALPHA", might be designated "ABC ALPHA".
  - 3.2.3 The "Model" of the SSM should include qualification as to the SSM vehicle type. For example:-
    - An SSM modified "ALPHA Beta", might be designated "ABC ALPHA Beta Ambulance", or "ABC ALPHA Beta Motorhome" as appropriate.
- 3.3 The SSM IPA arrangements are available to new vehicles subject to addition and/or modification, except where the nature of the addition and/or modification does not impact on the ADR certification of the first-stage vehicle, or when the impact is considered to be minor, and readily examined by the State/Territory registration authorities. Examples of additions/modifications considered to be of State/Territory responsibility are:-
  - Where the original rearward facing lamp units of a new chassis-cab are relocated with the adding of an otherwise non-ADR impacting goods carrying body.
  - Where the original external rear vision mirrors of a new chassis-cab are relocated to accommodate added goods carrying bodies of variable width.
  - Where additional Side-Marker lamps are added to a commercial vehicle chassis-cab.
  - Non-ADR-relevant body added to a commercial vehicle chassis-cab.
  - A heavy goods vehicle wheelbase extension.

NOTE: Vehicle Standards Bulletin VSB.6, Heavy Vehicle Modifications, applies to modifications to heavy vehicles with a GVM greater than 4.5 tonnes, or heavy trailers with an ATM greater than 4.5 tonnes.

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- 3.4 Typical examples of modified new vehicles that should access these SSM arrangements are: -
  - Light and Medium Goods vehicles subject to a Gross Vehicle Mass upgrade and/or a reduction in Lightly Laden Test Mass.
  - Passenger vehicle cut and stretched to become a Limousine or Hearse.
  - · Vehicle subject to an engine/fuel type replacement or modification.
  - Ambulance, Motorhome or Fire Tender body added to a chassis-cab.
  - Vehicle modified to carry wheel-chair passengers or additional seats.
  - Vehicles modified from one ADR vehicle category to another vehicle category.
- 3.5 There are specific requirements for campervans and motorhomes, including when certified under SSM arrangements. These requirements are set out in Circular 0-4-12 "Certification of Campervans and Motorhomes".

## 4. AUSTRALIAN DESIGN RULE EVIDENCE

- 4.1 Applications for SSM IPA must include an Application for Compliance Approval (Motor Vehicle) form, a Road Vehicle Descriptor, relevant Selection of Fleet submissions (SF forms) and resultant ADR evidence via RVCS, providing evidence of compliance with all ADRs applicable to the completed added to, or modified vehicle, and not solely evidence applicable to the second-stage work.
  - 4.1.1 "Compliance Demonstrated Using SARN(s) (MV)" forms may be submitted to carry over evidence already provided within the first-stage completed vehicle Approval, if that evidence remains unaltered by the second-stage manufacture's additions and/or modifications. Certification responsibility for any carry-over ADR evidence remains with the holder of the first-stage IPA.
  - 4.1.2 In submitting a "Compliance Demonstrated Using SARN(s)(MV)" form, the SSM makes a declaration that the ADR evidence to be carried over has been subject to appropriate examination attesting that it remains unaffected by the second-stage manufacture.
  - 4.1.3 Where the second-stage manufacture has an indirect effect on the first-stage evidence, but the second-stage manufacturer can demonstrate that the tests conducted by the first-stage manufacturer would also cover the second-stage work satisfactorily, then for the purposes of seeking SSM IPA this ADR evidence can also be carried over.
- 4.2 Any additions and/or modifications to the original vehicle must be supported by evidence of ADR compliance, as appropriate, and in the form provided by: -
  - Full Volume arrangements as per Circular 0-3-4 "Motor Vehicle Compliance Plate Approval", or
  - As per Circular 0-2-1 "Certification of Motor Vehicles Produced in Low Volume".

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- 4.3 Application for SSM IPA can only be based on one first-stage IPA, with a separate SSM application required for each different first-stage vehicle Approval. Accordingly, any carry over evidence, as per 4.1.1 above, can only reference the one first-stage Approval.
- 4.4 A SSM IPA can include multiple vehicle variants and multiple engines and other options included in the SSM RVD, as supported by the evidence of ADR compliance provided.
- 4.5 Applications for SSM IPA are expected to demonstrate compliance with all ADRs applicable as of the date of issue of the SSM IPA. However if a completed first-stage vehicle IPA does not yet include a new ADR introduced under transitional implementation arrangements, then the SSM may submit an SE blank-form, and make application for an exemption from that ADR by referencing this Circular 0-4-6 clause 4.5. If exemptions are granted, then the SE blank-form will be noted as "Not Applicable", and details of the exemption will be included in Schedule 5 of the Approval. Where such exemptions are provided the applicability date of the ADR will be noted, and the Approval issued will be restricted to the due date of that ADR. When the exempted evidence is subsequently provided, the Approval will be reissued without this date restriction.
- 4.6 Circular 79/00-1-1 "Second-Stage-of-Manufacture Emissions Evidence where there is an increase in GVM" details the arrangements that apply for emissions ADRs.

## 5. CHANGE IN VEHICLE CATEGORY

5.1 Where a SSM IPA application changes the ADR Vehicle Category from the original completed first-stage vehicle, then the SSM IPA must comply with all the ADRs applicable to the completed SSM Vehicle Category, as at the date of the issue of the SSM IPA, subject to 4.5 above.

# 6. ROAD VEHICLE DESCRIPTOR

Road Vehicle Descriptors (RVDs) are required for all SSM IPAs and should include all variants and options to be offered. The remarks section should include a brief description of the SSM additions/modifications, identifying the IPA and variant information of the completed first-stage vehicle.

### 7. VEHICLE IDENTIFICATION NUMBER

7.1 The Vehicle Identification Number (VIN) of the SSM vehicle shall be the same as the VIN of the first-stage vehicle.

### 8. DATE OF MANUFACTURE

8.1 The Date of Manufacture of the SSM vehicle shall be the date that it is completed and is in Australia in a condition that will enable it to be made available to the market.

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### 9. IDENTIFICATION PLATES

- 9.1 Following issue of an SSM IPA, the second-stage manufacturer will be able to affix a Second-Stage-of-Manufacture Identification Plate in addition to, and adjacent to the existing first-stage Identification Plate, as demonstration that the vehicle complies with the conditions of the SSM IPA.
- 9.2 SSM Identification Plates must be as per Circular 0-3-2. All SSM Identification Plates will be made available from a Contractor authorised to manufacture and supply Identification Plates, unless the second-stage manufacturer is authorised by the Administrator to supply their own Identification Plates. The SSM Identification Plate will include both VIN and *Date of Manufacture* as per 7.1 and 8.1 above respectively.
- 9.3 There is a prescribed fee payable to the Commonwealth for each SSM Identification Plate that is affixed to a vehicle. This fee is included within the supply of Identification Plates from the Contractor 9.2 above. Where the Administrator has authorised the SSM to supply their own Identification Plates the prescribed fee is to be paid directly to the Commonwealth. As at 1 November 2003 the prescribed fee is \$7.50 for each Identification Plate to be affixed to a SSM vehicle.

# 10. ARRANGEMENTS FOR SSM VEHICLES FITTED WITH ELECTRONIC STABILITY CONTROL (ESC) THAT HAVE BEEN SUBJECT TO A GROSS VEHICLE MASS (GVM) UPGRADE

- 10.1 Where a full volume IPA is being sought, a GVM upgrade SSM IPA holder will be permitted to use ESC test reports owned by other GVM upgrade SSM IPA holders for the same make and model, provided the test covers the variants to be supplied. Coverage of variants is to be demonstrated using a 'worst case' assessment and selection of fleet forms. Use of any test report must also be permitted by the test report owner.
- 10.2 Low volume GVM upgrades on vehicles with suspension lifts less than or equal to 50mm will not require testing of the ESC system. For suspension lifts exceeding 50mm, full ESC testing will be required.
- 10.3 For IPAs issued under the low volume scheme, numbers per Licensee for GVM upgrade are capped at 300 vehicles per annum per vehicle category and 100 vehicles per annum per IPA.
- 10.4 0-4-5 certificate submissions will not be required on low volume GVM upgrades where GVM upgrade is the only modification being undertaken under an SSM IPA.
- 10.5 Existing full volume IPA holders have the choice of converting their full volume IPAs to low volume IPAs. No application processing fees will apply to these IPA conversions.
- 10.6 Gross Combination Mass (GCM) must remain at the value set by the first stage manufacturer. Second stage manufacturers are not permitted to increase the GCM as part of an SSM IPA for GVM upgrade.

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# AMVCB226 Action Items (\*\*\* Working Draft as at 6 August 2018\*\*\*)

Word version available here: AMVCB226 Action Items (Working draft 18 May 2018).docx

Action Item	Status	Comments	Section 22 Irrelevant

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		S	ection 22 Irre	levant

AMVCB226 Agenda 2(b) - Action item
10 AMVCB225, Agenda Item 9(e) Action Item 31, VSS to provide
guidance on the extent of modifications
permissible under the Second Stage of
Manufacturer (SSM) arrangements
(refer Administrator Circular 0-4-6).
Specifically, Members are seeking
guidance in relation to disable
modifications, dual steering controls,
tow truck modifications, single wheel
modifications and single seat
removal/replacement. Due

COMPLETED

There isn't any specific guidance to permissible modifications. From Circular 0-4-6:

- "4.2 Any additions and/or modifications to the original vehicle must be supported by evidence of ADR compliance, as appropriate, and in the form provided by: -Full Volume arrangements as per Circular 0-3-4 "Motor Vehicle Compliance Plate
- Approval", or
   As per Circular 0-2-1 "Certification of Motor
  Vehicles Produced in Low Volume".
- 4.3 Application for SSM IPA can only be based on one first-stage IPA, with a separate SSM application required for each different first-stage vehicle Approval. Accordingly, any carry over evidence, as per 4.1.1 above, can only reference the one first-stage Approval." "3.3 The SSM IPA arrangements are available to new vehicles subject to addition and/or modification, except where the nature of the addition and/or modification does not Impact on the ADR certification of the first-stage vehicle, or when the impact is considered to be minor, and readily examined by the State/Territory registration authorities."

Section	22	Irrelevant





