

Questions answered during RVSA Industry Webinar #24 Thursday 27 July 2023	Score	Response
Can the test report field on CI forms be expanded from 20 characters please?	2	This issue has been recorded in the Product Backlog and will be prioritised and addressed in a future release.
With opt-in approvals already 2 years in, when will the department release information on how to re-use ADR evidence not issued by an RVSA TFA for a further 7 years? This is something that needs to be open for consideration well in advance of VTA expiry. (ADR 59/00 evidence as an example.)	5	The department will develop a position for discussion at the meeting in September.
What is the best way to report bugs within individual CI forms? There are plenty of them that have been report several times, and are still not fixed.	4	Complete the online enquiry form on the department's website at <a href="http://www.infrastructure.gov.au/vehicles-contactus">www.infrastructure.gov.au/vehicles-contactus</a> . Please provide as much information as possible and upload relevant screenshots.
New compliance and enforcement strategy indicates that they will be doing onsite inspections. What advance notice do they intend to provide for these activities? (Where it is a monitoring activity and not in response to investigating a non-compliance.)	3	The amount of prior notice given before an on-site inspection will differ depending on the matter. There may be instances where no notice is given for an on-site inspection and others where a short period of notice may be provided. For some matters an extended period of notice may be appropriate. For example, in circumstances where an on-site inspection is to occur at a site located overseas, advance notice will be provided so necessary arrangements can be made.
The updated Guides and Resources page is harder to navigate than the older version. Is there further work to be done on this?	6	The new guides and resources page lists newly added or updated resources, and it includes new search functionality. To find for a specific publication, you can type part of the title into the search bar and click 'Filter'. If you want to find information on a topic, such as trailers, ROVER or videos, choose one from the 'Search by topic' dropdown menu and click 'Filter'.
Following user experience sessions by the Department, in responses to last Webinar's questions you reported "We are waiting for advice from IT around technical matters in order to design a development schedule for the next ROVER release". Please advise latest. What improvements are planned and when?	3	The department is undertaking changes to internal ICT infrastructure and finding efficiencies that can be implemented across multiple ICT projects within the department. When we have certainty of this analysis and the scope we have to work within we will be able to update you.
Is there any update from the ROVER development team on the issue referred to them from last Webinar "Where a UN ECE Approval No has been entered manually in a CI form it is not possible after submission to "view" the data submitted in the CI form."	3	This issue has been prioritised and will be addressed in a future release.
is there any update on your investigation of options to simplify the entry of 'installation of tyre compliance' data on the compliance information form for ADR 95/00 from the last webinar.	4	Additional approval numbers can be entered in the 'further details' box under 'Tyre designation' in the 'Installation of Tyre Compliance Standards' section of the form.
If a recall is rectified, does the DOI need to be notified the details of how the recall was rectified – or is a RAW Model Report declaration sufficient	4	The registered automotive workshop needs to notify the department about the recall. Part of that notification includes monthly reporting. Notification requirements are set out in the Recalls Policy available on the department's website at <a href="http://www.infrastructure.gov.au/department/media/publications/recalls-policy-road-vehicles-and-approved-road-vehicle-components">www.infrastructure.gov.au/department/media/publications/recalls-policy-road-vehicles-and-approved-road-vehicle-components</a>
If vehicle is supported in Aus by OEM network, does the OEM recall responsibility fall under Importer or OEM network (as rectification being done by a third party to the RAW)	4	The supplier of the vehicle is responsible for all recall actions.
What constitutes a recall – source market might issue a recall that is not a recall critical issue in another regulatory bodies (Other countries recall issuing recalls that aren't by definition a recall in AUS – or vice versa)	5	A recall is defined as a safety hazard that may or will cause injury, or a non-compliance with national road safety standards (ADRs).
If an OEM recall is issued by manufacturer without rectification plan, does the vehicle need to be held before modification (is the recall required if there is no rectification issued by OEM recall)	6	The vehicle should not be provided without consideration from the supplier with respect to the recall action.
Can we please have an update on the current time frame for approval of a RAWs application?	1	The department works to meet or better the legislated timeframe of 30 business days for deciding RAWs applications. We are currently tracking ahead of the legislated timeframes with applications being decided with 10 business days remaining.
There are still instances of data missing from previously submitted and approved CI forms when doing a variation. This makes it very difficult to track data approved in that application, and needs to be rectified.	1	Some issues relating to missing data on CI forms have been fixed and others will be resolved in the next release scheduled for mid-September. If users experience issues with missing data, they should send an email to the ROVERInfo mailbox. When varying an approval, the originally submitted data in the CI form is not copied to the new variation application.

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Under a vehicle modified by a RAW using a model report, is the RAW allowed to modify a vehicle if recalls are present on it? This includes vehicles bearing recalls that have do not have a solution by the OEM.	5	Paragraph 19(3)(c) of the <i>Road Vehicle Standards (Model Reports) Determination 2021</i> states that a RAW must not continue with the Work Instruction if a vehicle has not been rectified in accordance with an active recall. The holder of the RAW approval must not present an unrectified vehicle to the holder of an AVV approval for verification. Such a vehicle will not have been manufactured or modified in accordance with the requirements set out in the Model Report for the purposes of paragraph 65(1)(b) of the RVS Rules.
Is it allowable to modify a CRE/RAWS vehicle in accordance with VSB 6 or 14 before post RAV upload but before provision to the market?	5	Section 51 of the RVS Rules identifies modifications that are allowed to be performed on a vehicle after entry on the RAV and before being provided to a consumer. This section allows VSB 6 modifications as identified in 51(d), modifications carried out in accordance with the National Code of Practice Heavy Vehicle Modifications, as long as it in force in the state or territory in which the modification is performed.
If a vehicle is capable of fitting a tow bar, and is not originally fitted with a tow bar but is then fitted with a CTA towbar. Does the vehicle require testing for towing in accordance to ADR 62	6	Vehicle structure testing should have been performed as part of the component type approval application. When assessing an SSM against the towing capacity requirement the assessor may check the testing was performed correctly to obtain the component type approval.
For vehicles with a GVM > 3500 kg and an age > 25 years (eg an NB1 pickup form the USA)- Is a SEVS entry required to allow for an MRA. If so, what is the process, if not what is the procedure to obtain an MRA to allow for provision?	4	An NB category vehicle is not eligible for concessional RAV entry as an older vehicle. Another option to import and provide the vehicle is through an entry on the SEVs Register. In order to apply for a Model Report the vehicle must be on the SEVs Register. When showing compliance against applicable standards, the standards are those that are applicable 25 years before the date of modification, refer to section 11 of the <i>Road Vehicle Standards (Model Reports—Compliance with Standards) Determination 2021</i> . When a Model Report is approved, the vehicle may be eligible as a vehicle to modified by a RAW, in accordance with the approved Model Report.
Can we please have an update on the current status of Euro VI emission norms introduction in Australia, are we moving directly to EVId with WLTC testing, is yes, approx. timeline of implementation please	4	The Australian Government is continuing to consider the introduction of Euro 6d for light vehicles in conjunction with improved fuel quality standards to reduce aromatics in petrol. There are no plans to adopt the earlier 'Euro 6b' stage as an interim step. If and when a decision has been announced, further information will be made available on the department's website at <a href="http://www.infrastructure.gov.au/infrastructure-transport-vehicles/vehicles/vehicle-safety-environment">www.infrastructure.gov.au/infrastructure-transport-vehicles/vehicles/vehicle-safety-environment</a>
There seems to be a lot of questions from RAWs on recalls which should already be understood knowledge. Is the Department confident that RAWs understand their obligations under RVSA.	7	The Recalls team has a supplier outreach plan for the next 12 months to reach segments of the market that may not be clear on their obligations under the RVS legislation. Our Recalls Policy includes more detail about this.
what are the benefits to industry of bringing the RAV in house?	3	You can expect better integration of the ROVER and RAV systems, which will result in reduced data issues/errors, particularly with respect to invoicing for vehicles entered on the RAV. We will also be increasing the number of times vehicles are uploaded to the RAV to minimise the time taken for vehicles to appear publicly.
Under ADR 61, is an Electric motor considered an Engine for purpose of clause 8 and requirements for engine stamping of an identification number?	4	An electric motor is considered an engine under ADR 61 and it needs to meet the requirements of having an identification number.
where can we get details of any ADRs specifically for Electric vehicles (EVs) ?	3	At present there are no ADRs specifically for EVs. EVs must comply with those ADRs applicable to the vehicle category. The department consulted on a new ADR 109 for Electric Powertrain Safety Requirements earlier this year. Subject to Ministerial approval, this ADR will include requirements related to minimising the risk of electrocution or risks associated with damage to the EV's battery pack.
Processing times appear to have slowed lately, is there a reason for this?	4	The department works to meet or better the legislated timeframes for deciding applications. We are currently tracking well ahead of the legislated timeframes with most applications being decided within 30 business days.
Stamping of an E-Motor is out of alignment with global regulations, can a M&I be submitted for a durable label on a E-Motor over a stamping?	2	The department will consider applications that show substantial compliance and where non-compliance is in minor and inconsequential respects in relation to stamping of an e-motor where a durable label is affixed instead.
The Tyre Placard for the Australian Market is unique in the request for information. Load Rating / Speed Rating. The EU Tyre Placard do not list these details. Can the EU Tyre Placard be used?	0	No, the requirements of the applicable ADRs for tyre placards must be met.
Did meeting Agenda Item 5 - ADR62 approved calculations already get covered in this meeting?	0	Yes, this was covered. A link to the guidance note has been added in the chat feed.