Motorcycle standards

Compliance and enforcement

Neil Todd
Senior Policy Advisor
Vehicle Standards Unit

Queensland Government

About us

Today's topics

1. Legislative framework

2. Modifications

3. Enforcement

Legislative framework

- Transport Operations (Road Use Management—Vehicle Standards and Safety) Regulation 2010 (VSS Regulation)
- Australian Design Rules (ADRs)
  - Second Edition ADRs introduced in 1969
  - Third Edition ADRs introduced in 1988
- National Code of Practice for modifications (VSB14)
- Queensland Code of Practice for modifications
- TMR specific approval

VSS Regulation

- consistent with the national model law – Australian Light Vehicle Standards Rules 2015
- standards apply to all light vehicle unless inconsistent with ADRs or other specific approvals
- if ADRs are silent, the VSS Regulation standards continue to apply

Example – Section 57 - Prevention of glare

A light, other than a high-beam headlight, fitted to a vehicle must be built and adjusted to provide the necessary amount of light, without dazzling the driver of another vehicle approaching, or being approached by, the vehicle.

Second Edition ADRs

- https://infrastructure.gov.au/vehicles/design/second_edition_adrs.aspx
- option to use later 2nd or 3rd Edition ADR

Title	Number	Release Date
Reversing Signal Lamps [PDF: 75 KB]	1	1 Jan 1972
Door Latches And Hinges [PDF: 209 KB]	2	1 Jan 1971
Seat Anchorages For Motor Vehicles [PDF: 142 KB]	3	1 Jan 1971
Seat Anchorages For Motor Vehicles [PDF: 160 KB]	3a	1 Jan 1977
Seat Belts [PDF: 77 KB]	4	1 Jan 1969
Seat Belts [PDF: 307 KB]	4a	1 Jan 1974
Seat Belts [PDF: 1124 KB]	4b	1 Jan 1975
Seat Belts [PDF: 1263 KB]	4c	1 Jan 1976
Seat Belts [PDF: 1253 KB]	4d	1 Jan 1984
Seat Belt Anchorage Points [PDF: 259 KB]	5a	1 Jan 1969
Seat Belt Anchorages [PDF: 933 KB]	5b	1 Jan 1975
Direction Turn Signal Lamps [PDF: 245 KB]	6	1 Jan 1973
Direction Turn Signal Lamps [PDF: 239 KB]	6a	1 Jul 1981
Hydraulic Brake Hoses [PDF: 311 KB]	7	1 Jan 1970
Safety Glass [PDF: 175 KB]	8	1 Jul 1971
Standard Controls For Automatic Transmissions	9	1 Jan 1972
Hydraulic Braking Systems [PDF: 1243 KB]	31	1 Jan 1977
Seat Belts For Heavy Vehicles [PDF: 726 KB]	32	1 Jul 1977
Seat Belts For Heavy Vehicles [PDF: 383 KB]	32a	1 Jul 1980
Motorcycle And Moped Braking Systems [PDF: 735 KB]	33	1 Mar 1976
Motorcycle And Moped Braking System [PDF: 852 KB]	33a	1 Mar 1988
Child Restraint Anchorages [PDF: 154 KB]	34	1 Jul 1976
Child Restraint Anchorages [PDF: 456 KB]	34a	1 Jan 1985
Commercial Vehicle Braking Systems [PDF: 1379 KB]	35	1 Jan 1979
Commercial Vehicle Braking Systems [PDF: 1516 KB]	35a	1 Jul 1980
Exhaust Emission Control For Heavy Duty Vehicles [PDF: 778 KB]	36	1 Jul 1978
Exhaust Emission Control For Heavy Duty Vehicles [PDF: 773 KB]	36a	1 Jan 1988
Vehicle Emission Control [PDF: 4088 KB]	37	1 Jan 1986
Heavy Trailer Braking System [PDF: 1624 KB]	38	1 Jul 1984
Motorcycle And Moped Noise [PDF: 551 KB]	39	1 Mar 1985
Motorcycle Noise [PDF: 959 KB]	39a	1 Mar 1988
Light Duty Vehicle Emission [PDF: 3951 KB]	40	1 Jan 1988
Control Mandatory Operation On Unleaded Petrol	41	1 Jan 1988

2nd edition ADR applicability table

AUSTRALIAN DESIGN RULE 39

FOR

MOTORCYCLE AND MOPED NOISE

As endorsed by the
Australian Transport Advisory Council

The intention of this Australian Design Rule is to define limits on external noise emitted from motorcycles and mopeds in order to limit the contribution by these vehicles to community noise.

The Australian Transport Advisory Council has recommended to Commonwealth, State and Territory Governments that all motor vehicles specified below shall comply with Australian Design Rule 39 - Motorcycle and Moped Noise.

VEHICLE CATEGORY	RULE	AMENDMENT	
	MANUFACTURED ON OR AFTER		
	39		
Passenger Cars			
Forward Control Passenger Vehicle up to 8 seats	N/A		
9 seats	N/A		
Other Passenger Cars	N/A		
Passenger Car Derivatives	N/A		
Multi-Purpose Passenger Cars	N/A		
Omnibuses up to 3.5 tonnes GVM			
up to 12 seats	N/A		
over 12 seats	N/A		
up to 4.5 tonnes GVM	N/A		
over 4.5 tonnes GVM	N/A		
Motorcycles	1 March 1985		
Mopeds	1 March 1985		
Specially Constructed Vehicles	N/A		
Other Vehicles not listed above			
up to 4.5 tonnes GVM	N/A		
over 4.5 tonnes GVM	N/A		

Third Edition ADR applicability table

Australian Design Rule			Vehicle Category Code – Two and Three Wheeled Vehicles							
ADR No.	Date*#	Description	LA (L1)	LB (L2)	LC (L3)	LD (L4)	LE (L5)	LEM (L5)	LEP (L5)	LEG (L5)
79/03	NA	Emission Control for Light Vehicles								
79/04	NA	Emission Control for Light Vehicles								
80/00	NA	Emission Control for Heavy Vehicles								
80/01	NA	Emission Control for Heavy Vehicles								
80/02	NA	Emission Control for Heavy Vehicles								
80/03	NA	Emission Control for Heavy Vehicles								
81/00	NA	Fuel Consumption Labelling for Light Vehicles								
81/01	NA	Fuel Consumption Labelling for Light Vehicles								
81/02	NA	Fuel Consumption Labelling for Light Vehicles								
82/00	NA	Engine Immobilisers								
83/00	01/01/05	External Noise	X	X	X	X	X			
84/00	NA	Front Underrun Impact Protection								

https://infrastructure.gov.au/vehicles/design/adr_online.aspx

National Code of Practice (VSB14)

- section LO – Individually constructed motor cycles & trikes
  - certification by Approved Person and VIN issued by TMR
  - all engineering reports reviewed by TMR.
- section LL - Motor cycles & trikes
  - no certification codes in LL section.

https://infrastructure.gov.au/vehicles/vehicle_regulation/bulletin/vsb_ncop.aspx

Modifications

- minor modification
- basic modification
- modification under a Code of Practice (VSB14)
- specific approval

Modifications

- minor modification
  - no approval needed
  - must comply with VSS Regulation standards
  - must comply with applicable ADRs.

Modifications

- basic modification
  - no approval needed
  - must comply with VSS Regulation standards
  - must comply with the National Code of Practice
  - must comply with applicable ADRs.

Modifications

- modification under a Code of Practice (VSB14)
  - no codes for motorcycles.
- specific approval
  - approval needed from TMR
  - can be exempted from VSS Regulation standards
  - can be exempted from ADRs.

Handlebars
ADR 57/00 introduced from 1 July 1988

VSS Regulation

- handlebar width 500mm to 900 mm
- the lowest part of the hand grip on the handle bars must not be higher than 380mm above the attachment point of the handlebars to the motorcycles.

- ADR 57/00
- handlebar width 500mm to 1100 mm
- the height of the lowest part of the handgrip above the lowest part of the upper surface of the driver's seat must not exceed 380 mm
- ADR 57/00 requires all mandatory switchgear fitted to the handlebars to be operable without removal of the hand from the handgrip throughout its full range of movement

Switch gear

Left hand side	Right hand side
hand lever controlling the clutch	hand lever controlling front wheel brake
direction indicator control (if fitted to left handlebar)	direction indicator control (if fitted to right handlebar)
horn button	supplemental Engine Stop
headlamp main/dipped beam control	

Enforcement

1. Rider

2. Owner

3. Modifier

Enforcement - Rider

- compliance with vehicle standards
- must not ride on a road if the vehicle's silencing device has been modified to reduce, or to be likely to reduce, the effectiveness of the device
- a person must not start a vehicle, or drive a vehicle, in a way that makes unnecessary noise or smoke (Road Rules)

Enforcement - Owner

- compliance with vehicle standards
- must ensure the vehicle is not driven or parked on a road unless the modification has been approved by an authorised officer or approved person.

Enforcement - Modifier

- must not modify a light vehicle, its parts or equipment in a way that may adversely affect the safety of the vehicle

- must not fit a light or reflector to a light vehicle unless the light or reflector is required to be fitted to the vehicle or is optional equipment in vehicle standards.

Scott G Notley

From: Scott G Notley
Sent: Friday, 8 February 2019 1:38 PM
To: 'president@4wdqld.com.au'; '[redacted]@4wdqld.com.au'
Subject: FW: LS11 and LS15 Draft for your valued comment
Attachments: LS11 Code Consultation Draft Jan 2019.docx; Form for Feedback on Draft Modification Code LS11.docx; LS15 Code Consultation Draft Jan 2019.docx; Form for Feedback on Draft Modification Code LS15.docx

Hi [redacted]

You may be interested in the email below which has been sent to a broad range of stakeholders in relation to proposed amendments to the LS11 code and the introduction of a new code LS15 within the Queensland Code of Practice. The codes relate primarily to gross vehicle mass (GVM) increases.

Some work was done last year on these proposed codes and the Department of Transport and Main Roads has been liaising with the Commonwealth Government and other jurisdictions before producing this latest draft of the codes. The LS15 code was developed at the request of equipment suppliers to allow certification of modifications in rural and remote Queensland. The LS11 code is an existing code that required updating for a variety of reasons including advice provided by the Commonwealth Government.

The email below is pretty self-explanatory but if you have any questions or want anything clarified please let me know.

Any feedback that you want to provide personally can come back through me. If your members would like to provide feedback, it can come back through the vehicle standards address listed below.

Regards

Scott

Last year, the Department of Transport and Main Roads (TMR) drafted a new Light Vehicle Modification Code LS15 for incorporating into the Queensland Code of Practice for Light Vehicle Modifications (QCoP), and proposed amendments to the existing LS11 code.

TMR shared the draft codes with industry stakeholders and sought feedback to ensure the best possible outcome for industry and government.

Since that time, TMR and industry received clarification from the Commonwealth Department of Infrastructure and Regional Development and Cities (DIRDC) on approvals issued by them for Second Stage of Manufacture (SSM). DIRDC also confirmed that while they have approved a limited number of Braked Towing Mass increases under SSM approval, no Gross Combination Mass increases have been approved under SSM approval.

To reflect the advice from DIRDC, and in response to industry feedback to last year's consultation, TMR has made further changes to the draft codes. TMR is again seeking your input on the amended drafts (as attached).

TMR is happy to meet with stakeholders to discuss options if required. This is a further opportunity for industry and TMR to work together to ensure the final codes reflect the needs of industry and the travelling public, whilst at the same time ensuring a safe outcome for all. The new codes will not be released until all feedback is considered which will include consultation with other state and territory jurisdictions.

Feedback in relation to the draft codes can be provided, using the attached templates, via email to vehiclestandards@tmr.qld.gov.au by **Thursday 28 February 2019**.

Thank-you again for taking the time to consider the proposed codes.

Some key points to note:

1. The LS15 code allows Approved Persons to certify physical modifications leading to the rerating of the Gross Vehicle Mass (GVM) of an in-service light vehicle (GVM 4,500 kg or less) when those modifications conform to the specifications contained in the relevant LS11 design certification. In addition to meeting the requirements in the LS15 code, the certification must reflect the process specified in the design package in the relevant LS11 design certification issued for the vehicle of same make/model/variant/chassis series. It is important to note that the LS15 code is not to be used in isolation, but only when you have a relevant LS11 design certification to go with it.

2. The LS15 code is for certifying GVM upgrade as per the relevant LS11 design certification. Neither LS15 nor LS11 codes are to be used for certifying changes to GCM rating of a vehicle.

3. The LS11 code can continue to be used as a combined design and modification code to certify GVM rerating on its own, without having to use the new LS15 code.

4. The qualifications for the revised LS11 code will remain unchanged. For the new LS15 code, the required qualification will be Level-2 or higher, as per the Business Rules. Level-2 is a trade-based qualification. It is considered appropriate for the new LS15 code and will facilitate certification of physical modifications in a much wider area of Queensland. I provide the following link to the qualification table for your convenience:

   https://www.tmr.qld.gov.au/business-industry/Accreditations/Approved-Person-Scheme/Industry-experience-and-qualifications/Qualifications#qualificationtable

5. At present there is no provision under the QCoP to certify changes to the GCM rating, given no SSM approvals for GCM upgrades have been issued from DIRDC. The GCM rating, where it is provided by the original vehicle manufacturer, cannot be exceeded.

6. In the rare situation where the original vehicle manufacturer has not published the GCM rating, the tow vehicle may be loaded to its rated GVM (including any tow ball weight) and it can tow a trailer, the loaded mass of which does not exceed the maximum towing mass rating of that vehicle, provided the load rating of the towing equipment is not exceeded. Note: that this is not part of the LS11 or LS15 certification, and as such should not be shown on the modification plate or Load Capacity Label.

7. The codes LS11 and LS15 are about GVM re-rating. The matter of rerating of GCM and/or towing capacity is being separately considered by the national Single Issue Working Group (SIWG) for VSB-14 under the auspices of Australian Motor Vehicle Certification Board. At its recent meeting held in Canberra in November 2018, the VSB-14 SIWG group agreed to explore the feasibility of developing a technical requirement document. Consultation with industry will occur when the code is available.

8. The Australian Automotive Aftermarket Association has also indicated to both State and Federal Governments that it is working on developing a testing regime that would be sufficient to allow for a GCM upgrade as part of a new code for consideration by government.

Regards

Scott Notley
Director (Standards and Accreditation)
Transport Regulation Branch
Customer Service, Safety and Regulation Division | Department of Transport and Main Roads

Floor 9 / 61 Mary St Brisbane Qld 4000 | PO Box 673 Fortitude Valley Qld 4006
07 3338 4082 | 4 Part 4 s.6 Pers
Scott.G.Notley@tmr.qld.gov.au
www.tmr.qld.gov.au

Gross Vehicle Mass Rating of Light Vehicles

CODE LS11

1.0 Scope

The LS11 Modification Code specifies arrangements for re-rating of the Gross Vehicle Mass (GVM) rating of a light vehicle that is, a vehicle having current GVM rating that does not exceed 4,500 kg.

Re-rating of GVM under LS11 code is permissible only on the following type of light vehicles:
A light vehicle that is constructed on a ladder type chassis frame with a cabin and/or body mounted on it. Vehicles with integrated frame and body, commonly known as monocoque construction, are not eligible. Also a light vehicle that is already re-rated from the original manufacturer's GVM rating is not eligible for re-rating again under this code.

The original vehicle manufacturer (OVM) refers to the entity holding the First Stage Identification Plate Approval (IPA). Any entity holding the Second Stage Manufacture (SSM) Approval or RAWS Approval is **not** deemed as the OVM.

In cases where the OVM has not specified the GVM rating, the maximum laden mass permitted by the OVM for the purpose of showing compliance with the Australian Design Rules (ADRs) is to be taken as the original GVM rating. This information must be obtained from a reliable and traceable source.

1.1 What is permitted

Modifications that may be certified under LS11 code are:

- GVM increase of up to 10% above the rating given by the OVM.
- Restoring the GVM rating to the OVM rating but only after ensuring that all vehicle components are also restored to the OVM specification.
- GVM increase over 10% above the rating given by the OVM only in following cases:
  - GVM rating of an in-service vehicle that is of the same make/model/variant/chassis series as a vehicle having a SSM approval for GVM re-rating AND is modified in accordance with the SSM approval AND the SSM approval holder has given explicit permission for the SSM approval to be used as the basis for GVM re-rating.
  - Increase in GVM where an additional axle has been installed.
  - Alteration of a GVM rating to match the OVM's alternative rating for a particular variant of that make/model.

1.2 What is not permitted

Modifications that must not be certified under LS11 code are:

- Modifications other than those described in Section 1.1 above.
- Restoring the GVM rating to the OVM rating when all vehicle components are not restored to the OVM specification.
- Reduction in GVM rating other than (a) the re-rating to OVM's optional GVM for that make/model or (b) GVM reduction required as a result of conversion to motorhome.
- Re-rating of the GVM on a vehicle the GVM of which is already rerated (by way of SSM approval or LS11 code or another Code of Practice or another jurisdictional approval).
- Re-rating of an in-service vehicle if the SSM approval holder has NOT provided explicit permission to use the SSM approval as the basis and such approval is required.
- Re-rating where practical loading is likely to exceed the load on any axle beyond the rating for that axle by the OVM.

- Re-rating of vehicle components or sub systems beyond the OVM's rating.

1.3 Towing Capacity and LS11 Code

- LS11 code is not to be used for re-rating of Gross Combination Mass (GCM) rating of a vehicle.
- LS11 code is not to be used for re-rating of maximum towing mass (braked trailer) except in cases where the relevant SSM approval for GVM re-rating also includes re-rating of the maximum towing mass (braked trailer).
- For a vehicle certified for a GVM increase under LS11, the GCM of the vehicle remains the same as that specified by the OVM. In cases where the OVM has not specified a GCM rating, the tow vehicle may be loaded to its rated GVM (including any tow ball weight) and tow a trailer, the loaded mass of which, does not exceed the maximum towing mass rating of that vehicle, provided the load rating of the towing equipment is not exceeded.

2.0 General Requirements

The vehicle must be able to safely operate at the re-rated GVM. The critical components including the chassis, drive-train, axles, suspension, brakes, steering, wheels and tyres must be assessed individually to ensure that they can safely support the loads resulting from the re-rated GVM.

All work must also comply with the requirements contained in sub-section 2 General Requirements of the National Code of Practice (NCOP) – Light vehicle modifications (VSB14).

Increased GVM may affect the warranty provided by the OVM. It is the responsibility of the vehicle operator and the certifying Approved Person to consider any such effect on the warranty. Any effect this modification may have on the product warranty is outside the scope of this code. The certifying Approved Person must clarify this point to the modifier and the vehicle operator.

2.1 Compliance with applicable vehicle standards

Modified vehicles must continue to comply with the ADRs that apply to them.

If different ADRs apply due to the modified vehicles, they must comply with those ADRs that are relevant to them.

Modified vehicles must also comply with the applicable in-service requirements of Transport Operations (Road Use Management—Vehicle Standards and Safety) Regulation 2010 (the Regulation).

Modified pre-ADR vehicles must continue to comply with the Regulation.

Outlined in Table LS11 are areas of the vehicle that may be affected by the modifications and may require re-certification, testing and/or data to show compliance of the modified vehicle.

This is not an exhaustive list and compliance to other ADRs may also be affected.

Table LS11 List of items and likely affected ADRs

DETAIL	REQUIREMENTS
Tyre and Rim Selection	ADR 42/..
Braking Systems	ADR 31/…or ADR 35/…
Brake Performance (for non-ADR vehicles)	*Transport Operations (Road Use Management—Vehicle Standards and Safety) Regulation 2010*

The ADR applicability is according to the vehicle's category and date of manufacture. It is the responsibility of the certifying Approved Person to refer to the appropriate ADRs applicable to the vehicle.

Sections 2.2 to 2.5 relate to the different options to re-rate vehicle's GVM.

2.2 GVM re-rating based on OVM's Option

The change to the vehicle's GVM must replicate the OVM's optional GVM for that particular make, model and variant. All components, including suspension, transmission, engine, brakes, tyre and rims must be fitted same as those specified for that particular vehicle's alternate rated variant.

2.3 GVM re-rating based on SSM Approval

The re-rated GVM must be the same as the SSM approved vehicle. All upgraded components, including suspension, brakes, tyres and rims must be fitted and be identical to those specified on the SSM approved vehicle.

In addition to the physical modification replicating the SSM approval, all the administrative requirements specified under the SSM approval must also be met. These requirements may include, but are not limited to, the following:

- The vehicle's first Identification Plate Approval number must be identical to that mentioned in the SSM Approval.
- The SSM approval must be current.
- Written permission from the SSM approval holder must be evidenced before using the SSM design as the basis for LS11 certification.
- The SSM approval number must be recorded on the modification certificate.
- The written permission from the SSM approval holder must be retained by the certifying AP as evidence.

2.4 GVM re-rating by installation of an additional axle

If an additional axle is fitted to a vehicle (i.e. lazy axle or additional drive axle) the vehicle's GVM rating may be increased by a maximum of 10% above the OVM's GVM rating. However, if the additional axle is load sharing with the adjacent axle in the group, then the 10% limit may be exceeded. The fitment of an additional axle is permitted in Queensland under the LB2 modification code in conjunction with the LS11 code. Additional supporting evidence including brake testing and chassis strength analysis must be provided.

2.5 GVM re-rating outside of Manufacturer's Option

A re-rating of GVM is permitted under this code even if it is not an option by the OVM, provided the change is no more than 10% above the OVM rating. Though the upper limit is 10%, the actual increase permissible is limited by various factors including suitability of the chassis, drive-train, axles, suspension, brakes, steering, wheels and tyres.

3.0 Specific Requirements

When re-rating GVM under this code, the chassis, suspension, axles and drive train components must be used within the original manufacturer's rated capacities. Where a component manufacturer has published information stating that reduced ratings apply for safety reasons, the reduced rating must apply.

Typical modifications involved in re-rating a vehicle's GVM include:

- single axle to tandem axle configuration
- replacement engine, transmission, axle(s), suspension components, reinforced chassis frame and upgraded braking system or any combination of these

The following specific requirements must be met.

3.1 Chassis

A simplified way to look at the frame requirements for GVM re-rating, is to associate the bending strength of the chassis with the load carrying capacity (i.e. GVM).

Chassis modifications must be performed in accordance with section LH5 of VSB14. If the necessary information is not available in LH5 code, then the relevant sections of H code of the Heavy Vehicle Modification Code of Practice (VSB6) may be consulted, as appropriate.

When modifications such as fitting of additional or replacement axle(s) with higher load rating are carried out, the vehicle frame must be analysed to ensure that it has sufficient strength to support the re-rated GVM. For calculating chassis strength, VSB6 may be consulted.

3.2 Engine/Transmission

The GVM re-rating assigned must not exceed the engine and transmission manufacturer's recommendations, if any, or the limit set by vehicle manufacturer for a vehicle using the engine and transmission models being assessed. Where certification is by comparison with a manufacturer's reference vehicle, the engine and transmission fitted to the modified vehicle must be identical to those fitted by the manufacturer to the reference vehicle.

3.3 Axle Ratings

When loaded to the re-rated GVM, additional loads are placed on axles. Axle mass must not exceed the OVM's axle ratings, unless reinforced replacement axles are fitted.

Where certification is by comparison with a manufacturer's reference vehicle, the axle and suspension assemblies fitted to the modified vehicle must be identical to those fitted by the manufacturer to the reference vehicle.

If a component manufacturer has published instructions to reduce the rating of a component for safety reasons, the reduced rating must apply.

3.4 Tail Shaft

Changes associated with re-rated GVM may place additional load on vehicle's tail shaft. For example:

- changes to vehicle's ride height which may alter the tail shaft and pinion angles;
- alterations to a vehicle's wheelbase may result in change in tail shaft length;
- changes to engine and/or transmissions may impose increased torsional loading on the tail shaft.

The vehicle's tail shaft strength and its installation must be suitable at the vehicles re-rated GVM.

3.5 Suspension

When loaded to re-rated GVM, additional loads are placed on suspension. Vehicle suspension ratings must be adequate for the re-rated GVM plus it must be able to accommodate the axle loads resulting from the common and practical load distribution. Effects of changes in ride height must be carefully considered. For example, tyre and wheel envelope, jounce and rebound travel, hydraulic brake hose length, handling and roll stability.

3.6 Brakes

A vehicle's braking performance is directly affected by changes to its GVM. Therefore, the vehicle's braking system must be assessed to determine if the performance of the original system is adequate for the re-rated GVM or the braking system requires to be modified.

3.7 Steering

The entire steering system must be identical to that fitted by the vehicle manufacturer to the original or reference vehicle, as appropriate. If the steering system is modified or a new steering system is fitted it must be certified under the LS section of VSB14.

3.8 Tyres and Rims

The tyres and rims must be selected to comply with the requirements of the relevant ADR (ADR 24/… or ADR 42/04) at the re-rated GVM. The load carrying capacity of any tyre or rim must not be exceeded when the vehicle is loaded to the re-rated GVM and the load is distributed in a practical and uniform way.

The sum of the load carrying capacities of the tyres fitted must be at least equal to the re-rated GVM. The same applies to the load carrying capacities of the rims. Moreover the load capacity of the tyres (and rims) on each axle must be adequate to support the potential maximum mass on that axle.

If re-rated GVM and axle masses require different tyre and rim combination, an amending tyre placard must be fitted to indicate the revised tyre & rim specifications for the vehicle at the re-rated GVM. The revised tyre size and load rating must also appear on the modification plate and in the owner's handbook.

If different tyres & rims are specified, their size must be no more than necessary to support the increased axle masses. The effect of alternate tyres on speedometer/odometer accuracy must be considered. It must be ensured that, with the alternate tyres, vehicle's compliance to ESC requirements is not affected.

4.0 Owner's Handbook and Load Capacity Label

The vehicle operator must be adequately informed of the changes.

4.1 Owner's Handbook

To inform the vehicle operator about the vehicle's towing capacity and tyre & rim requirements, the vehicle's handbook must be updated. The update must provide specific details of the tyres, rims and the towing capacity. Of particular importance is any sliding reduction in towing capacity of the vehicle as it is loaded to its re-rated GVM and/or vertical load on tow ball (ball weight).

If the vehicles handbook is not available, this information must be provided in written form to the owner of the vehicle.

4.2 Load Capacity Label

Certain information must also be displayed on the Load Capacity Label as explained below.

The Load Capacity Label must follow the below format. It must be made of durable material and letter size and contrast should be similar to the tyre placard. Label must be fitted to the vehicle, as close as practicable, to the vehicle's tyre placard.

Load Capacity Label

Ratings Item	Rating Information
SSM Approval # (if applicable)[1]	
Re-rated GVM[2]	kg
GCM Rating by Original Vehicle Manufacturer (if available)[3]	kg
Maximum Towing Mass (Braked Trailer)[4]	kg
Front Axle Rating[5]	kg
Rear Axle/s Rating[6]	kg
For further information regarding towing capacity and operation please refer to the vehicle owner's handbook.	

Explanatory Notes

1. Applicable only if GVM change is based on SSM approval. If not applicable, indicate XXXX
2. Revised GVM rating certified under LS11
3. GCM rating, if published by the OVM in owner's handbook or on OVM website. If not published, indicate XXXX
4. Maximum towing mass (braked trailer) as shown in the relevant Road Vehicle Descriptor (RVD) published by RVCS.
5. Front axle rating as shown in RVD or published by the OVM in owner's handbook or on OVM website
6. Rear axle rating as shown in RVD or published by the OVM in owner's handbook or on OVM website

5.0 Limitations

Section 1.2 of this code provides information about which types of modifications are not permitted to be certified under LS11 code. In addition, the following limitations (sections 5.1 and 5.2) apply.

5.1 Electronic Stability Control

Modifications related to GVM re-rating may have direct effect on the performance of the Electronic Stability Control (ESC) system of the vehicle, if fitted. Hence ESC system must be revalidated to show that it performs satisfactorily on modified vehicles. However such revalidation is not required where the vehicle's GVM is being re-rated to the OVM's alternative specification or according to an SSM approval, such that the system's compliance has been demonstrated using other agreed methods.

5.2 Effect on towing capacity

The maximum towing mass (braked trailer) specified by the OVM or SSM must not be exceeded.

Where the OVM has specified GCM rating it must not be exceeded.

Where the OVM has not specified GCM rating, the tow vehicle may be loaded to its rated GVM (including any tow ball weight) and it may tow a trailer, the loaded mass of which, does not exceed

the maximum towing mass rating of that vehicle, provided the load rating of the towing equipment is not exceeded.

6.0 Additional Modifications and Changes to Vehicle Category

If additional modifications are made or the vehicle's category has changed due to the GVM re-rating, certification using the appropriate additional codes must be provided.

7.0 Use of LS11 code to provide design certification for GVM re-rating

LS11 code may now be used to provide design certification for GVM re-rating of a vehicle of a particular make/model/variant/chassis series. The design certification may be provided using any of the re-rating criteria discussed in Section 2.2 to 2.5 of this code.

The design certification must be comprehensive enough so a suitably qualified and accredited AP holding a relevant code is able to follow the instructions, inspect and certify a series of modified vehicles of that same make/model/variant/chassis series and generate the necessary evidence to show that the requirements of the LS11 design certification are met.

When LS11 code is used to provide design certification, the AP providing the design certification, may not inspect the modified vehicle(s) and is not required to fit LS11 modification plate on vehicle(s). Also the checklist completed as part of the LS11 design certification will not refer to any particular VIN.

The outputs of a design certification under LS11 code are (a) a comprehensive design package (b) a modification certificate and (c) a completed checklist. All of these outputs must be preserved as records of the LS11 design certification and must be made available, on request, for audit and enforcement purposes.

7.1 Design Package

This output must result in a set of documents that clearly and comprehensively address the following four requirements:

7.1.1 Scope of what is eligible

Design package must clearly identify which make/model/variant/chassis series it applies to. If its applicability is restricted to specific build years that also must be mentioned.

Since the certification under code is being provided on in-service vehicles, the condition of the vehicle is important when providing the certification. The design package must include instructions about what is to be inspected and the acceptance criteria to decide that the vehicle is in a safe and serviceable condition at the point of certification. Condition of the shock absorbers, suspension, frame, tow equipment and brakes are key areas to inspect. Absence of cracks, deformations, leaks and structural damage due to overloading, accidents or rust is also critical.

The design package must include a template checklist for use by the AP certifying the physical modification. The checklist will be completed by the AP who certifies the physical modification, to confirm that the vehicle was inspected and was found in safe and serviceable condition at the point of certification.

7.1.2 Evidence package

The design package must include all the test reports and engineering calculations that validate the re-rating, when modified as prescribed. Test reports must be from reputed test laboratories, have unique identification number and be signed and dated. All test reports must make unambiguous reference to the specific make/model/variants of the vehicle or component to which they apply. Also the test reports must contain the criteria or standard against which testing is performed and clear conclusion about pass or fail outcome according to the relevant criteria or standard.

Engineering calculations must be legible and must include assumptions, if any. They must be compiled under a unique identifier document that is dated and signed.

If any evidence is sourced from a third party, the evidence package must include a written permission from that party for use of its reports.

For reasons of commercial confidence or sensitivity, sometimes the LS11 certifier may choose not to include all the test reports in the design package to be supplied to the client. In such cases the design package must still include a full list of all the test reports and the calculation sheets (using their unique identifiers) and provide written assurance to the client that the full evidence package will be made available, on request, for audit and enforcement purposes.

7.1.3 Work instructions for modification

The design package must include clear and comprehensive work instructions on how to modify the vehicle, what parts to be used, the sequence of actions to be performed, precautions to be taken and what process controls to be applied.

The work instructions must include details of any (non-destructive) testing and inspections to be carried out to ensure that the modification standards are met.

The work instructions must be easy to understand, unambiguous and should include sufficient pictorials including photos and graphics.

The work instructions must include the contact details of the LS11 certifying AP if enquiries arise needing further clarification during the physical modification and/or its certification process.

7.1.4 Checklist for the modifier and the certifier

The design package must include template checklist(s) to be completed by the vehicle modifier and the certifier of the physical modification. These may be separate or one combined checklist. The checklist(s), when completed, should provide evidence that the modifier and the certifier of the physical modification have understood and followed the work instructions and the intent of the design package has been met. The LS11 certifying AP may ask for copies of completed checklists from the modifier and the certifier of physical modification as part of his/her own quality assurance or risk management practice. The completed checklist will be retained by the AP who certifies the physical modification.

Note that this checklist is different than any checklist that the certifier of the physical modification is required to complete as part his/her certification of the modification under the relevant code.

7.2 Certificate of Modification

The LS11 certifying AP must issue a certificate of modification to his client for the LS11 design certification provided. This is similar to any other certificate of modification, except that the certificate may not make reference to any specific modification plate number or VIN. Instead, it must refer to the basis of the design certification (for example, SSM approval number) and the unique identification number of the design package provided to the client.

7.3 Modification Checklist

The LS11 certifying AP must complete the checklist provided at the end of this code and must retain it as his/her records to show that the certification met the objectives of this code.

Checklist LS11

Gross Vehicle Mass Increase

CODE LS11

Form No: LS11
(Y=Yes, N=No, N/A= Not Applicable)

1	**Suspension**			
1.1	Is the vehicles suspension suitable for the increased GVM?	----	Y	N
2	**Chassis**			
2.1	Is the chassis suitable for the increased GVM?	----	Y	N
3	**Axles**			
3.1	Are the axle ratings suitable for the increased GVM?	----	Y	N
4	**Engine/Transmission**			
4.1	Is the engine/transmission suitable for the increased GVM?	----	Y	N
5	**Braking System**			
5.1	Has a brake test been carried out on the modified vehicle to ensure compliance with ADR 31/.. or 35/.., whichever is applicable? (applicable in all cases apart from upgrading to an SSM approval or original vehicle manufacturer's optional GVM)	N/A	Y	N
5.2	Is the vehicles brake system suitable for the increased GVM?	-----	Y	N
6	**Tyres and Rims**			
6.1	Does the Modification Plate record the correct tyre and rim sizes and load ratings for the modified vehicle?	-----	Y	N
6.2	If a revised tyre placard is required, has it been fitted to the vehicle and a copy attached to this checklist? Indicate Y if a revised tyre placard is NOT relevant.	----	Y	N
6.3	Do the tyres and rims fitted conform to the modification plate and the tyre placard?	----	Y	N
6.4	Are load ratings of the tyres and rims adequate for the vehicle's re-rated GVM and the potential axle masses?	----	Y	N
7	**Electronic Stability Control**			
7.1	Has the vehicles ESC system been tested to confirm that the system continues to meet the relevant ADR or manufacturer's specifications?	N/A	Y	N
8	**Load Capacity Label**			
8.1	Is the Load Capacity Label attached to the vehicle?	___	Y	N
8.2	Has the vehicle's handbook been amended and a copy of the relevant modified content attached to this checklist?	___	Y	N
9	**Manufacturer's Optional GVM (complete if applicable)**			

9.1	Does the re-rated GVM match an alternative option for the same make, model and variant produced by the vehicle manufacturer?	----	Y	N
9.2	Are all components relevant to the GVM re-rating (brake, engine, transmission, suspension, tyres and rims etc) identical to the original vehicle manufacturer's alternative specification?	-----	Y	N
10	**Second Stage of Manufacturer GVM (complete if applicable)**			
10.1	Has the SSM approval holder provided written approval to use that SSM design and a copy of the same attached to this checklist?	N/A	Y	N
10.2	Does the rerated GVM match that of the SSM approval?	N/A	Y	N
10.3	Are all components relevant to the GVM re-rating (brake, suspension, tyres and rims, etc) identical to the SSM design?	N/A	Y	N
11	**Fitment of an additional axle (complete if applicable)**			
11.1	If the vehicles GVM has been increase more than 10% is the additional axle load sharing?	N/A	Y	N
12	**Only if LS11 code is used to provide Design Certification (complete if applicable)**			
12.1	Is a comprehensive design package provided?	----	Y	N
12.2	Does the design package have a unique identification number?	----	Y	N
12.3	Does the design package clearly describe which make/model/variant/chassis series is covered?	----	Y	N
12.4	Does the design package include guidance on what to inspect to decide if the vehicle is in safe and serviceable condition for certification?	----	Y	N
12.5	Does the design package include a complete Evidence Package that forms the basis of this certification?	----	Y	N
12.6	Does the design package include comprehensive work instructions including work to be done, precautions to be taken, control of processes and tests to be conducted?	----	Y	N
12.7	Does the design package include a checklist for the modifier of the vehicle?	----	Y	N
12.8	Does the design package include a checklist for the certifier of the modified vehicle?	----	Y	N
12.9	Does the design package meet all the requirements of this code?	----	Y	N

Note: If the answer to any question is **N (No)** the design cannot be certified under LS11 code. If **N/A** does not already appear in the checklist then it cannot be used.

CERTIFICATION DETAILS																		
Make					**Model**					**Year(s) of Manufacture**								
VIN* (if applicable)																		
Chassis Number (If applicable)																		
Brief Description of Modification/s																		
Vehicle Modified By (if applicable)																		
Certificate Number																		
Vehicle/design Certified By (*Print*) Name																		
Signatory's Employer (If applicable)																		
Signatory's Signature										**Date**								

- Or Unique Design Package Number, if providing LS11 design certification.

Feedback on Draft Modification Code LS11

Your Details

Name	Organisation	Contact Phone	Contact Email Address

Code Details

Code Name	Title	Date Submitted
LS11	GVM Re-rating of light vehicles	

Your Specific Comments

Section #	Clause #	Your Comment

Your General Comments

Please use additional sheets, if required, for more feedback.

Modifications Leading to Re-rating of Gross Vehicle Mass of a Light Vehicle according to LS11 Design Certification

CODE LS15

1.0 Scope

The LS15 modification code allows Approved Persons (AP) to certify physical modifications leading to the re-rating of Gross Vehicle Mass (GVM) of a light vehicle (GVM 4500 kg or less) when those modifications are carried out in accordance with instructions in the relevant LS11 design certification. In addition to the requirements in this code, the AP providing LS15 certification must follow the instructions in the design package that came with the relevant LS11 design certification.

1.1 Certifications permitted under LS15 code

Light vehicle modifications of the following types may be certified under LS15 code:

- Re-rating of a light vehicle's GVM by modifying it according to the instructions in an LS11 design certification issued for the same/make/model/variant/chassis series.
- Re-rating of a light vehicle's GVM in accordance with a letter from the original vehicle manufacturer.

1.2 Certifications not permitted under LS15 code:

Light vehicle modifications of the following types must not be certified under LS15 code:

- Modifications other than those covered under Section 1.1 above.
- Re-rating of a vehicle which is outside the scope of the relevant LS11 design certification.
- Re-rating of a vehicle, the GVM of which, before modification, is greater than 4,500 kg.
- Re-rating of a vehicle, the GVM of which, after modification, will be greater than 4,500 kg.
- Re-rating of GVM by comparing with an alternative make/model of vehicle.
- Re-rating of GVM by comparing with another vehicle which has been previously re-rated using a modification code.
- Re-rating of GVM based on assessment of component specifications or component manufacturer's specifications only.
- Re-rating of GVM prior to first registration anywhere in Australia. In such cases seek a Second Stage of Manufacture (SSM) approval.

2.0 General Requirements

2.1 Typical Modifications

Typical physical modifications under LS15 may include replacement of axle(s), suspension or braking system with alternative components or reinforced chassis frame which collectively may permit a different rating.

2.2 Re-rating without Modifications

In some cases, rerating of GVM may involve no physical changes. For example, where a letter is issued by the original vehicle manufacturer clearly indicating that no changes are required for re-rating. Care must be taken when comparing vehicles/ their components, as some properties may not be obvious and evident. In these instances, evidence must be retained to demonstrate that the vehicle is identical to the manufacturer's letter.

2.3 Affected ADRs

The modified vehicle must continue to comply with the Australian Design Rules (ADRs) which are relevant to it. This includes ADRs which applied to it when it was originally constructed and the ADRs that apply to it after it is modified. If there is a conflict, the ADR requirement after modification takes priority.

2.4 Work Instructions from the LS11 Design Package

Modifications must be carried out according to the work instructions that are in the design package that came with the relevant LS11 design certification. Replacement parts must conform to the design package.

2.5 Testing and Inspection

Testing and inspection specified in the design package must be completed and the evidence of the same must be held by the LS15 certifier. This includes completing the checklist(s) that came with the LS11 design package.

3.0 Specific Requirements

When certifying the re-rated GVM under LS15, the chassis frame, suspension, axles and drive train components must be used within the original vehicle manufacturer's rated capacities. All instructions provided in the LS11 design package must be followed.

The following specific requirements must be met.

3.1 Tyres and Wheel Rims

The tyres and rims must be selected to comply with the requirements of the relevant ADR (ADR 24/… or ADR 42/04) at the re-rated GVM. The load carrying capacity of any tyre or rim must not be exceeded when the vehicle is loaded to the re-rated GVM and the load is distributed in a practical and uniform way.

The sum of the load carrying capacities of the tyres fitted must be at least equal to the GVM. The same applies to the load carrying capacities of the rims. Moreover the load capacity of the tyres (and rims) on each axle must be adequate to support the load imposed on that axle.

If rerated GVM requires different tyre and rim combination, an amending tyre placard must be fitted to indicate the revised tyre & rim specifications for the vehicle at the re-rated GVM. The revised tyre size and load rating must also appear on the modification plate and in the owner's handbook.

3.2 Chassis Frame

The chassis frame of the modified vehicle must be according to the LS11 design package or identical to the original vehicle manufacturer's alternate model/variant.

3.3 Brakes

The complete braking system must be as specified in the LS11 design package or identical to the vehicle manufacturer's specifications for the alternate model/variant.

3.4 Axles and Suspension

When loaded to the re-rated GVM, additional loads are placed on axles. Axle loads must not exceed the original vehicle manufacturer's axle ratings, unless reinforced replacement axles are fitted.

Where certification is by comparison with a manufacturer's reference vehicle, the axle and suspension assemblies fitted to the modified vehicle must be identical to those fitted by the manufacturer to the reference vehicle.

If a component manufacturer has published instructions to reduce the rating of a component for safety reasons, the reduced rating must apply.

3.5 Fabrication

All work must be performed in accordance with recognised engineering standards. Cutting, heating, welding or bending of components should be avoided by choosing unmodified production components wherever possible.

3.6 Vehicle Eligibility and In-service Condition

Before carrying out the modifications and certification under LS15 code, the vehicle details and the in-service condition of the vehicle must be checked, as specified in the LS11 design package, to ensure that the vehicle is eligible for re-rating and its condition is safe and suitable.

Step-1: Confirm that the vehicle make/model/variant/chassis series and build year is within the scope of the LS11 design certification.

Step-2: Inspect and confirm that the condition of the vehicle is safe and serviceable for re-rating. The instructions in the LS11 design package must be followed to ensure that the chassis frame, suspension, brakes and so on are in safe and serviceable condition for re-rating. Evidence of this inspection must be recorded in the checklist provided in the design package.

3.7 Manufacturer's Letter

If re-rating is based on the original vehicle manufacturer's letter, the manufacturer's letter must contain at least the following information:

- Vehicle manufacturer's details (i.e. manufacturer's letterhead with contact information).
- Make/model/variant of the vehicle.
- Vehicle Identification Number (VIN) of the particular vehicle being re-rated.
- Details of all physical changes required for re-rating (including the details of the specific upgrade parts to be fitted).
- Re-rated GVM.
- Signature and date by the delegate of the original vehicle manufacturer.

Checklist LS15
Re-rating of Gross Vehicles Mass of a Light Vehicle to LS11 Design Certification
CODE LS15

Form No: LS15
(Y=Yes, N=No)

1	**General**		
1.1	Have you received a copy of and understood: The LS11 design package with all the instructions to modify, test and re-rate vehicle of this make/model/variant/chassis series? LS11 Design Certification No. …… Date……. OR A letter from the original vehicle manufacturer for re-rating? Manufacturer's Letter Reference_____date_____ Note: If you do not have one of the above, you are unable to certify this vehicle.	Y	N
1.2	Are you accredited to certify the additional modification codes required by the LS11 design certification or the vehicle manufacturer's letter?	Y	N
2	**Chassis Frame**		
2.1	Does the chassis frame conform to the detail construction, section properties and cross-members of the LS11 design package or the original vehicle manufacturer's letter?	Y	N
2.2	Is the chassis frame structurally sound, free from deformation, cracks and rust perforation? Does it meet the inspection criteria mentioned in the LS11 design package?	Y	N
3	**Brake system**		
3.1	Is the vehicle's braking system as specified in the LS11 design package or the original vehicle manufacturer's letter?	Y	N
3.2	Is the braking system in serviceable condition, free from leaks, wear and fouling/stretching? Does it meet the inspection criteria mentioned in the LS11 design package?	Y	N
4	**Tyres and Rims**	Y	N
4.1	Does the Modification Plate record the correct tyre and rim sizes and load ratings for the modified vehicle?	Y	N
4.2	If a revised tyre placard is required, has it been fitted to the vehicle and a copy attached to this checklist?	Y	N
4.3	Do the tyres and rims fitted conform to the modification plate and the tyre placard?	Y	N
4.4	Are load ratings of the tyres and rims adequate for the vehicle's re-rated GVM and the potential axle masses?	Y	N
5	**Eligibility- Make/model/variant/chassis series**		
5.1	Does the vehicle meet the eligibility criteria as specified in the LS11 design certification?	Y	N
6	**Load Capacity Label**		

6.1	Is the Load Capacity Label attached to the vehicle?	Y	N
6.2	Has the vehicle's handbook been amended and a copy of the relevant modified content attached to this checklist?	Y	N
7	**Workmanship**		
7.1	Is the quality of the workmanship to a satisfactory standard?	Y	N
7.2	Are/Is the checklist(s) required in the LS11 design package completed?	Y	N
7.3	Are all the inspections and tests as required in the LS11 design package completed?	Y	N
7.4	Have you kept all supporting documents you used to certify this modification and photos of the modified vehicle for future audit?	Y	N

CERTIFICATION DETAILS					
Make		**Model**		**Year of Manufacture**	
VIN					
Chassis Number (If applicable)					
Brief Description of Modification/s					
Vehicle Modified By					
TMR In-Principle Approval Number					
Vehicle Certified By (*Print*)					
Signatory's Employer (If applicable)					
Signatory's Signature		**Date**			

Feedback on Draft Modification Code LS15

Your Details

Name	Organisation	Contact Phone	Contact Email Address

Code Details

Code Name	Title	Date Submitted
LS15	GVM Re-rating in accordance LS11 Design	

Your Specific Comments

Section #	Clause #	Your Comment

Your General Comments

Please use additional sheets, if required, for more feedback.

Kim M Kowatsch

Subject: Vehicle Lift Modifications to 4WD type vehicles in Queensland
Location: Ground Floor Conference Centre, 61 Mary Street, Brisbane

Start: Mon 24/09/2018 2:30 PM
End: Mon 24/09/2018 5:00 PM

Recurrence: (none)

Meeting Status: Meeting organizer

Organizer: Andrew W Mahon
Required Attendees:

Part Refuse Sch.4 Part 4 s.6 Personal information

use Sch.4 Part 4 s.6 Personal inf 'president@4wdqld.com.au';

Part Refuse Sch.4 Part 4 s.6 Personal information

Deann G Coleman; Part Refuse Sch.4 Part 4 s.6 Personal information

Part Refuse Sch.4 Part 4 s.6 Personal information

Required Attendees: Part Refuse Sch.4 Part 4 s.6 Personal information

Optional Attendees: Part Refuse Sch.4 Part 4 s.6 Personal information

Resources: 61 Mary - MG.01 Conference Room 1 (70) - VC

PLEASE NOTE THOSE SKYPING IN WE WILL BE HAVING AFTERNOON TEA FIRST THEN STARTING THE DISCUSSION ABOUT 2.50P.M – 3.00P.M.

Dear Stakeholder

The Department of Transport and Main Roads is currently reviewing the standards for vehicle lift modifications to 4WD type vehicles in Queensland.

As part of this process, we are inviting key relevant stakeholders, including industry associations, approved person engineers, major suspension modifiers and tyre suppliers to attend a consultation forum at the **Ground Floor Conference Room, 61 Mary Street, Brisbane** between from **2:30pm-5:00pm on Monday 24 September 2018**. We would very much welcome your attendance at this event.

The forum is designed to provide clarity on the current rules around vehicle lifts, where these rules can found, an explanation of the recent enforcement activity, some proposed changes being explored, and how the department and industry can work more productively together.

If you are able to attend in person, please RSVP by **midday of Friday 21 September 2018** with the number of attendees from your organisation for seating and catering purposes.

For people who are unable to attend the meeting in person, you may be interested in accessing the meeting via Skype online services through the attached link below.

.....

→ Join Skype Meeting

Trouble Joining? Try Skype Web App

Join by phone

+61730660600 (QLD TMR) English (Australia)

Find a local number

Conference ID: 7437816

Forgot your dial-in PIN? | Help

→ Don't use Skype for Business?

You can still join our Skype meeting from any video conferencing system.

Dial connect@video.tmr.qld.gov.au
and enter the **Conference ID** listed above.

Alternatively you can click the **'Try Skype Web App'** link above to join the conference from any web browser.

.....

If you have any enquiries prior to the forum, please email vehiclestandards@tmr.qld.gov.au and one of my staff will get back to you as soon as possible.

I look forward to seeing everyone at the forum.

Andrew Mahon
General Manager
Transport Regulation Branch | Customer Services, Safety& Regulation Division
Department of Transport and Main Roads

Floor 10 | 61 Mary Street | Brisbane Qld 4000
PO Box 673 | Fortitude Valley Qld 4006
(07) 3066 7512 | M: h.4 Part 4 s.6 Perso
andrew.w.mahon@tmr.qld.gov.au
www.tmr.qld.gov.au

Light vehicle lifts in Queensland

Industry and Stakeholder forum

24 September 2018

Queensland Government

About us

Transport Regulation Branch

Andrew Mahon General Manager (Transport Regulation)

Nigel Ellis Executive Director (Transport Access & Use)

Scott Notley A/Director (Standards and Accreditation)

Vehicle Standards - Adam Shaw, Anant Bellary, Peter Twining, Neil Todd, Shane Lonsdale, Peter Phillips

Agenda

Queensland Code of Practice: Vehicle Modifications (QCOP)

Current requirements under QCOP

“Operation Lift”

What changes are we proposing in Queensland

Electronic stability control (ESC) vehicle testing

What can industry do to help?

Queensland Code of Practice: Vehicle Modifications (QCOP)

QCOP contains the specifications for modifications that vary or add to the National Code of Practice (VSB14).

QCOP includes the Qld high lift modification codes

- LS9 – High lift design
- LS10 – High lift modification

Latest version is on TMR website at https://www.tmr.qld.gov.au

What lift rules currently apply in Queensland?

Vehicles without electronic stability control (ESC) system

1. Can be lifted up to 75mm (50mm suspension + 25mm tyres) without certification
2. Can be lifted up to 125mm* with LS9+LS10 certification
3. Needs ‘Lane Change’ testing

Vehicles with ESC system

1. Can be lifted up to 50mm (suspension only) without certification
2. Can be lifted up to 125mm* with LS9+LS10 certification
3. requires Lane Change & ESC testing

*(50mm Suspension/ 25mm tyres/ 50mm body blocks)

Penalties

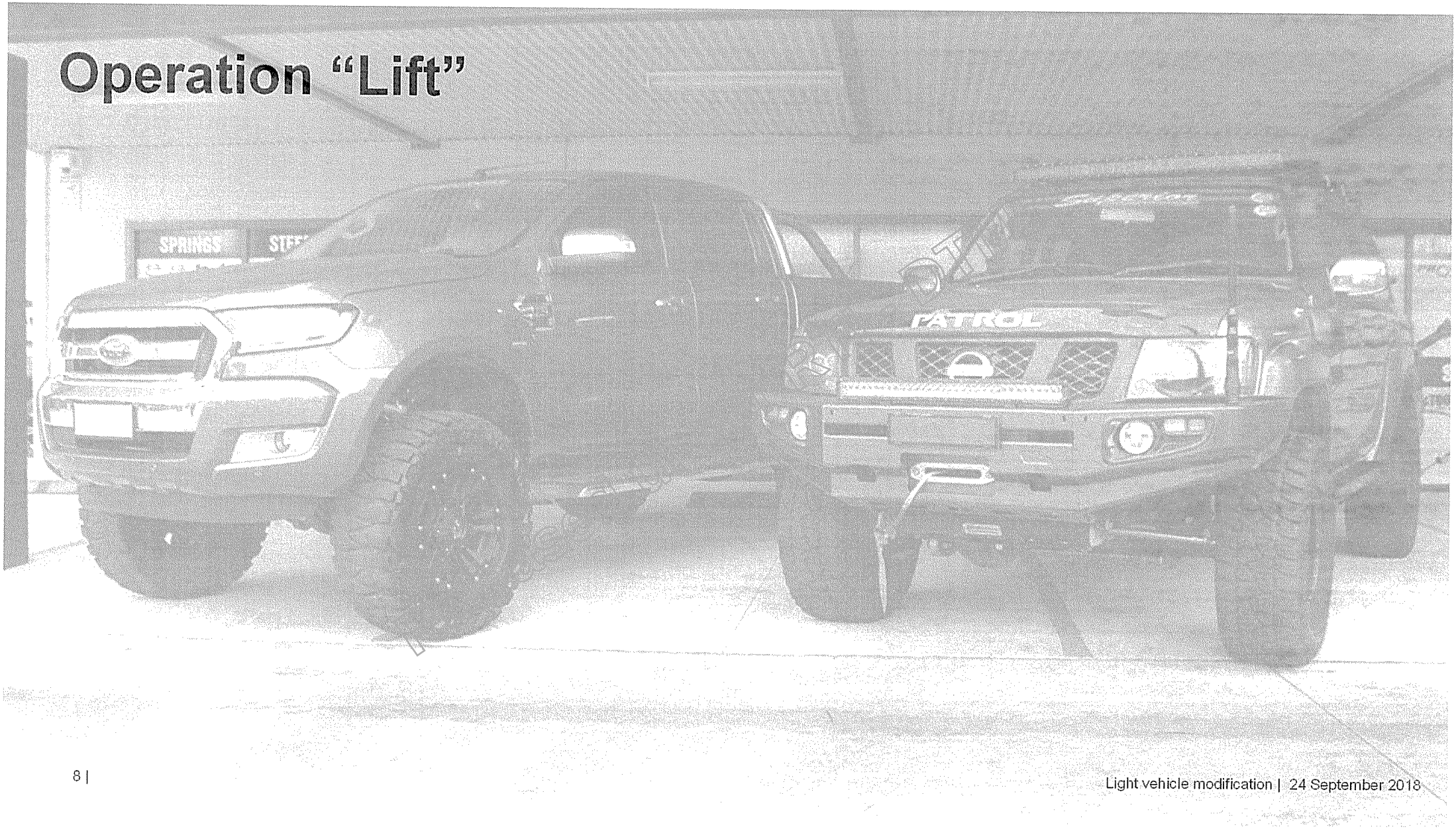
1. Driver – Must not drive or permit someone to drive a light vehicle that does not comply with vehicle standards

2. Owner - Must ensure a modified vehicle is not driven or parked on a road unless the modification has been approved by an authorised officer or approved person (when required)

3. Modifier – Must not modify a light vehicle in a way that may adversely affect it's safety, unless it is an approved modification, or the vehicle is not to be used on the road

4. Approved Persons - must not contravene an approved code of practice

Operation “Lift”



Proposed changes to LS9 and LS10

<u>With certification</u>

- Raise the maximum lift available to 150mm with certification. This will align with the National Code of Practice (NCOP), NSW and Victoria

<u>Without certification</u>

- Allow lifts up to 75mm (50mm suspension and/or 25mm tyres) without certification for both non-ESC and ESC vehicles which will align with NSW and Victoria

Handling dynamics and ESC testing

Handling dynamics and ESC testing

Handling dynamics

- Lane change test

ESC

- Letter from the vehicle manufacturer
- Re-calibrating ESC
- Australian Design Rule (ADR) test method

Alternatives?

What happens next?

TMR will finalise an updated LS9 and LS10 for release in October 2018

What can industry do to support the changes?

- Review the new codes when they are released next month.
- Understand what the changes mean for your business.
- Give expert advice and guidance to customers (even if not asked)!

If you have any questions about the codes

- Email Vehicle Standards at vehiclestandards@tmr.qld.gov.au, or
- Phone 132380 and ask for Vehicle Standards

Thank you and stay connected

	Twitter	@TMRQld
	Facebook	@TMRQld
	LinkedIn	Department of Transport and Main Roads
	Blog	blog.tmr.qld.gov.au

13 QGOV (13 74 68)
www.tmr.qld.gov.au | www.qld.gov.au

Queensland Government

Agenda

Queensland Automotive Working Group meeting

Date	6 June 2013	**Time**	9.30 am to 11.00 am
Place	Transport House Fortitude Valley		
Chair	Keith Watts		
Minute taker	Patricia Bailey		

Attendees

Sch.4 Part 4 s.6 Personal AAAA
Sch.4 Part 4 s.6 Personal –Carrolls Springs
4 Part 4 s.6 Per- QPS
ch.4 Part 4 s.6 Perso IAME
- ACMC
ch.4 Part 4 s.6 Perso ACMC
Sch.4 Part 4 s.6 Persona- MTAQ

Apologies		2 minutes
Introduction K Watts		10 minutes
Agenda item 1	How has the NCOP and QCOP rolled out … Public education?	10 minutes
Agenda item 2	Concern about misunderstanding of the NCOP and QCOP	10 minutes
Agenda item 3	Offer by AAAA to run information nights for Regulators and Police on Vehicle Modifications	10 minutes

Agenda item 4	Automated update advice for Industry on regulatory changes (i.e. recent LED lighting update).	10 minutes
Agenda item 5	Other items as raised.	40 minutes
Date of next meeting		2 minutes

Queensland Government

Minutes

Queensland Automotive Working Group meeting

Date	06 June 2013	**Time**	9:30am to 11:00am
Place	Transport House – Ground Floor – Fortitude Valley		
Chair	Keith Watts		
Minute taker	Trish Bailey		

Attendees		**Presence**
e Sch.4 Part 4 s.6 Personal	AAAA	Present
	Carrolls Spings	Present
	QPS	Present
	IAME	Present
	ACMC	Present
Sch.4 Part 4 s.6 Persona	ACMC	Present
	MTAQ	Present
	RACQ	Present
	TMR	Present

Approval of minutes from the last meeting

Minutes not presented.

Items arising from last minutes

Insert details of any items that arose from the last minutes. This is body text style.

Agenda i How has the NCOP and QCOP rolled out … Public Education?

Flyers will not be distributed regarding the NCOP as everything is electronic and on TMR website

People need to be educated about what the rules are. Promote safety and work together

Put together FAQ on TMR website to make things easier for people to reference

Agenda i Concern about misunderstanding of the NCOP and QCOP

Let TMR (Keith Watts) if you have any feedback regarding the NCOP as there are a few errors. TMR can put these forward to the Working Group and have these errors amended.

Agenda i Offer by AAA to run information nights for Regulators and Police on vehicle modifications

AAA wants to provide and run information evenings to help with road safety for modified vehicles in conjunction with TMR, QPS and Regulators.

Can everyone get in touch with Part 4 s.6 P(AAAA) with topics they would like to be heard at these information sessions? We would like these evenings to be positive. Keith to liaise.

Agenda i Automated update advice for Industry on regulatory changes (i.e. recent LED lighting update)

Technically possible but costs may be prohibitive. Vehicle Standards is working on improving information available on the internet.

Notification of changes may be available through AIS and AP notifications.

Other issues raised

Has TMR considered Slip Plate Testers? – TMR to explore Slip Plate Testers

Date of next meeting

The next meeting will take place on Thursday 5 September 2013 from 9:30am – 11:00am – Meeting Room TBC.

Queensland Government

Minutes

Queensland Automotive Working Group meeting

Date	05 December 2013	**Time**	9:00am to 10:30am
Place	Transport House – Ground Floor – Fortitude Valley		
Chair	Keith Watts		
Minute taker	Shane Lonsdale		

Attendees		**Presence**
	AAAA	Present
	Carrolls Spings	Apologies
Sch.4 Part 4 s.6 Personal	QPS	Present
	IAME	Present
	Australian NCOP Forum	Present
	ACMC	Apologies
	MTAQ	Present
	RACQ	Apologies
	TMR	Present
	ACMC	Present
Sch.4 Part 4 s.6 Personal	RACQ	Present
	Fulcrum Suspensions	Present
	TMR	Present
	TMR	Present

Approval of minutes from the last meeting

Minutes of the last meeting held on 5 September 2013 were amended then agreed as a true and accurate record of the meeting.

Items arising from last minutes

Topic 1 5 Gas Analysis

Discussion on 5 gas analyse testing and IM240 testing with regards to practical and reasonable vehicle emission testing across Queensland.

Topic 2 Use PlateTronic device for brake testing

Use of the PlateTronic brake testing equipment is already accepted in Queensland for use by Approved Inspection Station for Safety Certificate and COI inspections and should be discussed at the next NCOP Working Party meeting.

Topic 3 IM240 Emissions Testing

Discussed that Queensland can only accept IM240 testing when there are enough test facilities across the State.

Topic 4 NCOP

Discussion on need standardised NCOP from state to state and reasons why there are variations between states

Topic 5 Vehicle Standards Regulation changes

Inclusion of persons who sell used trailers as 'dealers'.

Amendment to clarify AIS procedures when signing of safety certificate books (pre-signing not allowed)

Privately registered light buses (under 4.5 tonnes) no longer need annual COIs, only safety certificate at the point of sale.

Lighting changes in the TORUMS to align with AVSRs

A change to noise testing procedures to meet the ADRs

Action: requested a copy of the brief summary of the TORUMS to be issued to the Working Group.

Topic 6 Vehicle Standards changes

AIS code of practice update

ICV changes to allow full approval by Approved Persons

Disability and Trainer Driver modification certification under the QCOP

Topic 7 AAAA training night

Ian Crang (QPS) is co-ordinating with TMR Inspectors and AAAA for information night late January early February.

Date of next meeting

The next meeting will take place on 3 April 2014, 9:00am – 11:00am – Meeting Room TBC.

Queensland Government

Agenda

QAWP meeting

Date	14 May 2014	**Time**	2:00pm – 3:30
Place	Transport House		
Chair	Keith Watts		
Minute taker	Patricia Bailey		

Attendees

	AAAA
ch.4 Part 4 s.6 Perso	QPS
	IAME
	stralian NCOP Forum
	ACMC
	MTAQ
	MTAQ
ch.4 Part 4 s.6 Perso	RACQ
	RACQ
	Fulcrum Suspensions
Michael Ross	TMR
Patricia Bailey	TMR
Peter Twining	TMR

Apologies		1 minutes
Approval of minutes from last meeting		2 minutes
Outstanding actions from last meeting		10 minutes
Agenda item 1	Recent new initiatives on Vehicle Standards web pages	10 minutes
Agenda item 2	Recent Vehicle Standard Bulletins etc	10 minutes

Agenda item 3	Planned Vehicle Standards initiatives eg ATM code	10 minutes
Agenda item 4	AIS Code of Practice changes	10 minutes
Agenda item 5	Current hot issues HID lamps, primary and secondary tread measurement etc	10 minutes
Agenda item 6	AAAA information night	10 minutes
Agenda item 7	Any carry over business from last meeting	5 minutes
Agenda item 8	Other business	10 minutes
Date of next meeting		2 minutes

Queensland Government

Minutes

Queensland Automotive Working Group meeting

Date	15 May 2014	**Time**	2:00pm to 3:30pm
Place	Transport House – Ground Floor – Fortitude Valley		
Chair	Keith Watts		
Minute taker	Trish Bailey		

Attendees		**Presence**
e Sch.4 Part 4 s.6 Personal i	MTAQ	Present
	AAAA	Present
	AAAA	Present
	AAAA	Present
	RACQ	Present
Anant Bellary	TMR	Present
Trish Bailey	TMR	Present
se Sch.4 Part 4 s.6 Personal in	IAME	Present
	AAAA	Present
	ACMC Qld	Present
Adam Shaw	TMR	Present
Peter Twining	TMR	Present
Sch.4 Part 4 s.6 Persona	MTAQ	Present
Keith Watts	TMR	Present
Michael Ross	TMR	Present

Apologies

Ian Crang	QPS	Apology
	NCOP Forum	Apology

Approval of minutes from the last meeting

Minutes presented.

Items arising from last minutes

Agenda Recent new initiatives on Vehicle Standards web pages

New web pages updated. The Minor Modification brochure and FAQs are now available on TMR website. We need to let the public know that these documents are now available.

Agenda Recent Vehicle Standard Bulletins etc

Recent Vehicle Standard Bulletins G19.0 Minor Modifications and G23.0 Purchasing a safe and compliant caravan or camper trailer have now been released on TMR website.

Agenda Planned Vehicle Standards initiatives eg ATM code

As of 1 June 2014, LO8 code for pre 1972 Imported Vehicle Safety Compliance will be updated. Other changes include Motorcycle seating with a new requirement to single or dual with no modification plate required.

Vehicle Standards ha a new additional code – ATM on light vehicles with GVM re-rating. Queensland also has a Type Approval Scheme.

Everyone will have to check the TMR website for information that new codes are coming. Aps will also need to check TMR website. There will be a Notification Page and Consultation Page. This this constantly be updated.

FAQs got a good response.

Agenda AIS Code of Practice Changes

AIS has been updated and will be released on TMR website on 1 June 2014. All Heavy Vehicle information has been taken out of our Code of Practice. The old Code of Practice of Heavy Vehicles will still be available. There have been no radical changes, they have just been bought up-to-date.

A question was asked if the AIS will be going on-line. This would benefit consumers. Will it be of importance to have AIS live on-line.

Agenda Current hot issues HID lamps, primary and secondary tread

art 4 s.6 from AAAA has said he would do some research and will re-educate people. LED lights seem to be more reliable. HID are not the best lamp. There is a new Guideline on Lights ….. ADRs talk about tyres, primary groves and secondary groves. There was an open discussion on safety of tyre and what is the limit.

Agenda AAAA Information Night

The information night is still going ahead and will let everyone know, when this will happen.

Agenda Any carry over business from last meeting

Part Refuse Sch.4 Part 4 s.6 Personal information will be taking over .4 Part 4 s.6 Pers role. Part Refuse Sch.4 Part 4 s.6 Personal information

Other issues raised

Sch.4 Part 4 s.6 Persona asked about the impact of the NCOP on grey imported vehicles as the car industry is ending in Australia.

All vehicles will still need to meet the Australian vehicle standards no matter where the vehicle is coming from.

Queensland Government

.

Date of next meeting

Next meeting TBA

Jessica L Nicholas

From: Jessica L Guinane
Sent: Friday, 15 March 2019 12:05 PM
To: Part Refuse Sch.4 Part 4 s.6 Personal information; Part Refuse Sch.4 Part 4 s.6 Personal information; president@4wdqld.com.au; Refuse Sch.4 Part 4 s.6 Personal inform
Cc: Daniel O Kaden; Nigel G Ellis; Scott G Notley; Shane F Lonsdale; Scott T Hall; Jessica L Guinane
Subject: Agenda for MOCC Meeting - Tuesday 19 March 2019
Attachments: MOCC_Agenda.pdf; Meeting minutes - 3 October 2018.pdf

Good Morning All

Please find attached the agenda for the Motoring Organisation and Car Club meeting schedule for Tuesday 19 March 2019.

I have also attached a copy of the minutes from the last meeting held on 03 October 2018 for your reference.

Jess Guinane
Policy Officer | Registration Policy
Land Transport Safety & Regulation Branch | Customer Services, Safety & Regulation | Department of Transport and Main Roads

Floor 10 | 61 Mary Street | Brisbane Qld 4000
GPO Box 1549 | Brisbane Qld 4001
(07) 3066 2212
jessica.l.guinane@tmr.qld.gov.au
www.tmr.qld.gov.au

Queensland Government

Agenda

Motoring Organisation and Car Club meeting

Date	Tuesday 19 March 2019	**Time**	1:30pm to 3:30pm
Place	Department of Transport and Main Roads Room 9.01 61 Mary Street Brisbane Qld 4000		
Chair	Nigel Ellis, Executive Director (Transport Access and Use)		
Minute taker	Jessica Guinane, Policy Officer (Registration Policy)		

Attendees

Sch.4 Part 4 s.6 Persona	Queensland Motorised Sports Council (QMSC)
	Australia confederation of Motor Clubs (Qld)
	MC Car Club
	Mustang Owners Club of Australia (Qld Inc.)
	Mustang Owners Club of Australia (Qld Inc.)
	Queensland Historic Motoring Council (QHMC)
	Queensland Historic Motoring Council (QHMC)
	Australian Street Rod Federation Inc. (ASRF)
	Historical Motor Cycle Club of Queensland (HMCCQ)
	Caravanning Queensland
	Four Wheel Drive Queensland
Daniel Kaden	Manager (Registration)
Scott Notley	Director (Vehicle Standards and Accreditation)
Scott Hall	Manager (Vehicle Standards)
Shane Lonsdale	Senior Policy Officer (Vehicle Standards)

Agenda item 1	Introduction and welcome	Nigel Ellis
Agenda item 2	Previous meeting summary • Confirmation of minutes • Summary of actions	Nigel Ellis
Agenda item 3	Impromptu Events	Daniel Kaden
Agenda item 4	Road Vehicle Standards Rule 2019 and impacts on the importation of Historic Vehicles	Vehicle Standards Rep
Agenda item 5	Submission – Road Use for Petrol Powered Bicycles	4 Part 4 s.6 Per
Agenda item 6	General business - SIV and Ride Share - Dating certificate and membership form	Nigel Ellis
Proposed date of next meeting		September 2019

Minutes

Motoring Organisation and Car Club (MOCC) meeting

Date	Wednesday 3 October 2018	**Time**	1pm to 3pm
Place	61 Mary Street, Brisbane Qld 4000		
Chair	Nigel Ellis, Executive Director (Transport Access and Use)		
Minute taker	Jessica Guinane, Policy Officer (Registration Policy)		

Attendees

Sch.4 Part 4 s.6 Personal	Queensland Motorised Sports Council (QMSC)
	MG Car Club
	Mustang Owners Club of Australia (Qld Inc.)
	Mustang Owners Club of Australia (Qld Inc.)
	Queensland Historic Motoring Council (QHMC)
	Queensland Historic Motoring Council (QHMC)
	Australian Street Rod Federation Inc. (ASRF)
	Historical Motor Cycle Club of Queensland (HMCCQ)
Daniel Kaden	Manager (Registration)
Shane Lonsdale	Senior Policy Officer (Vehicle Standards)
Brian Kearney	Office of State Revenue
Ian Goodwin	Office of State Revenue

Agenda item 1 Introduction and welcome — TMR - Nigel Ellis

Nigel Ellis welcomed the MOCC members to the October meeting and introduced Daniel Kaden and Shane Lonsdale from TMR and [redacted] from the Office of State Revenue.

Agenda item 2 Previous meeting summary — TMR - Nigel Ellis

- Confirmation of minutes and summary of actions

Minutes of the last meeting held on 13 March 2018 were agreed as a true and accurate record of the meeting.

Nigel Ellis read through the actions from the previous meeting. All action items were closed.

Agenda item 3 Luxury Vehicle Duty — OSR – Brian Kearney

[redacted] from the Office of State Revenue, spoke about changes to vehicle registration duty that commenced on 1 July 2018. The changes increased vehicle registration duty by $2 per $100 of dutiable value for vehicles with a dutiable value of more than $100,000. Brian advised the group that

this change delivers on an election commitment that included a package of revenue measures designed to help pay for the important services of government, without impacting most Queenslanders. Due to these changes, it is anticipated that the government will raise an additional $75.8 million in revenue between 2018-19 and 2020-21.

The group also briefly discussed the Luxury Car Tax (LCT). The LCT is a federal tax imposed on cars with a GST-inclusive value above the LCT threshold.

Agenda item 4 Alteration of Personalised Plates TMR - Nigel Ellis

Nigel Ellis spoke about the important role of official issued number plates. Number plates are an essential part of being able to accurately identify vehicles being used on Queensland roads and assist in enforcement of road rules, tolling and identifying vehicles that might have been involved in a traffic incident.

In Queensland, both standard and personalised plates are manufactured to very specific standards, which ensures that plates are visible in a range of situations and that they can be read by various detection cameras. The Department of Transport and Main Roads will either issue a specific standard plate or attach a personalised plate when a vehicle is registered, and the registered operator is required to physically fit that specific plate to the vehicle.

Recently, there has been an increase in situations where the standard or personalised plate have been modified or copied (also known as cloning plates), before being attached to the vehicle. While this may have been done for a range of reasons, copying or altering a registration plate is illegal and may result in the registered operator receiving a fine of more than $300.00. This applies even if the copied or altered plate show the same number and letter combination as the legitimately issued plate.

Nigel Ellis request for MOCC members to disseminate this message with their club members.

Action: MOCC members to disseminate information about coping or altering registration plates with their members.

Agenda item 5 New Lift Laws for 4WD Vehicles TMR - Shane Lonsdale

Shane Lonsdale briefly discussed the changes to vehicle lift modification laws announced last month by the Minister for Transport and Main Roads. The changes, which follow consultation with industry, will raise the maximum certifiable vehicle lift in Queensland from 125mm to 150mm. This will make Queensland consistent with the National Code of Practice and other states.

The Minister also announced that for vehicles with electronic stability control, vehicle owners will be able to raise their vehicle up to 75mm (incorporating a maximum 50mm suspension and/or 25mm tyre increase) without certification. These changes are in line with rules that apply in both NSW and Victoria and is more flexible than national model law, making it simpler and easier for everyone to understand their obligations.

The above stated vehicle lift changes will come into effect later in October 2018.

Agenda item 6 General Business All

Western Australia's Veteran or Vintage Vehicle Concession

4 Part 4 s.6 Per discussed the way WA Clubs handle single vehicle events. In WA, events should be advertised in club newsletter, magazine or website, however the use of a vehicle participating in an impromptu event involving one or more vehicles may be acceptable and must be recorded in the club's official 'Run Log'. Some clubs manage these impromptu events online, with members completing an online form which automatically updates the club's official run log.

Action: 4 Part 4 s.6 Per to provide an example to the group.

Proposed changes to Historic Vehicle Import Entitlements

4 Part 4 s.6 Per raised the proposed changes to Historic Vehicle Imports Entitlements, particularly the loss of the right to import medium and heavy goods vehicles (class NB and NC). Shane confirmed that these changes are being progressed as part of the reforms to the Commonwealth Motor Vehicle Standards Act. As this is a Federal Bill, issues regarding pathways for vehicle enthusiasts to import vehicles historic heavy vehicles should be raised with the Department of Infrastructure, Regional Development and Cities.

MOCC Membership

Nigel Ellis suggested inviting a representative from 4WD Queensland and Caravanning Queensland to future MOCC meeting. MOCC members agreed to this suggestion.

Action: TMR to extend invitation to future MOCC meetings to 4WD Queensland and Caravanning Queensland.

Incorporated Status of Clubs

The issue of membership of non-incorporated car clubs being used to enter the SIV Scheme was raised by the group. Currently, when applying for the Special Interest Vehicle Concession, evidence of current club membership with a Queensland incorporated vehicle club is required. However, the incorporated status of the club is not confirmed at the time of application.

This discussion prompted Colin Chapman to question the requirement for car clubs to be incorporated in Queensland, as the Australian Street Rod Federation Inc was originally incorporated in another state.

Action: TMR to investigate options available to confirm incorporated status of club before granting a concession.

Action: TMR to investigate the possibility of allowing clubs to be incorporated anywhere in Australia.

Proposed date of next meeting TBA

Shelley M Schmaling

From: Andrew W Mahon
Sent: Friday, 19 October 2018 11:56 AM
To: 4wdqld.com.au
Cc: transportandmainroads@ministerial.qld.gov.au; Neil Scales; shane.rose@4wdqld.com.au
Subject: RE: 4WD QLD Press Release 2018 - Modification Policy Position

Hi

Thank you for sending this through to me.

Andrew

Andrew Mahon
General Manager
Transport Regulation Branch | Customer Services, Safety & Regulation Division | Department of Transport and Main Roads

Floor 10 | 61 Mary Street | Brisbane Qld 4000
PO Box 673 | Fortitude Valley Qld 4006
(07) 3066 7512 | M: 4 Part 4 s.6 Pers
andrew.w.mahon@tmr.qld.gov.au
www.tmr.qld.gov.au

From: @4wdqld.com.au [mailto: @4wdqld.com.au]
Sent: Friday, 19 October 2018 11:30 AM
To: Andrew W Mahon <Andrew.W.Mahon@tmr.qld.gov.au>
Cc: transportandmainroads@ministerial.qld.gov.au; Neil Scales <Neil.Z.Scales@tmr.qld.gov.au>; 4wdqld.com.au
Subject: Fwd: 4WD QLD Press Release 2018 - Modification Policy Position

Hi Andrew,

As 4WD Queensland has not been involved in previous planning and review of the proposed LS9 and LS10 modification standards, we have drafted our own Policy Position Statement, based on the input / feedback from our clubs, members, and wider 4WD community.

We have also discussed these details with many Approved Persons, Engineers and AAAA, who have indicated they also share a different position than the current TMR draft LS9 and LS10 codes.

Kind regards,

Vehicle Standards & ICT Services

Four Wheel Drive Queensland
P.O. Box 174
Brisbane Markets, QLD, 4106

Email: 4wdqld.com.au
Mobile: 0434 947 917

Web: www.4wdqld.com.au
Facebook: www.facebook.com/4wdqld
Twitter: www.twitter.com/4wdqld

-------- Original Message --------
Subject: 4WD QLD Press Release 2018 - Modification Policy Position
Date: 2018-10-16 15:41
From: 4wdqld.com.au
To: transportandmainroads@ministerial.qld.gov.au, miller@parliament.qld.gov.au
Cc: Michael McCormack MP <minister.mccormack@infrastructure.gov.au>, Andrew Laming <andrew.laming.mp@aph.gov.au>, glass.house@parliament.qld.gov.au, kawana@parliament.qld.gov.au, nanango@parliament.qld.gov.au, clayfield@parliament.qld.gov.au, chatsworth@parliament.qld.gov.au, luke.howarth.mp@aph.gov.au, wdqld.com.au

Dear Hon Mark Bailey MP,

4WD Queensland has been working prior to the introduction of Queensland Code of Practice (QCOP) modification standards in 2012 to address the misalignment of vehicle legislation between states, and also regarding the introduction of Anti-Hooning laws in 2013, where unsuspecting motorists can be targeted with the Type 2 Illegal Modification offences, due to conflicting information from Department of Transport and Main Roads (TMR) website.

We inadvertently found out TMR were planning to release updates to QCOP LS9 and LS10 suspension codes, which were not practical for the wider 4WD community, however there was no prior engagement or discussions with 4WD Queensland to provide input or review.

As there is disparity between TMR's proposed LS9 and LS10 specifications and those required of the Queensland 4WD community, 4WD Queensland has prepared a Policy Position Statement on modifications, certification, and Type 2 Illegal Modification offences; attached.

Kind regards,

Vehicle Standards & ICT Services

Four Wheel Drive Queensland
P.O. Box 174
Brisbane Markets, QLD, 4106

Email: 4wdqld.com.au
Mobile: (

Web: www.4wdqld.com.au
Facebook: www.facebook.com/4wdqld
Twitter: www.twitter.com/4wdqld

Policy Position

Contact:
Phone: (07) 3277 6071
Email: pr@4wdqld.com.au

Status: Approved
Date: 16 October 2018

REFERENCE: 4WD Queensland's Policy Position on LS9 and LS10 Modification Codes

Introduction:
4WD Queensland has been working prior to the introduction of Queensland Code of Practice (QCOP) modification standards in 2012 to address the misalignment of vehicle legislation between states, and also regarding the introduction of Anti-Hooning laws in 2013, where unsuspecting motorists can be targeted with the Type 2 Illegal Modification offences, due to conflicting information from Department of Transport and Main Roads (TMR) website.

In Sep 2018, we inadvertently found out TMR were planning to release updates to QCOP LS9 and LS10 suspension codes, which were not practical for the wider 4WD community, however there was no prior engagement or discussions with 4WD Queensland to provide input or review.

Four wheel drivers need to be able to carry out modest modifications on standard vehicles, with no anticipated adverse impact on road safety, in order to:

- Improve ability to safely negotiate various types of terrain, in fair, and uncertain weather conditions;
- avoid becoming immobilised or stranded in remote areas; and
- minimise the need to undertake high energy / high risk recovery methods (e.g. snatch recovery), were people have died in recent incidents.

Recent action by the TMR and police in Queensland has highlighted the need for clear nationally consistent regulations relating to 4WD vehicle modifications.

In two recent community polls with several thousand respondents:

- 95% of respondents want a nationally based modification solution; and
- 94% of respondents want "Variable Lift Combinations", as opposed to the fixed 25mm / 75mm / 50mm limits currently proposed by TMR.

As there is disparity between TMR's proposed LS9 and LS10 specifications and those required of the wider Queensland 4WD community, the following represents 4WD Queensland's policy position on modifications, certification, and Type 2 Illegal Modification offences:

QCOP changes to LS9 and LS10 modification codes:

- 75mm (self-certified): Up to 25mm lift in tyres and 50mm lift in suspension for both Electronic Stability Control (ESC) and Non-ESC MC category (4WD) vehicles - does not require vehicle to undertake certification processes;
- 100mm (mechanically-certified): Up to 50mm lift in tyres and 50mm lift in suspension (or 25mm / 75mm respectively) for both ESC and Non-ESC MC category (4WD) vehicles - requires vehicle to be inspected and issued a certificate to validate steering / wheel alignment and suspension geometry are within mechanical specifications, and speedometer recalibration (if required);
- Introduction of "Variable Lift Combinations" allowing mixed limits as a certifiable option (50mm lift tyres & 75mm lift suspension = 125mm without body blocks) for ESC and Non-ESC vehicles, following appropriate test procedures;
- 150mm Plus lifts to be engineered / approved directly by Approved Persons and Auto Mechanical Engineers - similar to NSW's Vehicle Safety Compliance Certification Scheme (VSCCS), following appropriate test procedures;
- Abolishing QCOP legislation, and adopt NSW's Vehicle Safety Compliance Certification Scheme (VSCCS), allowing Approved Persons and Engineers undertaking vehicle modifications and appropriate certifications based on their mechanical and engineering skillsets; and
- Any legislation to be applied in Queensland to be first reviewed with 4WD Queensland as the peak body representing all state 4WD owners, together with other motoring bodies and industry working groups.

NOTE: All state and territory 4WD associations have unanimously agreed that NSW's VSCCS scheme should be adopted as the basis for a national modification framework. Aligning with NSW is our immediate short term option, rather than aligning with National Code of Practice (NCOP).

We expect all vehicle modification planning and implementation should comply with the following principles:

- **Safe**: All modifications for in-service road registered vehicles, must be safe and ensure vehicles undertake valid testing and certification they are not a danger to its occupants or other road users;
- **Practical**: All modification testing needs to be practical, i.e. mandating engine swap emission testing for a vehicle in Cairns, when there's only one test facility in Brisbane is impractical; and
- **Affordable**: All modification testing and certification processes should be affordable for every day motorists, otherwise people will bypass testing and certification if it is too expensive. i.e. destructive bulbar testing for individual, or low volume custom builds; this does not foster innovation or competition in smaller industry groups.

Training and community education:

TMR should develop a series of 4WD based training and communication videos under their "Drive to Survive Campaign"; these could include:

- **Beach driving**: tyre pressure adjustment, vehicle set up (appropriate range, gear, traction control off) and driving to conditions (e.g. slowing for washouts, undulating terrain); and
- **Steps for safe vehicle recovery**: Correct equipment, equipment inspection, anchor points, driver communication, safe standing distances.

NOTE: 4WD Queensland is a Registered Training Organisation (RTO) conducting basic and advanced 4WD training courses, and happy to provide any assistance in developing 4WD safety campaign videos for the Queensland Government.

Changes to "Police Powers and Responsibilities (Motor Vehicle Impoundment) and Other Legislation Amendment Bill 2013":

The "Type 2 - Illegal Modification Offence" is being misused to target motorists who are simply driving down the road, without displaying any anti-social / hooning behaviour, and may be unaware they potentially have illegal modifications.

Policy Position

Contact:
Phone: (07) 3277 6071
Email: pr@4wdqld.com.au

The Anti-Hooning laws were brought in to deal with anti-social driving behaviour, and many public submissions noted the "Illegal Modifications" should be reviewed due to this reason. Unfortunately, only QPS were allowed to brief the parliamentary "Legal Affairs and Community Safety Committee" (13 Feb 2013) in person, the general public were not allowed to provide briefings or ask questions of the committee or QPS during the proceedings. As per the misguidance on TMR's website, people have fitted larger tyres to ESC equipped vehicles, technically making them illegal and subject to Type 2 offences. This is a departmental issue which the Minister for Transport admits in parliament, however those motorists who were issued with Anti-Hooning offences should have them revoked. Additionally, TMR acknowledged in the recent industry forum that people who purchase second hand vehicles from used car yards or other private motorists, have no assurance that any modification fitted meets state requirements, despite having a valid roadworthy certificate for the vehicle's sale. TMR have no solution to address this.

Our guidance on the Type 2 - Illegal Modification Offence is to:

- Remove entirely and revert back to standard defect notifications which were suitable prior to the change in legislation; or
- Retain the Type 2 offence and ONLY allow them to be used if a more severe, Anti-Hooning offence occurs, which then triggers "Illegal Modifications" offence.

NOTE: 4WD Queensland recently contacted multiple Approved Persons and Auto Mechanical Engineers, who stated they fully support the introduction of "Variable Lift Combinations", and TMR held a (colloquially) "closed mindset" to fostering engineering experience from the Queensland aftermarket industry. We are of the opinion TMR are working towards their own agenda, as opposed to meeting industry and community expectations; this should be reviewed.

========== ENDS ==========

Policy Position

Contact:

Phone: (07) 3277 6071

Email: pr@4wdqld.com.au

Status: Approved

Date: 16 October 2018

ABOUT FOUR WHEEL DRIVE QUEENSLAND

4WD Queensland was formed in 1976 when members from various 4WD clubs across Queensland, got together in an effort to unite the voice of four wheel drivers in promoting recreational four wheel driving.

Although 4WD Queensland predominately seeks to promote the requirements and interests of our affiliated clubs and their members, as the peak 4WD motoring body in QLD, we also represent the interests of all 4WD owners and operators throughout the state, when common issues benefit or tarnish both the association and general 4WDing community

Shelley M Schmaling

From: Andrew W Mahon
Sent: Saturday, 6 October 2018 9:36 AM
To:)
Cc: '4WD Queensland '; Vehicle Standards; Scott G Notley; Nigel G Ellis; miller@parliament.qld.gov.au; clayfield@parliament.qld.gov.au; chatsworth@parliament.qld.gov.au; hervey.bay@parliament.qld.gov.au
Subject: RE: Proposed Changes to LS9/10 4WD Vehicle Modification Standards

Thanks for your latest email

Firstly, there are some points you raise that I need to clarify before I address your questions. As you know, one of the challenges we have is the differing interpretations of some of these issues and it's important that we clarify them for the benefit of your members and the industry/community in general.

You mention the laws in Victoria are the same as NSW in relation to maximum lift limits within the 150mm maximum allowance. We have spoken to our colleagues in NSW and Victoria on several occasions and reviewed their documented information and can confirm that they are not consistent when it comes to maximum limits. Victoria applies the rules under the National Code of Practice (VSB 14), which is the same as what TMR has proposed. The changes Queensland are making to the Queensland Code of Practice (QCOP), which are an increase on the current rules, will bring us into line with the rules that apply in Victoria and every other state , as well as the National Code of Practice in relation to maximum limits. Only NSW has a variation within the maximum limits, noting they still apply the same 150mm maximum limit. Further, the 75mm limit without certification will bring Queensland into line with NSW and Victoria, of note, other states do not afford this position. I would be more than happy to discuss this in person and show you the rules as applied in Victoria to confirm this position.

Queensland is intending to introduce the same internal limits that apply in VSB 14 (National Code of Practice) and all other states including Victoria (NSW is the only exception as I mentioned) on lifts up to 150mm. As I said at the forum, if you want to go above the limits specified in Queensland, TMR already provides this flexibility and will continue to do so, we will consider the evidence and testing provided and assess any application accordingly on a case by case basis. You can find the application process at the following link https://www.tmr.qld.gov.au/Safety/Vehicle-standards-and-modifications/Vehicle-modifications/Light-vehicle-modifications.
TMR is also working with key industry members and bodies to enable and encourage cheaper ESC testing, this work will be ongoing.

TMR investigated the Traffic Infringement Notice you provided us with the issuing police officer. While I cannot release personal information I can confirm the TIN was not issued for tyres (4mm oversize as you have mentioned in several forums). The TIN you provided TMR was a defect notice issued for illegal window tint. If the individual who received the TIN has concerns they should raise them direct with the Queensland Police. To reiterate my previous advice to yourselves and forum attendees, the recent operations by the Queensland Police have only targeted modifications well outside of the current rules or uncertified modifications, where safety is compromised.

In response to your further issues raised, as I advised in my previous email to you, at the forum TMR held there were varying views from different members within the industry about lift limits and how best to test lifted vehicles to ensure they remained safe for road use. TMR have taken that feedback on board. Since the forum myself and my team have received verbal and written input from numerous attendees, the majority of which were supportive of the proposed changes and appreciative of TMR for running such a large industry forum to clarify the issues for them. For privacy reasons, I cannot release the personal information to you for these people as you have requested. In any industry, and the Approved Person scheme is no different, there will be varying views and perspectives. TMR needs to take into account all of the views and engineering advice to ensure that the Queensland Code of Practice achieves safety outcomes while also allowing sensible outcomes for the community who wish to modify their vehicles.

Myself and my team have had this very discussion with the AAAA (on multiple occasions. As recently as Thursday, the AAAA was supportive of the changes being made and announced by the Minister, and also understood the reason for maximum limits to be set. Flexibility is provided in the proposed rules as I have mentioned above, but we also understand the importance of clear and concise rules to assist with compliance. The AAAA, your club, and multiple other stakeholders have asked us to ensure the rules are very clear and easy to understand, and that is what we are delivering. I agree that consistency in all states would resolve some of the issues that have been discussed which is why the proposed code changes to LS9/10 achieve consistency with the National Code of Practice, as well as taking into account the exceptions NSW and Victoria have afforded in relation to 75mm lifts without certification. My team will continue to promote that view in national meetings of the VSB 14 working group which may of course require some tightening of requirements in NSW if that is to be achieved given they have some exceptions to the National Code.

My advice to you in relation to registering interstate vehicles in Queensland has not changed. A vehicle that transfers registration into Queensland from another state must meet Queensland modification rules, even if they are different. If you can provide any details of Approved Person's in Queensland who are providing conflicting advice or illegally approving vehicles that do not meet the Queensland Code of Practice, my team will investigate and address the issue directly with them. When it comes to recognising interstate engineering certificates, TMR remains committed to ensuring that when first registered in Queensland, modified vehicles that may be modified under the rules that apply in another state are re-certified against the requirements in Queensland at the time. This then ensures an Approved Person authorised in this state certifies the vehicle and can be held accountable. It also means vehicle owners cannot cherry pick requirements that apply in the most 'lenient state', have their vehicle modified there and move to another state. We are confident the changes that we are making to the Queensland Code of Practice will remove almost all of the disparities that exist between Queensland and other states.

Again, I appreciate you taking the time to raise these issues and provide us with the opportunity to clarify our position. We have made changes to the draft code that was released in August to over 450 industry reps on the basis of your feedback, and others within the industry. My team and I will continue to consider all industry feedback, including from you and your club. As above if you want to meet again to discuss I will organise a time.

Thank you
Andrew

Andrew Mahon
General Manager
Transport Regulation Branch | Customer Services, Safety & Regulation Division | Department of Transport and Main Roads

Floor 10 | 61 Mary Street | Brisbane Qld 4000
PO Box 673 | Fortitude Valley Qld 4006
(07) 3066 7512 | M: 4 Part 4 s.6 Pers
andrew.w.mahon@tmr.qld.gov.au
www.tmr.qld.gov.au

From: Miles Brennan [mailto:miles.brennan@4wdqld.com.au]
Sent: Wednesday, 3 October 2018 11:49 PM
To: Andrew W Mahon <Andrew.W.Mahon@tmr.qld.gov.au>
Cc: 'Shane Rose' <shane.rose@4wdqld.com.au>; '4WD Queensland ' <admin@4wdqld.com.au>; Vehicle Standards <vehiclestandards@tmr.qld.gov.au>; Scott G Notley <Scott.G.Notley@tmr.qld.gov.au>; Nigel G Ellis <nigel.g.ellis@tmr.qld.gov.au>; miller@parliament.qld.gov.au; clayfield@parliament.qld.gov.au; chatsworth@parliament.qld.gov.au; hervey.bay@parliament.qld.gov.au
Subject: RE: Proposed Changes to LS9/10 4WD Vehicle Modification Standards

Hi Andrew,

During the recent TMR industry forum on 24 September 2018, 4WD Queensland specifically asked you about certifying "Variable Lift Combinations" for the LS9/10 codes as the majority of Queenslanders who own, and want to modify their 4WDs would prefer different lift options instead of the “fixed measurement” 25mm tyres, 75mm suspension, and 50mm body block (one size fits all) standards in the QCOP/NCOP... For example, approx. 50mm tyre lift and 75mm suspension lift, in lieu of body blocks. You responded, saying this would be one of the possible options TMR would consider. 4WD Queensland also advised you this was one of our key community points in our one-on-one meeting with TMR on 14 September, and that all state and territory 4WD associations have unanimously agreed on a nationally consistent approach to full harmonisation.

Whilst you responded below saying a number of participants raised different views / reservations about vehicles failing LT2 tests above 75mm, we have spent a large amount of time in the last week calling many Approved Persons and Engineers (many who attended the forum), and everyone we've spoken to regarding certifying variable lift combinations have all stated they fully welcome and support the opportunity, as this is also what their customers are seeking. Some of these certifiers also attended the forum, and remember your respond to our questions, so are now confused it’s not a possible option.

We have also spoken to, and can confirm you have misrepresented AAAA's position regarding the proposed LS9/10 limits and ESC testing; they are fully supportive of variable lift combinations and LT2 certification processes as used in NSW and VIC. Some certifiers we contacted also believed the Northern Territory option we presented for 25mm tyre lift and 75mm suspension lift being approved with a wheel alignment / geometry certification was also a practical solution.

In order to ensure a transparent process, can you please provide a contact list of all the certifiers who raised concerns about variable lift combinations. If this is unavailable, a full contact list of certifiers for LS9/10 will suffice.

Additionally, many Approved Persons / Engineers we spoke to said the TMR email titled "LS9 and LS10 review 2018 AS final" sent to them on 14 August, was worded colloquially as "these are the new standards", not "what does industry / community need"... i.e. they believed it was dictatorial in order to meet a pre-determined state, as opposed to engaging the industry on innovative technologies and consumer demand. Can you please provide some details on how the feedback of the industry stakeholders was gathered in order to meet the requirements of the Queensland motoring community, or was it meant to meet a single objective; the currently proposed LS9/10 codes? What feedback was sought from 4WD community organisations?

You mentioned in the forum that all the social media commentary regarding "Operation lift" and motorists being defected for a few millimetres over the limits was unfounded, yet I had to correct you and remind you about the Traffic Infringement Notice we provided (Q 100578750 8), were one of our members was defected for 4mm larger tyres. We provided you a copy of the TIN, and are unsatisfied you have fully investigated this issue... If QPS doesn't clearly document what's on the TIN, surely your department can contact them to follow this up? We find it unacceptable that TINs are issued to motorists without the full details of the defect, how can this be addressed / referred in legal proceedings if it doesn't accurately identify the offence and offer the motorist an opportunity for legal defence?

We have also been advised that TMR has been allowing some Approved Persons / Engineers to transfer NSW and VIC registered vehicles which are modified outside the guidelines of the QCOP, were they are not allowed to be certified under our current (more restrictive) standards. Can you please provide details on this process and what codes are being applied to these vehicles? We asked this question in our one-on-one meeting and again at the industry forum, you advised people transferring modified vehicles interstate would have to remove their NSW/VIC modifications and re-certify to QCOP standards. Can you advise why we're getting conflicting guidance between certifiers and TMR, or are some of these certifiers running rogue and doing their own thing? When will TMR accept engineering certificates from interstate certifiers using interstate engineering processes?

Many of our members are extremely disappointed the proposed Queensland lift codes still won't allow them to legally certify vehicle modifications which can be undertaken by NSW / VIC, as they have different certification programs outside VSB-14/NCOP. So, the new codes will not provide harmonisation as Minister Bailey purports, this is a misrepresentation of fact and discriminative between states.

Video evidence of modified 4WDs passing LT2 in NSW / VIC:

- NSW VSCCS - Landcruiser 80 with 4"coil 2"block on 35s
- https://www.youtube.com/watch?v=RnvtoTSdbvk

- VIC VASS - Current Model Jeep Wrangler LT2 Swerve Test on 37s and 3.5" Lift with ESC
- https://www.youtube.com/watch?v=8TJl4yqvrPE

We believe the good team from Superior Engineering, who were also at the forum, provided you with additional video footage of successful LT2 tests, so we don't understand why your department can't accept test evidence from other states.

Please understand 4WD Queensland are advocating for safe, practical and affordable vehicle certification processes. As we've been excluded from ALL previous TMR engagements, our follow up investigations lead us to believe TMR is not being fully consultative on behalf of Queensland 4WD owners, and we are getting a significant amount of conflicting feedback from industry representative associations, APs and engineers.

You mentioned there is the possibility of "TMR individually approved" modification beyond the LS9/10 150mm limits, can you advise what the selection / approval criteria for these lifts will be, and how do Queenslanders apply for these options?

Kind regards,

Vehicle Standards & ICT Services

Four Wheel Drive Queensland
P.O. Box 174
Brisbane Markets, QLD, 4106

Email: 4wdqld.com.au
Mobile: (

Web: www.4wdqld.com.au
Facebook: www.facebook.com/4wdqld
Twitter: www.twitter.com/4wdqld

From: Andrew W Mahon <Andrew.W.Mahon@tmr.qld.gov.au>
Sent: Wednesday, 26 September 2018 4:33 PM
To: M @4wdqld.com.au>
Cc: S 4wdqld.com.au>; Vehicle Standards <vehiclestandards@tmr.qld.gov.au>; Scott G Notley <Scott.G.Notley@tmr.qld.gov.au>; Nigel G Ellis <nigel.g.ellis@tmr.qld.gov.au>
Subject: RE: Proposed Changes to LS9/10

Thank for the update on your Facebook post Miles.

To clarify, the internal limits proposed (within the 150mm maximum) are in line with the National Code of Practice and we intend to use those. A large number of attendees including the AAAA have supported that position. The Minister's announcement last week noted that we are aligning to the NCOP with the exception of the 75mm for uncertified ESC vehicles (consistent with NSW and Victoria). Combinations outside of the limits can be considered on a case by case basis, similar to that of combinations above 150mm. But as pointed out at the meeting they will need to be engineered and tested, and then validated and approved by TMR. This option is currently available and will continue to be, but it is also rare and that was acknowledged by a number of participants on Monday.

The key elements we are looking to work towards with industry as discussed on Monday are in relation to ESC testing particularly, but also the quality of lane change testing. While I appreciate the position of '4wd Queensland', a number of participants from Monday have been in touch with us and raised very different views to yours including concerns about the quality and accuracy of ESC testing, suspension modifications above 75mm failing lane change testing, and have reservations about vehicle safety. So TMR will consider and balance all views to ensure that the LS9 and LS10 codes and any recommended ESC testing will be of a sufficient and high standard.

I will be emailing the entire group from Monday the outcomes of the meeting and issues that TMR are following up from points raised shortly.

Any questions please let me know.

Thanks
Andrew

Andrew Mahon
General Manager
Transport Regulation Branch | Customer Services, Safety & Regulation Division | Department of Transport and Main Roads

Floor 10 | 61 Mary Street | Brisbane Qld 4000
PO Box 673 | Fortitude Valley Qld 4006
(07) 3066 7512 | M: 4 Part 4 s.6 Per
andrew.w.mahon@tmr.qld.gov.au
www.tmr.qld.gov.au

From: @4wdqld.com.au]
Sent: Wednesday, 26 September 2018 3:36 PM
To: Andrew W Mahon <Andrew.W.Mahon@tmr.qld.gov.au>
Cc: 04wdqld.com.au>
Subject: Proposed Changes to LS9/10

Hi Andrew,

We summarised the main points which were discussed at Monday' industry meeting, and provided the following post to the wider 4WD community to give some feedback where changes may be expected.

https://www.facebook.com/4wdqld/photos/a.250618204992065/1781730581880812/?type=3

One of the queries we asked was using a certified mix / variable combination breakup of the 150mm (i.e. 100mm tyre diameter and 75mm suspension = 125mm total). We understood this was an area TMR was

willing to review with certification, and this has received very positive feedback from our members and the wider community, and provides better alignment of NSW's VSCCS 8% Increase.

One of our members emailed this query today, and was emailed back stating "There is no intention to increase the overall diameter in the new code over the current requirements".

Can you please advise if we have misunderstood TMRs intent to review variable combinations as a certified option under LS9/10, and if so, how do we table this item and others, as discussion points for further engagement and review.

Kind regards,

Sent from my iPhone

Shelley M Schmaling

From: Andrew W Mahon
Sent: Wednesday, 26 June 2019 2:00 PM
To: president@4wdqld.com.au; miles.brennan@4wdqld.com.au
Cc: Karleigh.Auguston@ministerial.qld.gov.au; Nigel G Ellis
Subject: Meeting Today - 4WD Qld

Hi

Thanks for your time today. I just wanted to confirm the actions I will take on and close out some items.

In relation to the your personal vehicle Miles, I can confirm that the department carried out the appropriate investigation of the AP involved and took actions against their accreditation. We have taken action on a number of AP's over the past 6 months who have not followed the requirements of the Approved Person accreditation. As mentioned, we also have education sessions coming up across Qld with our AP's over the July/August period to ensure they are clear on the rules. As I mentioned in the meeting, it is always the responsibility of the vehicle owner/operator to ensure that a vehicle is legal for use on the road. But equally, AP's must follow the rules and as above we have taken action where they have not.

In relation to interstate vehicles allegedly receiving PINS in Qld, as we have clarified a number of times, if there is an example of this happening, TMR will look into it and discuss with Police if ever an infringement is issued in error. Provided a vehicle is registered and modified legally in another state, it is legal to drive on Queensland roads when visiting Qld, regardless of the rules applied in another state. Equally, in respect of your comment that drivers received infringements for vehicles that were not legal prior to the October 2018, but were legal after the reforms, again, please provide any evidence of infringements to this and we will investigate. To date we have not received any infringements of either of the above scenarios, so I do implore 4WD Qld to help us promote accurate information on these issues, as it is not in anyone's interest to unnecessarily concern the majority of people who are doing the right thing.

In relation to the MOCC meeting, as discussed that meeting was previously focused on the Special Interest Vehicle Scheme, which is why in the past it wasn't the right forum for the issues you have raised, however we have now expanded the remit of that meeting group, changed the terms of reference, and have additional members including yourselves and other groups. This meeting can be technically focused and be a forum for discussion on key issues. And I thank Shane for attending the last meeting earlier this year.

I mentioned in the meeting, I will take away the following actions:

- Can you please send me the email you received for SA on requirements, and I will ensure we follow up with them and see what they are applying and whether it is different to Qld requirements. I do note that SA still has the maximum 50mm requirement for non-certified vehicles as a requirement.
- I will also again follow up with our interstate colleagues, particularly NSW. Victoria and SA, and confirm again what they require of their engineers in relation to ESC and component maximum lifts. One point I forgot to mention, as you would recall we do have the ability for approval of combinations outside the existing lift limitations. Some companies have been in discussions with us on that as well.
- I will follow up with my team on the USA standard/technology for Jeep ESC testing, and confirm with you a timeframe for consideration. If this is something that can be verified in the interests of national uniformity I would like to seek the views of our interstate colleagues as well.

Qld has also sought a specific meeting with our jurisdictional colleagues in other states to discuss NCOP issues of difference to continue to clarify what points of difference exist and seek alignment.

If I have missed anything please let me know.

Thanks
Andrew

Andrew Mahon
General Manager
Land Transport Safety & Regulation Branch
Department of Transport and Main Roads
Floor 10 | 61 Mary Street | Brisbane Qld 4000
PO Box 673 | Fortitude Valley Qld 4006
(07) 3066 7512 | M: 4 Part 4 s.6 Pers
andrew.w.mahon@tmr.qld.gov.au
www.tmr.qld.gov.au

Shelley M Schmaling

Subject:	Meeting with re Vehicle Modification Legislation in Qld (suspension lifts)
Location:	Floor 10, 61 Mary Street
Start:	Fri 14/09/2018 2:00 PM
End:	Fri 14/09/2018 3:00 PM
Recurrence:	(none)
Meeting Status:	Meeting organizer
Organizer:	Andrew W Mahon
Required Attendees:	@4wdqld.com.au; Adam Shaw; Scott G Notley; Steven.Patch@ministerial.qld.gov.au; Nigel G Ellis
Optional Attendees:	Anant Z Bellary
Resources:	61 Mary - M10.08 (12) - VC

Good morning

When you arrive at 61 Mary Street, can you please sign in at reception and then please call Kim on 3066 7290 and I will come and collect you and take you to the meeting room.

Thanks

Kim Kowatsch

Shelley M Schmaling

From: Andrew W Mahon
Sent: Wednesday, 26 September 2018 4:33 PM
To: [redacted]
Cc: [redacted]/ehicle Standards; Scott G Notley (Scott.G.Notley@tmr.qld.gov.au); Nigel G Ellis
Subject: RE: Proposed Changes to LS9/10

Thank for the update on your Facebook post

To clarify, the internal limits proposed (within the 150mm maximum) are in line with the National Code of Practice and we intend to use those. A large number of attendees including the AAAA have supported that position. The Minister's announcement last week noted that we are aligning to the NCOP with the exception of the 75mm for uncertified ESC vehicles (consistent with NSW and Victoria). Combinations outside of the limits can be considered on a case by case basis, similar to that of combinations above 150mm. But as pointed out at the meeting they will need to be engineered and tested, and then validated and approved by TMR. This option is currently available and will continue to be, but it is also rare and that was acknowledged by a number of participants on Monday.

The key elements we are looking to work towards with industry as discussed on Monday are in relation to ESC testing particularly, but also the quality of lane change testing. While I appreciate the position of '4wd Queensland', a number of participants from Monday have been in touch with us and raised very different views to yours including concerns about the quality and accuracy of ESC testing, suspension modifications above 75mm failing lane change testing, and have reservations about vehicle safety. So TMR will consider and balance all views to ensure that the LS9 and LS10 codes and any recommended ESC testing will be of a sufficient and high standard.

I will be emailing the entire group from Monday the outcomes of the meeting and issues that TMR are following up from points raised shortly.

Any questions please let me know.

Thanks
Andrew

Andrew Mahon
General Manager
Transport Regulation Branch | Customer Services, Safety & Regulation Division | Department of Transport and Main Roads

Floor 10 | 61 Mary Street | Brisbane Qld 4000
PO Box 673 | Fortitude Valley Qld 4006
(07) 3066 7512 | M: 4 Part 4 s.6 Per
andrew.w.mahon@tmr.qld.gov.au
www.tmr.qld.gov.au

From: Miles Brennan [mailto:miles.brennan@4wdqld.com.au]
Sent: Wednesday, 26 September 2018 3:36 PM
To: Andrew W Mahon <Andrew.W.Mahon@tmr.qld.gov.au>
Cc: Shane Rose <shane.rose@4wdqld.com.au>
Subject: Proposed Changes to LS9/10

Hi Andrew,

We summarised the main points which were discussed at Monday' industry meeting, and provided the following post to the wider 4WD community to give some feedback where changes may be expected.

https://www.facebook.com/4wdqld/photos/a.250618204992065/1781730581880812/?type=3

One of the queries we asked was using a certified mix / variable combination breakup of the 150mm (i.e. 100mm tyre diameter and 75mm suspension = 125mm total). We understood this was an area TMR was willing to review with certification, and this has received very positive feedback from our members and the wider community, and provides better alignment of NSW's VSCCS 8% Increase.

One of our members emailed this query today, and was emailed back stating "There is no intention to increase the overall diameter in the new code over the current requirements".

Can you please advise if we have misunderstood TMRs intent to review variable combinations as a certified option under LS9/10, and if so, how do we table this item and others, as discussion points for further engagement and review.

Kind regards,

Sent from my iPhone

Shelley M Schmaling

From: Andrew W Mahon
Sent: Thursday, 11 October 2018 11:57 AM
To: Andrew W Mahon
Cc: Vehicle Standards
Subject: Vehicle Lift Modifications to 4WDs in Queensland - Forum and Consultation

Good afternoon forum members and stakeholders,

The Department of Transport and Main Roads (TMR) appreciates the feedback, advice, discussions and collaboration in relation to the outcomes of our consultation and forum discussions, related to 4wd lift requirements. Over the past two months and particularly since the forum in the past two weeks we have received a large number of enquiries, questions, advice and information, from both an implementation and technical perspective. We have also worked with our counterparts in other states to determine if we can adopt any learnings from those jurisdictions to enable consistency, as discussed at the forum.

TMR is now finalising the documentation for the new Queensland Code of Practice LS9/10, which will be accompanied by an updated 'Vehicle Standard's Instruction', and hope to have you final versions of those in the very near future. We will also produce a one page fact sheet for you to provide customers should you get questions about the lift regulations once the new codes are in place.

We will continue to work with yourselves particularly given there is continual activity progressing on ESC testing. The Vehicle Standards Team appreciate the effort a number of companies and Approved Persons' have made, particularly the willingness to work with us more closely moving forward, and keep us informed of what is happening within the industry.

If you have any queries from the forum or in relation to vehicle modifications generally, the team in vehicle standards are only too happy to help. You can contact them at vehiclestandards@tmr.qld.gov.au or 13 23 80 and ask for vehicle standards.

Thank you
Andrew

Andrew Mahon
General Manager
Transport Regulation Branch | Customer Services, Safety & Regulation Division | Department of Transport and Main Roads

Floor 10 | 61 Mary Street | Brisbane Qld 4000
PO Box 673 | Fortitude Valley Qld 4006
(07) 3066 7512 | M: s.4 Part 4 s.6 Pers
andrew.w.mahon@tmr.qld.gov.au
www.tmr.qld.gov.au

From: Kim M Kowatsch
Sent: Wednesday, 26 September 2018 4:43 PM
Subject: Vehicle Lift Modification to 4WD in Queensland - Forum

Dear Forum members,

I would like to take this opportunity to thank everyone for taking time out from their busy schedules to attend the forum on Monday. It was great to see the number of people in attendance who share an interest in the subject of vehicle modifications, and vehicle lifts in particular. I would also like to apologise to those who missed part of the session due to some technical difficulties with the Skype option.

The event was certainly of benefit to my team who appreciated engaging with and listening to feedback from the industry, and I was pleased with the positive feedback I received from people I talked to after the forum. I am certainly keen for the Vehicle Standards Team to foster a closer working relationship with industry and the Approved Person network on all issues associated with vehicle standards, so we will continue these Forums on topics that are of interest and when we consult on reforms into the future.

There were some actions out of the forum that TMR will progress as a priority which I wanted to touch on as well. I also wanted to clarify a couple of topics that were also discussed:

- TMR will liaise with the Mount Cotton test facility to get a better understanding of capability and availability at the site (for vehicle testing) and if at all possible facilitate a better outcome for industry. I will make sure we let everyone know the outcome of those discussions.

- There was also some discussions around test masses (GVM or unladen) for lane change and ESC testing which I wanted to clarify. For the double lane change test, which was discussed, the test masses are documented in the LT2 lane change document on our website at the following link: https://www.tmr.qld.gov.au/-/media/Safety/Vehicle-standards-and-modifications/Vehicle-modifications/Light-vehicle-modifications/NCOP/21sectionlttestprocedures.pdf?la=en ESC test masses are documented in ADR88: https://www.legislation.gov.au/Details/F2017L01229/Explanatory%20Statement/Text

- TMR also committed to exploring options for ESC testing that may not have the same cost or practical difficulties as current requirements. I do not want to rush this exercise given the safety implications, but I have asked my team to explore options closely. The Vehicle Standards Team in TMR is following through with meetings with particular industry representative post the forum. I would also reiterate that a number of participants at the Forum on Monday expressed to TMR that they plan to invest in ESC testing equipment in the near future, and this may provide manufacturers and suppliers opportunity locally.

I have attached an electronic version of the Information Sheet that was handed out at the forum which summarises existing requirements in Queensland along with the intended new requirements that will come into effect next month. You will all receive a copy of the new LS9 and LS10 codes when they are released, this will occur in October 2018 as per our Minister's announcement last week, an exact date in October is yet to be finalised.

Once again, thanks to everyone for the time and sharing their experience with us on Monday. If you have any queries from the forum or in relation to vehicle modifications generally, the team in vehicle standards who you have now all met are only too happy to help. You can contact them at vehiclestandards@tmr.qld.gov.au or 13 23 80 and ask for vehicle standards.

Thank you
Andrew

Andrew Mahon
General Manager
Transport Regulation Branch | Customer Services, Safety& Regulation Division
Department of Transport and Main Roads

Floor 10 | 61 Mary Street | Brisbane Qld 4000
PO Box 673 | Fortitude Valley Qld 4006
(07) 3066 7512 | M s.4 Part 4 s.6 Pers
andrew.w.mahon@tmr.qld.gov.au
www.tmr.qld.gov.au

Nigel G Ellis

From: Kim M Kowatsch
Sent: Wednesday, 26 September 2018 4:43 PM
Subject: Vehicle Lift Modification to 4WD in Queensland - Forum
Attachments: 4WD forum information sheet.doc

Dear Forum members,

I would like to take this opportunity to thank everyone for taking time out from their busy schedules to attend the forum on Monday. It was great to see the number of people in attendance who share an interest in the subject of vehicle modifications, and vehicle lifts in particular. I would also like to apologise to those who missed part of the session due to some technical difficulties with the Skype option.

The event was certainly of benefit to my team who appreciated engaging with and listening to feedback from the industry, and I was pleased with the positive feedback I received from people I talked to after the forum. I am certainly keen for the Vehicle Standards Team to foster a closer working relationship with industry and the Approved Person network on all issues associated with vehicle standards, so we will continue these Forums on topics that are of interest and when we consult on reforms into the future.

There were some actions out of the forum that TMR will progress as a priority which I wanted to touch on as well. I also wanted to clarify a couple of topics that were also discussed:

- TMR will liaise with the Mount Cotton test facility to get a better understanding of capability and availability at the site (for vehicle testing) and if at all possible facilitate a better outcome for industry. I will make sure we let everyone know the outcome of those discussions.

- There was also some discussions around test masses (GVM or unladen) for lane change and ESC testing which I wanted to clarify. For the double lane change test, which was discussed, the test masses are documented in the LT2 lane change document on our website at the following link: https://www.tmr.qld.gov.au/-/media/Safety/Vehicle-standards-and-modifications/Vehicle-modifications/Light-vehicle-modifications/NCOP/21sectionlttestprocedures.pdf?la=en ESC test masses are documented in ADR88: https://www.legislation.gov.au/Details/F2017L01229/Explanatory%20Statement/Text

- TMR also committed to exploring options for ESC testing that may not have the same cost or practical difficulties as current requirements. I do not want to rush this exercise given the safety implications, but I have asked my team to explore options closely. The Vehicle Standards Team in TMR is following through with meetings with particular industry representative post the forum. I would also reiterate that a number of participants at the Forum on Monday expressed to TMR that they plan to invest in ESC testing equipment in the near future, and this may provide manufacturers and suppliers opportunity locally.

I have attached an electronic version of the Information Sheet that was handed out at the forum which summarises existing requirements in Queensland along with the intended new requirements that will come into effect next month. You will all receive a copy of the new LS9 and LS10 codes when they are released, this will occur in October 2018 as per our Minister's announcement last week, an exact date in October is yet to be finalised.

Once again, thanks to everyone for the time and sharing their experience with us on Monday. If you have any queries from the forum or in relation to vehicle modifications generally, the team in vehicle standards who you have now all met are only too happy to help. You can contact them at vehiclestandards@tmr.qld.gov.au or 13 23 80 and ask for vehicle standards.

Thank you
Andrew

Andrew Mahon
General Manager
Transport Regulation Branch | Customer Services, Safety& Regulation Division
Department of Transport and Main Roads

Floor 10 | 61 Mary Street | Brisbane Qld 4000
PO Box 673 | Fortitude Valley Qld 4006
(07) 3066 7512 | M: s.4 Part 4 s.6 Pers
andrew.w.mahon@tmr.qld.gov.au
www.tmr.qld.gov.au

Vehicle Standards

From: Vehicle Standards
Sent: Thursday, 25 October 2018 1:18 PM
Subject: Updated High Lift Rules in Queensland - LS9 & LS10 Codes
Attachments: Attachment 2 - VSI Minor Modifications G19.10 Oct 2018.pdf; Attachment 1 - LS9 and LS10 Modification Codes Oct 2018.pdf; Attachment 3 - Fact Sheet- Light Vehicle Lifts.pdf; Media Statement - New 4WD lift laws provide greater consistency.pdf

Dear Approved Persons,

As you are aware, the Department of Transport and Main Roads (TMR) initially started consulting on changes to the light vehicle lift modification requirements back in early August 2018. The consultation process included an industry forum on 24 September 2018 which was attended by almost 100 representatives from both industry, retail and 4WD enthusiast groups. AP engineers holding the LS9 code were invited to the forum and a large number attended.

All of the representatives who attended the forum have already received an email from Andrew Mahon, General Manager, Transport Regulation Branch, outlining the changes that have been made and to thank them for their participation in the process. This email provides similar and additional information to all our Approved Persons who hold either LS9 or LS10 modification.

I am pleased to advise that the Minister for Transport and Main Roads has today approved amended LS9 and LS10 codes under the Queensland Code of Practice (QCOP), that include updated rules governing lift requirements. I have attached the final version of the LS9 and LS10 codes (**Attachment 1**) which detail the requirements and now form part of the amended QCOP. I will also provide a quick summary of the major changes below. The new rules take effect from 26 October 2018. (Media Statement attached).

Under the changes, the maximum lift height has increased from 125mm to 150mm with certification. Consistent with rules that apply in the National Code of Practice (NCOP), maximum internal lift limits have also been set at 75mm suspension lift (an increase from 50mm), 25mm tyres and 50mm body blocks for a total of 150mm.

As has always been the case, TMR will continue to consider lifts above these limits on application directly to the department.

Vehicles with electronic stability control (ESC) can now also be lifted up to 75mm (50mm suspension + 25mm tyres) without certification. This is in line with rules that apply in New South Wales and Victoria, and exceed the requirements that apply in the NCOP. This means, regardless of whether a vehicles has ESC or not, the same rules apply for lifts up to 75mm.

I have also attached an updated version of the Vehicle Standards Instructions: Minor Modifications (**Attachment 2**) document which provides a brief outline of the rules specified in the QCOP. A simple Fact Sheet (**Attachment 3**) detailing the vehicle lift changes has also been prepared.

All documents will also be available on the TMR website from tomorrow.

Whilst the new codes are largely consistent with the NCOP and in some cases exceed the national standards, it remains important for all APs holding either the LS9 or LS10 modification codes to be aware of the changes to the QCOP and ensure that any vehicles that you certify are appropriately modified in accordance with the requirements in the codes.

For your information, section 13 of the Transport Operations (Road Use Management – Vehicle Standards and Safety) Regulation 2010 places specific responsibilities on you as APs certifying modifications. A breach of section 13 of the Regulation for example, may attract a Penalty Infringement Notice for $652 with a maximum penalty of over

$5,000 (40 penalty units) for more serious breaches. There could also be action taken against an Approved Person's accreditation.

At the forum, a number of AP engineers were interested in testing requirements for modified vehicles particularly in relation to vehicles with electronic stability control. TMR undertook to exploring alternatives to ESC testing. This work is ongoing and TMR is still considering options that were discussed which will include consultation with other jurisdictions. TMR is committed to consistency with other states and the NCOP as far as practical. I will keep you updated on the outcome of that work.

For your benefit, the following table details the testing requirements that are in place in the amended LS9 code. As an Approved Person with the appropriate codes, it is incumbent on you to ensure that any testing requirements detailed below are completed appropriately, and you are satisfied that there are no safety issues with the modified vehicle and all equipment on the vehicle continues to function satisfactorily.

Testing requirements for LS9 certification	Lane-change test	ESC test
Vehicles without ESC	LT2 Test Required	Not required
Vehicles with ESC	LT2 Test Required	Required. Any of the below methods are acceptable: 1. A letter from the original vehicle manu 2. A certified recalibration by the original (for example, Toyota or Bosch) 3. Combination of computer simulation a 4. ESC Test as specified in ADR 88/00 and 5. Any other form of evidence approved b

If you are unsure of the requirements or need clarification on any aspect of the new codes, please contact Vehicle Standards on 13 23 80 or by email at vehiclestandards@tmr.qld.gov.au

At the industry forum last month, TMR also gave an undertaking that it would explore locations where vehicle testing could be completed, and specifically Mt Cotton Training Centre. TMR has confirmed there are a variety of test locations in South East Queensland with different pricing structures. Those options include Queensland Raceway at Willowbank, Holden Driving Centre at Norwell, Lakeside at Kurwongbah and Morgan Park Raceway at Warwick. Mt Cotton Training Centre is also an option for vehicle testing and a member of the public would need to discuss their requirements with management at the site to ensure any concerns with the testing (noise issues for example) can be mitigated. Costs will understandably vary depending on location and length of time the facility is needed.

As with any regulatory changes, it is understandable that not everyone will agree with all aspects of the changes we have made. However, I believe the changes balance the needs of the four wheel driving community, the modifications industry, and road safety and wider community interests. However, I am sure you agree, it is an improvement over the previous rules, easier to understand and certainly more consistent with rules that apply around Australia.

Regards

Scott Notley
Vehicle Standards | Legislation and Standards
Transport Regulation Branch | Department of Transport and Main Roads
Floor 9 | 61 Mary Street Brisbane 4000
PO Box 673 | Fortitude Valley Qld 4006
P: 13 23 80
E: vehiclestandards@tmr.qld.gov.au
W: www.tmr.qld.gov.au

High Lift - Up to 150mm (Design Certification)
CODE LS9

Code LS9 applies to ADR category MC, NA and NB1vehicles.

1. Introduction

LS9 code provides modification standards for lifting vehicle ride height by changes to suspension, tyres or body blocks on light vehicles of categories MC (Off Road Passenger Vehicle), NA (Light Goods Vehicle with GVM up to 3,500 kg) and NB1 (Medium Goods Vehicle with GVM up to 4,500 kg).

Increase in ride height due to fitting of alternate tyre and rim that is permitted by the original vehicle manufacturer or otherwise permitted in the relevant Code of Practice without certification is deemed as a **minor modification** and does not require certification.

Increase in ride height (a) up to 50mm due to modified suspension or (b) up to 25mm due to larger tyre or (c) up to 75mm due to combination of (a) and (b) is deemed as a **basic modification** and does not require certification, provided the modification is carried out according to the guidelines in this code and meets the intent of this code. This applies to both vehicles with and without an Electronic Stability Control (ESC) system.

Note that fitting of tyres with larger diameter increases ride height by half that amount. For example, tyres with 50 mm larger diameter increase ride height by 25 mm.

Increase in ride height more than what is stated above and up to 150mm is deemed as a **significant modification** and requires certification according to this code.

Increase in ride height (a) above 75mm due to modified suspension or (b) above 25mm due to larger tyre or (c) above 50mm due to body blocks or (d) above 150mm due to any combination is deemed as an **extensive modification** and requires specific approval from the Department of Transport and Main Roads.

2. Scope

This code covers increase in ride height up to 150mm on vehicles of MC, NA and NB1 categories.

Modifications to vehicles with or without an ESC system resulting in a vehicle lift up to 75mm above the original manufacturer's specifications do not require certification, provided the lift is achieved by modified suspension (up to 50mm) and/or larger tyres (up to 25mm). Any lift from body blocks is not included. A person performing this type of modification is encouraged to use the relevant technical requirements of LS9 and LS10 codes as guidance, however no formal certification or lane change test is required.

Codes LS9 and LS10 require that the increase in lift from suspension, tyres and body blocks must not exceed 75mm, 25mm and 50mm respectively. The codes also require that the combined increase in lift must not exceed 150mm. Table LS9-1 further clarifies the above scope.

Table LS9-1

Vehicles with and without ESC

Certification	Suspension	Tyres	Body blocks	Total lift
Not required	up to 50mm	up to 25mm	0mm	up to 75mm
Required	up to 75mm	up to 25mm	up to 50mm	up to 150mm

Code LS9 provides for certification of designs that can be used by modifiers and other certifiers as guide to modify a vehicle and to certify a modified vehicle. Code LS10 provides for certification of physical modifications to a vehicle when carried out as specified in the relevant LS9 certification.

Lift modifications that are outside the scope of codes LS9 and LS10 as explained above, require specific approval from the department.

2.1 Designs covered by the Code LS9

The following is a summary of the designs allowed to be certified under Code LS9:

- Increase in ride height of vehicles of categories MC, NA and NB1.
- Design that results in the total vehicle height being raised by no more than 150mm.
- Design that results in the total vehicle height being raised by no more than 75mm by modified suspension.
- Design that results in the total vehicle height being raised by no more than 25mm by larger tyres.
- Design that results in the total vehicle height being raised by no more than 50mm by body blocks.
- Design of front suspension modifications using different struts or uprights;
- Design of independent rear suspension modifications using different struts, trailing arms or uprights;
- Design of a conversion using a complete suspension assembly from a different vehicle model;
- Design of a complete rear suspension assembly using components from different vehicle model(s); and
- Alternative wheel and tyre specifications for vehicles with modified axles or suspension.

2.2 Designs not covered by Code LS9

Note that vehicle lift designs that do not exceed 75mm above the original manufacturer's specifications, and are achieved only from a lift up to 50mm from modified suspension and/or lift up to 25mm from larger tyres and rims do not require certification.

The following is a summary of the designs NOT allowed to be certified under Code LS9:

- For all lift designs that require certification, if a vehicle is equipped with electronic stability control (ESC) system and the lift has not been approved by the vehicle

manufacturer or proven through testing;

- Certification of the actual physical modification on a particular vehicle (this is covered by code LS10);
- Design of modifications that increase the ride height by (a) more than 75mm from suspension or (b) more than 25mm from tyres or (c) more than 50mm from body blocks or (d) more than 150mm combined from the original manufactured height;
- Design for modifications that raise the vehicle ride height more than 50mm from the original as-manufactured height on vehicles that have had the wheel track reduced from the as-manufactured width.

3. Compliance with applicable vehicle standards

Modified vehicles must continue to comply with the Australian Design Rules (ADRs) to which they were originally constructed, except as allowed for in the *Transport Operations (Road Use Management—Vehicle Standards and Safety) Regulation 2010* (the regulation). These modified vehicles must also comply with the applicable in-service requirements of the regulation. This is not an exhaustive list and other modifications may also affect ADR compliance.

Modified pre-ADR vehicles must continue to comply with the regulation.

Outlined below in Table LS9-2 are areas of the vehicle that may be affected by the modifications and that may require re-certification, testing and/or data to show compliance for the modified vehicle.

Table LS9-2 Summary of items that, if modified, may detrimentally affect compliance with applicable ADRs

DETAIL	REQUIREMENTS
Installation of Lighting	ADR 13/..
Braking System	ADR 7, 7/.., 31, 31/.., 35x, 35/..
Speedometer	ADR 18x, 18/..
Tyre Speed Rating	ADR 24x, 24/..
Ground Clearance	ADR 43/..

To determine the ADRs that apply to the vehicle in question, refer to the applicability tables in Section LO of the National Code of Practice: Light Vehicle Construction and Modification (NCOP). Vehicles manufactured on or after 1 January 1969 and prior to 1 July 1988 need to comply with the Second Edition ADRs whilst vehicles manufactured after 1 July 1988 need to comply with the Third Edition ADRs. Section LO has separate applicability tables for each edition.

Alternatively, ADR applicability tables for individual vehicle categories may be referenced on the Department of Infrastructure and Transport *RVCS* website at the following address and under the section titled *ADR Applicability Tables*:

http://rvcs.dotars.gov.au/

The ADRs apply according to the vehicle's category and date of manufacture. It is the responsibility of the signatory to refer to the appropriate ADR applicable to the vehicle.

4. Specific Requirements

4.1 Vehicle lifts up to 150mm

The following requirements must be met for all vehicle lift modifications that do not exceed 150mm and require certification. Where a modification involves a change to the suspension system *design*, the basic functional requirements for suspension modifications/conversions are provided as a guide to suitably qualified and experienced signatories when designing or certifying such modifications or conversions.

The design should also comply with the general guidelines contained in sub-section 2 *General Requirements*, *Specific Requirements* in Code LS3 *Front Suspension and Steering Conversion – Design* and *Specific Requirements* in Code LS5 *Rear Suspension Modification – Design,* in the NCOP.

Each design should be fully documented, with drawings, calculations, procedural details, test results, wheel alignment specifications and any other data necessary to fully describe the vehicle modifications and should have a unique design number. The design document should contain:

- Details of all drawings needed to fully describe the full extent of the modification;
- Details of any special modification techniques, procedures or adjustments; and
- Details of any testing of components and performance (e.g. bump steer plots) with related acceptance criteria.

4.2 Suspension Modifications

The available suspension travel in either direction must remain at least equivalent to two thirds of that originally available prior to modifying the system.

The available suspension rebound following the addition of increased length coil springs and longer travel shock absorbers must be at least equivalent to two thirds of the original rebound travel.

The rebound must be limited by either the shock absorber maximum travel (providing the component is designed for this type of loading), the technique used by the original manufacturer's design or by the addition of adequately sized straps.

At full rebound the coil springs must still be securely attached to the vehicle by not having reached their free length.

All linkages and brake lines etc. must be adequately designed for the increased movement.

The increase in vehicle ride height due to suspension modifications must not exceed 75mm.

4.3 Body Blocks

Body blocks between the vehicle body and the chassis must comply with the following:

- The material must be of similar strength and durability as the original components;

- All assemblies and piping that spans between the body and the chassis must be suitable for the increased distance; and
- The increase in vehicle ride height due to body blocks must not exceed 50mm.

4.4 Wheels and Tyres

The overall tyre diameter can be increased up to 50mm for vehicles of category MC, NA and NB1. This will increase the ride height up to 25 mm.

Tyres fitted to such vehicles (category MC, NA, NB1) must not be more than 50% wider than the vehicle manufacturer's widest optional tyre.

The rim width must match the recommendations for the tyre fitted.

The tables of original tyres with the maximum allowable tyre and rim sizes in Clause 4.2 *Non-Standard Tyres and Rims* in the NCOP are applicable.

The wheel track of MC, NA, NB1 category vehicles must not be increased by more than 50mm beyond the maximum specified by the vehicle manufacturer for the particular model.

The wheels must be contained within the bodywork or mudguards (including flares) when the wheels are in the straight-ahead position. Adequate clearance must be available between the tyres and the vehicle bodywork.

Speedometer accuracy must be maintained for the selected tyre and rim combination to within the degree of accuracy specified in the applicable ADR 18/…

4.5 Brakes

Modifications to any of the brake circuitry should meet the requirements of Section LG *Brakes* in the NCOP.

The braking performance of the vehicle should also meet the requirements of Section LG *Brakes* in the NCOP.

4.6 Vehicle Dynamics

These modifications, where the height of the centre of mass (centre of gravity) of an existing vehicle is increased, can have a significant influence on the handling/rollover characteristics of the modified vehicle. The height to which a particular vehicle can be safely raised is limited by the ability of that vehicle to safely negotiate conditions encountered in normal highway driving and under emergency situations. Vehicles certified under LS9 and LS10 must fully comply with the *Lane Change Test* as outlined in Section LT *Test Procedures* (Code LT2) in the NCOP.

While Code LS9 allows for an overall vehicle height increase of 150mm maximum, it is conditional upon the vehicle's ability to safely negotiate the lane change test as mentioned above.

4.7 ESC Testing

In case of vehicles fitted with an ESC system, the ESC system must continue to perform as intended and must continue to comply with the ESC related standards, as applicable before the modification. Appropriate evidence of such continued compliance must be obtained and retained by the certifier. Apart from the ADR testing for ESC compliance

by a test facility that is approved by the National Association of Testing Authorities (NATA) or similar, the following other forms of alternative evidence may be accepted:

(a) Vehicle manufacturer's approval letter or,
(b) Recalibration of the ESC system by the original vehicle/system manufacturer (or authorised representative) or,
(c) Combination of computer simulation and diagnostic testing by a recognised test authority or,
(d) Any other form of evidence approved by the department.

4.8 Vehicle Lighting

The headlights must comply with the ADR requirements with respect to position and illumination pattern. For vehicles complying with ADR 13/00 the top of the headlamp lens must not be greater than 1200mm from the ground when measured on a level surface.

4.9 Wheel guards (Mudguards)

After all modifications are completed the wheel guards (mudguards) must continue to comply with the requirements of applicable ADR 42/…

5.0 Components

Both general and specific requirements specified in any codes of the LS section of the NCOP that are applicable to individual steering and suspension components continue to apply. Important items such as spline engagement, operating angles of drive shaft joints and in the case of CV joints, the range of axial movement, must remain within design limits for the full range of suspension travel. Also other components such as gear levers, brake hoses etc. may need to be extended depending on the nature of the lift.

Steering linkages must continue to operate efficiently and sufficient spline contact surface must be retained for the full range of suspension travel to ensure the safe operation of the vehicle.

Otherwise an appropriate steering shaft extension must be used.

Following the completion of modifications the vehicle attitude must remain as per original specifications – i.e. the original relationship between the front and rear suspension heights must not be changed and therefore the front and rear suspensions must be both raised by a proportionate amount.

Checklist LS9

High Lift – Up to 150mm (Design Certification)

CODE LS9

Form No: LS9
(N/A=Not Applicable, Y=Yes, N=No)

Modification Certificate Number :				
1	**Suspension Modifications**			
1.1	**Front Suspension and Steering**			
	Do the front suspension system modifications comply with all of the relevant requirements of Code LS3 in the NCOP?	N/A	Y	N
1.2	**Rear Suspension**			
	Do the rear suspension system modifications comply with all of the relevant requirements of Code LS5 in the NCOP?	N/A	Y	N
1.3	**Suspension travel**			
	Is the designed suspension travel at least two thirds of the original in all directions?	N/A	Y	N
	Has adequate rebound limiting been provided?	N/A	Y	N
	At full rebound do the coil springs remain securely attached to the vehicle by not having reached their free length?	N/A	Y	N
	Have all linkages and brake lines been designed to accommodate the increased suspension travel?	N/A	Y	N
2	**Body Blocks**			
2.1	**Mounting**			
	Are the replacement body blocks suitably designed to carry the load as per the vehicle's GVM?	N/A	Y	N
	When fitted, will the blocks lift the body no more than 50mm?	N/A	Y	N
2.2	**Design**			
	Are all assemblies spanning the body and chassis suitably designed to allow for the increased distance?	N/A	Y	N
	Are the body lift blocks suitably braced to the chassis or bodywork so as to prevent excess bending loads being placed on components?	N/A	Y	N

3	**Wheels and Tyres**			
3.1	**Tyres and Rims**			
	Are all selected tyres and rims in accordance with Section LS of the NCOP?	N/A	Y	N
	Is the increase in overall tyre diameter less than 50mm for MC, NA and NB1 category vehicles?	N/A	Y	N
3.2	**Speedometer**			
	Has the speedometer calibration been taken into account and adjusted as necessary?	N/A	Y	N
4	**Vehicle Dynamics**			
4.1	**Lane Change Test**			
	Has a vehicle undergone and passed a Lane Change Test as required by Code LT2 in the NCOP?	N/A	Y	N
	Was the driver satisfied that the vehicle was safe to drive?	N/A	Y	N
5	**ESC Testing**			
5.1	If the vehicle is fitted with an ESC system, is the modified vehicle assessed for continued compliance with ESC performance?	N/A	Y	N
5.2	Is the appropriate evidence of the continued compliance of the ESC system obtained and retained?	N/A	Y	N
6	**High Lift**			
6.1	**Maximum Increase in Vehicle Height**			
	Is the design total increase in vehicle height less than 150mm?		Y	N
	Is the top of the dipped beam headlight height less than 1200mm?		Y	N
	Does the dipped beam headlight pattern and position comply?		Y	N
6.2	Do the wheel guards (mudguards) continue to comply with the applicable ADR 42/...?		Y	N
7	**Brakes**			
7.1	Do the brake modifications comply with Section LG in the NCOP?	N/A	Y	N
7.2	Do the brakes meet the Section LG performance requirements in the NCOP?	N/A	Y	N
8	**Fasteners**			
8.1	Are high tensile bolts specified for all new critical mountings?		Y	N

8.2	Are self-locking nuts specified for all new critical mountings?		Y	N
8.3	Do all fasteners specified comply with the applicable requirements of Section LZ Appendices - Appendix A Fasteners in the NCOP?		Y	N
9	**Design**			
9.1	Does the design of the modification comply with all of the requirements outlined in Code LS9?		Y	N
9.2	Has all work, including welding, that has been specified in the certification of the LS9 design, been determined in accordance with recognised engineering standards and the relevant Appendices of Section LZ Appendices?		Y	N
9.3	Have all components affected by the lift such as gear levers, brake hoses etc. been modified to comply with Code LS9?	N/A	Y	N
9.4	Have all items affected by the lift such as drive shaft joint operating angles, spline engagement and axial movement of CV joints been checked or designed to be within design limits over the entire suspension travel?	N/A	Y	N
9.5	Has a detailed Design Approval Package (with unique identifier) been provided for use by the modifier and the LS10 certifier to carry out the physical modifications, tests and checks?		Y	N

Note: If the answer to any question is **N (No)**, the design cannot be certified under Code LS9.

High Lift - Up to 150mm (Modification Certification)

CODE LS10

Code LS10 applies to ADR category MC, NA and NB1 vehicles.

1. Introduction

LS10 code provides modification standards for lifting vehicle ride height by changes to suspension, tyres or body blocks on light vehicles of categories MC (Off Road Passenger Vehicle), NA (Light Goods Vehicle with GVM up to 3,500 kg) and NB1 (Medium Goods Vehicle with GVM up to 4,500 kg).

Increase ride height due to fitting of alternate tyre and rim that is permitted by the original vehicle manufacturer or otherwise permitted in the Code of Practice without certification is deemed as a **minor modification** and does not require certification.

Increase in ride height (a) up to 50mm due to modified suspension or (b) up to 25mm due to larger tyre or (c) up to 75mm due to combination of (a) and (b) is deemed as a **basic modification** and does not require certification, provided the modification is carried out according to the guidelines in this code and meets the intent of this code. This applies to both vehicles with and without an Electronic Stability Control (ESC) system.

Note that fitting of tyres with larger diameter increases ride height by half that amount. For example, tyres with 50 mm larger diameter increase ride height by 25 mm.

Increase in ride height more than what is stated above and up to 150mm is deemed as a **significant modification** and requires certification according to this code.

Increase in ride height (a) above 75mm due to modified suspension or (b) above 25mm due to larger tyre or (c) above 50mm due to body blocks or (d) above 150mm due to any combination is deemed as an **extensive modification** and requires specific approval from the Department of Transport and Main Roads.

2. Scope

Code LS10 covers modifications that result in a vehicle lift not exceeding 150mm.

The conversions must be carried out in conformity with designs certified under Code LS9 by an Approved Person accredited by the Department of Transport and Main Roads.

The Table LS10-1 below further clarifies when certification is not required and when it is required.

Table LS10-1

Vehicles with and without ESC

Certification	Suspension	Tyres	Body blocks	Total lift
Not required	up to 50mm	up to 25mm	0 mm	up to 75mm
Required	up to 75mm	up to 25mm	up to 50mm	up to 150mm

2.1 Modification covered under code LS10

The following is a summary of the modifications that are allowed to be certified under Code LS10, based on a relevant LS9 design certification:

- Increase in ride height of vehicles of categories MC, NA and NB1.
- Modifications resulting in total vehicle height being raised by no more than 150mm.
- Modifications that result in the total vehicle height being raised by no more than 75mm by modified suspension.
- Modifications that result in the total vehicle height being raised by no more than 25mm by larger tyres.
- Modifications that result in the total vehicle height being raised by no more than 50mm by body blocks.
- Modifications of front suspension using different struts or uprights;
- Independent rear suspension modifications using different struts, trailing arms or uprights;
- Conversion using a complete suspension assembly from a different vehicle model;
- Fitting of complete rear suspension assembly using components from different vehicle model(s); and
- Alternative wheel and tyre specifications for vehicles with modified axles or suspension.

2.2 Modifications not covered under code LS10

Note that vehicle lift designs that do not exceed 75mm above the original manufacturer's specifications, and are achieved only from a lift up to 50mm from modified suspension and/or lift up to 25mm from larger tyres and rims do not require certification.

The following is a summary of the modifications that are NOT allowed to be certified under Code LS10:

- Design of the modification of particular vehicles (this is covered by Code LS9);
- Modifications that do not have a design in accordance with the requirements of Code LS9 and a relevant and appropriate LS9 certification;
- Modifications that increase the ride height by (a) more than 75mm from suspension or (b) more than 25mm from tyres or (c) more than 50mm from body blocks or (d) more than 150mm combined from the original manufactured height.

Checklist LS10

High Lift – Up to 150mm (Modification Certification)

CODE LS10

Form No: LS10
(N/A=Not Applicable, Y=Yes, N=No)

Modification Certificate Number :				
1	**Design**			
1.1	Insert LS9 Design Approval Package Number.....(the Design)			
1.2	Has the vehicle been modified exactly in accordance with the plans and specifications issued under the LS9 Design Approval Package given above?		Y	N
1.3	If the vehicle was originally equipped with ESC, and if the modification affects the ESC, has the ESC system been assessed/tested and found to operate satisfactorily?	N/A	Y	N
2	**Vehicle condition prior to modification**			
2.1	Is the front suspension serviceable?		Y	N
2.2	Is the steering box serviceable?		Y	N
2.3	Is the steering linkage serviceable?		Y	N
2.4	Is the chassis serviceable?		Y	N
3	**Workmanship**			
3.1	Is all work, including welding, of satisfactory quality and has all work been performed in accordance with recognised engineering standards?	N/A	Y	N
3.2	Do all new or replaced fasteners comply with the applicable requirements of Section LZ Appendices, Appendix A Fasteners in the NCOP?		Y	N
3.3	Are high tensile bolts and self-locking nuts used on all critical joints and mountings?		Y	N
4	**Modification Details**			
4.1	What was the original height of the vehicle body prior to any modification?			
4.2	What is the height of the vehicle body following completion of all lift modifications			
4.3	Is the difference in heights less than 150mm?	Y	N	
4.4	What is the largest size tyre on the tyre placard or in the owner's handbook for this vehicle?			

4.5	What size tyre has been fitted?			
4.6	Is the increase in overall tyre diameter less than 50mm for MC, NA and NB1 category vehicles or less than 15mm for other passenger vehicles?	N/A	Y	N
4.7	If the vehicle body has been lifted relative to the chassis, is the overall body lift 50mm or less?	N/A	Y	N
4.8	If the suspension has been modified to provide an increase in vehicle body height, is this increase 75mm or less?	N/A	Y	N
5	**Handling Dynamics Test (as specified by LS9 certification)**			
5.1	Has the vehicle undergone a Handling Dynamics Test as per LS9 certification?	Y	N	
5.2	Did the vehicle pass the test satisfactorily?	Y	N	
5.3	Is the driver satisfied that the vehicle is safe to drive?	Y	N	
5.4	Is a copy of the handling dynamics test results form attached as required by LS9 certification?	Y	N	
6	**Vehicle condition after modification**			
6.1	Is the front suspension serviceable?		Y	N
6.2	Is the steering box serviceable?		Y	N
6.3	Is the steering linkage serviceable?		Y	N
6.4	Is the chassis serviceable?		Y	N
6.5	Is the dipped beam headlight height less than 1200mm?		Y	N
6.6	Have the headlights been adjusted?		Y	N
6.7	Have all brake tests been satisfactorily completed?	N/A	Y	N
6.8	Is the combined height increase 150mm or less?		Y	N
6.9	Do the mudguards continue to comply as with applicable ADR 42/...?		Y	N
6.10	Have all components affected by the lift such as gear levers, brake hoses etc. been modified and fitted to comply with Code LS9?	N/A	Y	N
6.11	Have all items affected by the lift such as drive shaft joint operating angles, spline engagement and axial movement of CV joints been checked and found to be within design limits over the entire suspension travel?	N/A	Y	N

Note: If the answer to any question is **N (No)**, the modification cannot be certified under Code LS10.

Media release

Minister for Transport and Main Roads
The Honourable Mark Bailey

New 4WD lift laws provide greater consistency

Vehicle lift modification laws will be changed in Queensland to create greater consistency for 4WD motorists.

Transport and Main Roads Minister Mark Bailey said the changes would be in place from 26 October 2018, following the Palaszczuk Government's announcement last month that it would change the laws to align them with other states.

"The changes to the Queensland Code of Practice follow extensive consultation with industry and 4WD groups over several months," Mr Bailey said.

"This decision will increase the maximum certifiable lift from 125mm to 150mm, which is consistent with the National Code of Practice and other states.

"The approved lift limit for vehicles with electronic stability control (ESC) will also increase from 50mm to 75mm without certification.

"The changes will provide greater consistency with other jurisdictions for 4WD owners across the country and make it easier for everyone to understand the requirements.

"More than 500 accredited Approved Persons, industry groups, including RACQ and the Australian Automotive Aftermarket Association, major tyre retailers and suspension equipment suppliers have all had the opportunity to provide input.

"The new rules show the Palaszczuk Government's continued support for the 4WD community, but importantly maintain safety for all road users."

Australian Automotive Aftermarket Association Chief Executive Officer Stuart Charity welcomed the regulatory changes.

"These changes will give peace of mind to tens of thousands of Queensland vehicle owners who have made safe and responsible modifications to their vehicle," he said.

"We look forward to engaging in ongoing dialogue with the Minister and his Department to ensure Queensland vehicle standards and regulations strike a balance between the needs of motorists while ensuring safety and ongoing compliance of vehicles on Queensland roads."

For more information, contact Transport and Main Roads on 13 23 80.

ENDS

Minor Modifications – light vehicles

Vehicle Standards Instruction G19.10 - October 2018

To modify a vehicle means to change a vehicle (including by adding something to the vehicle) from the manufacturer's specifications for the vehicle. Any modification or fitting of any device to a vehicle must not contravene the requirements of the *Transport Operations (Road Use Management – Vehicle Standards and Safety) Regulation 2010.*

Minor modifications are alterations carried out on production vehicles and are accepted by jurisdictions without certification. Typical minor modifications include the fitting of radios, CD players, wheel trims, and so on.

The following information provides a guide for vehicle owners or vehicle modifiers wishing to perform minor modifications. This VSI applies to light vehicles only.

The modifications listed below can be carried out without certification by an Approved Person or specific approval from the Department of Transport and Main Roads (TMR), unless stated differently. If your modification falls outside of the modifications listed below you should engage the services of an Approved Person or contact TMR for further advice. To find the details of an Approved Person near you, please contact TMR on 13 23 80.

Modifications and Insurance

Making certain modifications to your vehicle may mean that your insurer:

- decides that it is no longer willing to insure your vehicle;
- decides that the insurance premium will need to increase; or
- decides not to accept a claim under the insurance policy, particularly where they have not been advised of the modification and the modification may have contributed to an accident.

TMR is not able to provide advice regarding insurance implications. If you are planning to modify your vehicle, it is recommended that you consult with your insurer, particularly where the modifications may affect its value, safety, performance or appearance.

Modifications and measurement tolerances

Measurement tolerances are provided for enforcement purposes and are applied when measuring dimensions in variable locations during on-road enforcement. The tolerances can vary depending on the nature of the location, such as a sloping or uneven road verge, and may not apply in a controlled workshop environment. All measurements listed in this document are the maximum allowable, and are not to be exceeded when designing or constructing a modification.

Exhaust systems

Exhaust system components such as manifolds, mufflers, and catalytic converters may be modified without specific approval provided they meet the following conditions:

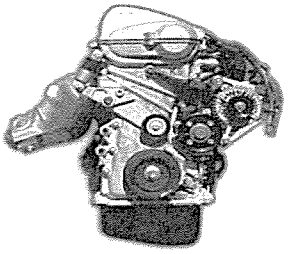
- Exhaust headers (extractors) may be fitted to any motor vehicle, provided:
  - they do not foul any part of the steering, suspension, brake or fuel systems
  - all fittings for emission control equipment (E.G.R. valve, oxygen sensor, pipes and so on) are incorporated to ensure the vehicle maintains compliance with Australian Design Rules (ADRs) for vehicle emissions
  - exhaust systems continue to comply with relevant legislation or ADRs for vehicle noise
  - they bear the correct markings as specified by the ADRs, for example, a trademark or name of the component manufacturer.

- Silencing devices and emission control devices, such as mufflers and catalytic converters, may be replaced, provided:
  - they do not foul any part of the steering, suspension, brake or fuel systems
  - they bear the correct markings as specified by the ADRs , for example, a trademark or name of the component manufacturer.

- Exhaust systems must continue to comply with relevant legislation or ADRs for vehicle noise.
- The exhaust outlet must extend at least 40mm beyond the furthermost outboard or rearmost joint of the floor pan that is not continuously welded or permanently sealed and which could permit direct access of exhaust gases to the passenger compartment, but not beyond the perimeter of the vehicle when viewed in plan.
- The exhaust outlet, if to the side of the vehicle, must discharge to the right hand side of the vehicle and horizontally or at an angle of not more than 45 degrees below the horizontal.
- The exhaust outlet, if to the rear of the vehicle, must discharge horizontally or at an angle of not greater than 45 degrees below the horizontal.
- All exhaust and muffler systems must be free of any leaks or mechanical faults and should be adequately supported.
- All replacement silencing components , such as mufflers and exhaust manifolds, must comply with either the information specified on the vehicle's original external noise level label, the ADRs (full testing and new labelling required) or the *Transport Operations (Road Use Management - Vehicle Standards and Safety) Regulation 2010*, whichever is applicable to the vehicle's date of manufacture.

Engines

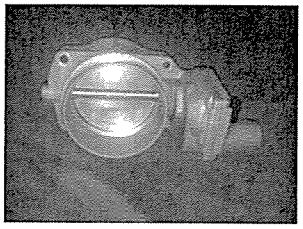
Replacement Engines



Replacement engines that are offered by the manufacturer as an optional engine for that model of vehicle may be fitted without specific approval. For such conversions, all components, including suspension and brakes, must be identical to those of a vehicle originally produced with the optional engine.

For further information please refer to the LA section of the National Code of Practice for Light Vehicle Construction and Modification.

Fuel Systems



Non-standard fuel delivery systems, such as multiple and/or replacement carburettors, or fuel injection system components may be fitted without specific approval provided the vehicle continues to comply with the emission requirements of the Australian Design Rules (ADRs) applicable at the vehicle's date of manufacture and does not increase the engine power by more than 20%.

Aftermarket / Re-mapped Engine Management Computers

The use of aftermarket (not supplied by the original vehicle manufacturer) or re-mapped engine management computers is permitted without specific approval, provided the vehicle continues to comply with the emission requirements of the ADRs applicable at the time of the vehicle's manufacture. Often the aftermarket engine management computer manufacturer or the company re-mapping the unit have undertaken ADR emission testing and can supply evidence of compliance. However, where a modification increases the engine power by more than 20%, the modification must be certified by an Approved Person.

For further information please refer to the LA section of the National Code of Practice for Light Vehicle Construction and Modification.

Nitrous Oxide

The fitting of nitrous oxide injection systems is not permitted under any circumstances. This includes a partial installation or a disconnectable nitrous oxide system being fitted to a vehicle.

Fuel System

The following items are considered as minor modifications and can be performed without specific approval:

- fitting replacement fuel lines
- fitting additional fuel filters
- fitting alternative fuel pumps
- fitting a manufacturer's optional fuel system.

Air Filters
Fitting a replacement air filter, including pod-type air filters, is considered a minor modification and does not require specific approval. When fitting a replacement air filter, you must ensure it is securely attached to the vehicle and does not cause an increase in noise from the air intake system. To resolve this issue, the air filter element may have to be effectively encased or boxed-in.

In addition to the above requirements, the vehicle's gaseous emissions must not be adversely affected. As such, all emission sensors must remain fitted and connected in a similar location to the original vehicle manufacturer's design. It is also important to be aware that some types of sensors give false readings when oil soaked air filters are used. When oil soaked air filters are used, confirmation should be sought from the manufacturer about the effect on the exhaust emissions.

Please Note: Air filters should be flame retardant.

Gear Drives and Belts
The fitment of non-standard gear drives and auxiliary belt drives is considered a minor modification which does not require specific approval, provided they do not result in an increase in noise levels.

Blow-off Valves
The fitment of a blow-off valve to a vehicle is considered a minor modification which does not require specific approval, provided it vents back into the vehicle's induction system. Blow-off valves that vent directly to the atmosphere must not be fitted.

Turbo Wastegates
The fitment of a wastegate to a vehicle is considered a minor modification which does not require specific approval, provided it vents gases into the exhaust system upstream of the mufflers and/or catalytic converter. Wastegates that vent gases directly into the atmosphere must not be fitted.

Please Note: Modifications to the engine and engine components that result in an increase in engine power of more than 20% of the original engine power must be certified under the LA section of the National Code of Practice for Light Vehicle Construction and Modification.

Brakes

Replacement brakes that are offered by the manufacturer as an option for that model of vehicle may be fitted without specific approval. For such conversions, all components must be identical to those of a vehicle originally produced with the optional brakes.

Brake systems modifications must not reduce braking performance or increase the risk of brake failure. Brake discs or drums must not be machined beyond the reconditioning limits set down by the manufacturer.

When brakes are upgraded using components or systems which were not standard options for the vehicle, an Approved Person must be engaged to certify the adequacy of the new system, as issues such as hydraulic fluid sufficiency, balanced braking on all wheels, brake pedal pressure limitations and braking performance must be considered.

For further information please refer to the LG section of the National Code of Practice for Light Vehicle Construction and Modification.

Vehicle Lifts

Raising of 4WD type vehicles (ADR category MC, NA and NB1 only)

Vehicles with electronic stability control (ESC) are treated the same as vehicles without ESC.

The raising of a vehicle is permitted up to 75mm without certification, testing or specific approval, provided the vehicle continues to comply with all other vehicle standards requirements. The 75mm lift limit can be made up of a maximum of 50mm suspension and/or 25mm tyres only. No body block lift is allowed without certification.

A vehicle lift up to 150mm is permitted with certification by an Approved Person. The maximum 150mm limit can be made up of a maximum of 75mm suspension, 25mm tyres and 50mm body blocks. Tyre lift heights are 50% of the tyre diameter, for example a 25mm tyre lift results from a 50mm increase in tyre diameter. For more information, refer to the section on Tyres and Rims.

For more information refer to the Queensland Code of Practice: Vehicle Modifications.

A vehicle lift over 150mm can only be approved by the Department of Transport and Main Roads. Applications must be submitted for the design of the lift and be accompanied by an engineering report.

For access to the application form refer to https://www.tmr.qld.gov.au/Safety/Vehicle-standards-and-modifications/Vehicle-modifications/Light-vehicle-modifications

Table 1 details the internal lift limits (suspension, tyres and body blocks) that apply for 4 wheel drive type vehicles (ADR category MC, NA and NB1). For cars, minivans and station wagons (MA, MB category) please refer to the National Code of Practice for Light Vehicle Construction and Modification.

Table 1 (ESC and non ESC vehicles are treated the same)

Certification	Suspension	Tyres*	Body blocks	Total lift
Not required	up to 50mm	up to 25mm	0mm	up to 75mm
Required	up to 75mm	up to 25mm	up to 50mm	up to 150mm
TMR approval	On application	On application	On application	On application

*Tyre lift heights specified are 50% of the tyre diameter, and do not apply to passenger cars other than 4 wheel drives (MC, NA and NB1 vehicles). For more information, refer to the section on Tyres and Rims.

Other modifications that are combined with the lift, such as changes to steering, suspension or wheels must comply with the National Code of Practice for Light Vehicle Construction and Modifications. For more information please refer to the LS section of the National Code of Practice for Light Vehicle Construction and Modification.

Lowering of vehicles

A vehicle may be lowered provided the vehicle maintains a minimum running clearance of 100mm and the requirements in Australian Design Rule (ADR) 43/... are met*

*Generally, a vehicle which maintains a minimum clearance of 100mm between the ground and any point on the underside of the vehicle, except a point on a tyre, wheel, wheel hub, brake backing plate or flexible mudguard or mudflap, will meet ADR 43/....

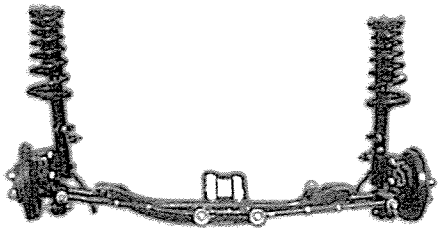
Variable Air or Hydraulic Suspension Systems

Airbag or air pressurised shock absorber helper springs may be fitted in addition to the original suspension. However, replacing some or all of the suspension system with an air or hydraulic suspension requires specific approval from TMR.

Suspensions Sway Bars, Torque Rods and Traction Rods

Auxiliary suspension control devices may be fitted without specific approval, provided they are properly engineered and secured and do not affect minimum ground clearance.

Adjustable sway bars, torque rods and traction rods may be fitted, provided they are designed and manufactured in accordance with good engineering practice, are suitable for on-road use and do not alter the vehicle suspension or steering geometry while used on the road network.



Shock Absorbers

Replacement shock absorbers, including struts and strut inserts, may be fitted without specific approval, provided they have been manufactured as replacement units for the particular vehicle model and have compatible mountings and dimensions.

Anti-roll Bars

Replacement or additional anti-roll bars, sway bars and stabiliser bars, may be fitted without specific approval to front and rear suspensions. Because additional roll stiffness at the front will increase understeer and additional roll stiffness at the rear will increase oversteer, the incorrect choice or combination of sway bars could lead to unpredictable handling. Additional assessment may be required and, if necessary, expert advice should be sought.

Track Rods

Track rods may be fitted without specific approval to control rear spring *wind-up* provided that they meet the minimum ground clearance requirements of Australian Design Rule 43 or the in-service requirements in the *Transport Operations (Road Use Management - Vehicle Standards and Safety) Regulation 2010* where applicable.

Strut Braces
Transverse strut braces may be fitted without specific approval between suspension strut and spring mounting towers. Front strut braces should be kept as low as possible below the bonnet to minimise head injury to a pedestrian from any downward impact on the bonnet. Additionally, the fitment of a strut brace must not adversely affect a vehicle's supplementary restraint system or crumple zone.

Welding, Chrome Plating, Heating or Bending of Axles, Suspension and Steering Components
The welding, chrome plating, heating or bending of axles, suspension or steering components, as a method of repair or alteration, is not permitted.

Differentials
Permanently locking a differential by welding or other means is not permitted and has a dangerous effect on the handling of a vehicle.

Body

Glazing (Windscreen and Windows)
Transparent material such as glass or acrylic, used in a windscreen, window or interior partition of a motor vehicle manufactured after June 1953 must have the characteristics required by any of the following standards:

- Australian and New Zealand Standard S/NZS 2080 Safety Glass for Land Vehicles
- British Standard BS AU178: Road Vehicle Safety Glass
- Japanese Industrial Standard JIS R 3211 Safety Glazing Materials for Road Vehicles
- American National Standard ANSI Z26.1 Safety Code for Safety Glazing Materials for Glazing Motor Vehicles Operating on Land Highway

- United Nations Economic Commission for Europe (UNECE) Regulation 43/00 Uniform Provisions Concerning Approval of Safety Glazing and Glazing Materials
- New Zealand Standard (NZS) 5443.

Window Tinting
No material or other object is to be located on the windscreen or windows which will interfere with the driver's vision.

Film which has a reflectance of more than 10 per cent must not be used on any windscreen or window.

Windscreens
Tinting may be applied to the upper portion of a windscreen of a motor vehicle. The tinting must not extend lower than a horizontal line connecting the uppermost points of the arcs swept by the vehicle manufacturer's original wiper blades or the upper 10 per cent of the windscreen, whichever is the lesser. The tinting may be of any shade.

Windscreens which have tinting incorporated within the glazing (not applied tint) are permitted subject to the screen having an optical transmission of not less than 75 per cent for a motor vehicle built after 1971 and 70 per cent for any other vehicle.

Vehicles with Non-tinted Glass
Window tinting, other than the front windscreen, must have a light transmittance factor of no less than 35% (T35) on the drivers and passenger front windows. Provided the vehicle has a rear vision mirror on each side, it may have window tint of not less than 20% (T20) light transmittance behind the driver's seating position.
A goods vehicle may have a luminous transmittance of 0% or more provided the vehicle has a rear vision mirror on each side.

Vehicles with Factory-tinted Glass
Most new vehicles are fitted with tinted glass consisting of tinted film incorporated within the glazing. In some cases it may be difficult to determine if the glass is actually tinted. To check if the glass is tinted, hold a piece of white paper on the opposite side of the glass. If it has a slight grey, green or brown colour when viewed through the glass, the glass is tinted.

Special grades of film, including clear film, may be applied to factory tinted windows. When these films are applied to tinted glass, the combination of tints must still allow a minimum light transmittance of 35 per cent on the drivers and passenger front windows and 20% (T20) on the rear windows.

Please note: The Australian Design Rules (ADRs) now allow privacy glass to be fitted to a vehicle rearwards of the driver's vision. Privacy glass has no minimum light transmittance and is often darker than T20 tint. Privacy glass incorporates tinted film within the glazing and is not defined as an applied tint. All applied tint must meet the above requirements and not the requirements set out for privacy glass in the ADRs.

For further information please refer to the LZ section of the National Code of Practice for Light Vehicle Construction and Modification.

Steering Wheels
It is acceptable to replace a vehicle's steering wheel without specific approval, provided the replacement steering wheel does not affect compliance with ADR 10 (after 1970) and ADR 69 (after June 1995). Unless a steering wheel is marked or has accompanying information indicating it has been tested to the appropriate ADR, it must not be used as a replacement. In addition, for vehicles required to comply with ADR 69, the steering wheel assembly must be identical to one fitted as an option to the same model by the vehicle manufacturer, or alternatively, a steering wheel that has been certified by the replacement wheel manufacturer as a complying wheel for the specific make and model may be used.

Replacement steering wheels should not be less than 330mm in diameter. If the original steering wheel was designed with a recessed or padded hub, the replacement wheel should be of a similar design.

Please Note: Removable steering wheels must not be fitted.

Electrical System
It is permissible to relocate a vehicle's battery without specific approval, provided it meets the following requirements:

- the battery is adequately restrained
- battery cables are shielded to prevent damage
- rubber grommets must be fitted where a cable passes through a hole in body panels and/or chassis sections
- battery cables are securely mounted to the vehicle at a maximum spacing of 600mm
- battery cables are adequate to carry the electrical system's maximum load.

Please note: In addition to the above requirements, a battery relocated in a vehicle's luggage compartment must be fully enclosed and the enclosure vented to outside the vehicle, unless a special kind of battery, for example, a sealed gel cell is used.

Lighting Systems
An additional light or reflector may be fitted without specific approval only if the light or reflector is required or permitted to be fitted by the Australian Design Rules (ADRs), the *Transport Operations (Road Use Management - Vehicle Standards and Safety) Regulation 2010* or another Act. For example, under-body lighting (neon lights) would **not** be acceptable. However, additional lights such as side marker lamps, brake lights and driving lamps are permitted.

Please Note: The use of blue lights is reserved for exempt vehicles such as police and ambulances vehicles only.

For further information, please refer to the *Transport Operations (Road Use Management - Vehicle Standards and Safety) Regulation 2010*.

Headlights

Retro-fitting High Intensity Gas-Discharge (HID) or Light Emitting Diode (LED) headlight assemblies to vehicles not originally offered with the technology is generally not permissible as they do not comply with the ADRs because:

- no headlight self-levelling device is fitted
- no self-cleaning function is fitted
- the design of the headlamp reflector is incompatible with the bulb (the light is not focused correctly).

Main (high) Beam Headlamps
The fitting of additional main beam headlamps is permitted without specific approval as they are mentioned under the ADRs and the *Transport Operations (Road Use Management - Vehicle Standards and Safety) Regulation 2010*. These additional lights may be fitted at any height above the ground but must only be fitted to the front of the vehicle.

Driving Lamps
The fitting of driving lamps, including LED light bars, is acceptable without specific approval, provided they meet the requirements provided in the ADRs.

Further information relating to driving lamps can be found in Vehicle Standards Instruction L15 *Driving lamps, including Light Emitting Diode (LED) light bars on light vehicles*.

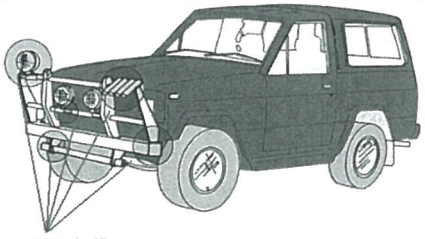
Daytime Running Lamps and Fog Lamps
The fitting of daytime running lamps and/or fog lamps is acceptable without specific approval, provided they meet the requirements provided in the ADRs.

Information relating to daytime running lamps and fog lamps can be found in Vehicle Standards Instruction G20 *Front fog lamps and Daytime Running Lamps*.

Vehicle Accessories and Equipment
It is the owner's responsibility to ensure all accessories and equipment attached to a motor vehicle are designed and fitted in a manner which reduces the risk of injury to pedestrians and other road users who may make contact with the vehicle when the vehicle is parked or in motion.

Items such as driving lights, winches and brackets may be fitted without specific approval, provided they do not protrude forward from the front face of any bumper or above the top of any bull bar.

Fishing rod holders can only be fitted providing they comply with the following conditions:

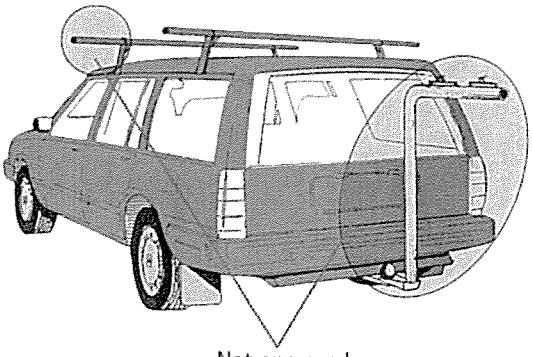

NOT APPROVED

- the fitting allows the driver a view of the road and of traffic to the front and sides of the vehicle
- they must only be attached to the left side of the vehicle.
- they must be designed to carry no more than four fishing rods.
- rods, hooks and sinkers must be properly secured.
- vehicle lighting must not be obstructed by rods or holders.
- rod holders must be either removed or retracted behind the profile of the bull bar when they are not in use.

Bicycle/Wheelchair/Roof Racks
Tow bar mounted bicycle and wheelchair carrying racks **must** be removed when not in use, unless specifically approved to remain attached. The bicycle or wheelchair and the carrying rack must not obscure any compulsory lighting or the number plate.

To address this problem, an accessory number plate may be attached to bicycle carriers or other carrying devices. No other copy of the vehicle number plate is acceptable. The accessory plate must be attached to the rear of the accessory so that it is legible for 20m. Additional lighting of the plate is not required.

Roof racks may be fitted without specific approval, provided they do not protrude more than 50mm beyond the drip mould, or for a vehicle without drip moulds, the outer profile of the roofline.



Not approved

Ladder Racks/External Roll Bars and Roll Cages

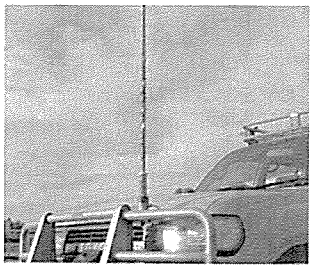
Vertical upright supports may be positioned behind and/or in front of the windscreen 'A' pillar. However, supports mounted in front of the windscreen 'A' pillar must not exceed 50mm in diameter and **must** be removed from the vehicle when not in use. Any support positioned in a way which can reflect the vehicle's lights back to the driver must be a matt black, non-reflective finish.

Ideally, no lights should be obscured by the fitting of any vertical support. If any light is obscured, an additional light must be fitted or the original relocated in accordance with the *Transport Operations (Road Use Management - Vehicle Standards and Safety) Regulation 2010* or Australian Design Rules.

Supports, braces and brackets must not have any sharp edges or protrusions, must not interfere with a person's normal access to the vehicle and should not project more than 150mm from each side of the vehicle or make the vehicle more than 2.5m wide.

Any attachments or modifications to the vehicle's chassis must be in accordance with the vehicle manufacturer's recommendations.

Please note: Requirements for internal roll bars and roll cages are covered in the LK section of the National Code of Practice for Light Vehicle Construction and Modification.



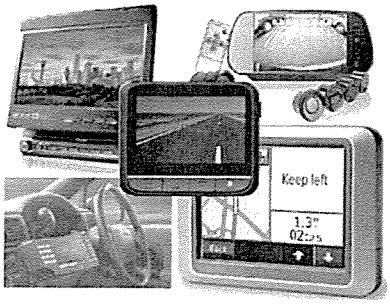
Long Range Radio Antennas

Long range antennas may be fitted to a vehicle without specific approval, provided they meet the following requirements:

- Forward mounting is permitted only when it is impossible or impractical to install the antenna to the rear of the vehicle.
- The installation must be attached as low as is practical to ensure the large diameter section of the antenna projects above the bonnet line for the minimum distance.
- Only one long range antenna (large diameter base) may be fitted to the front of a vehicle and must be fitted to the left side (maximum diameter permitted 75mm).
- All sharp edges or protrusions which could cause injury to anyone making contact with the device must be removed or rounded.

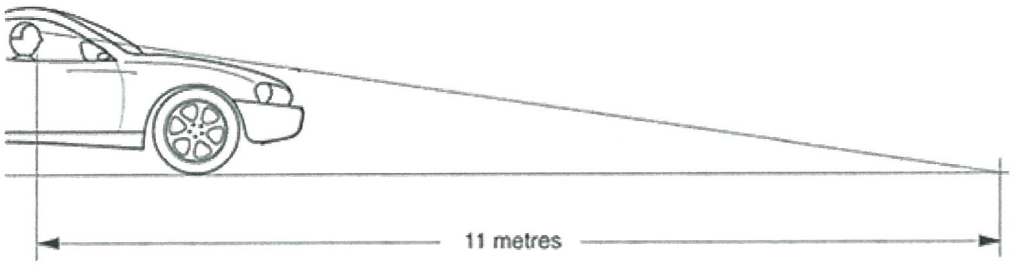
Visual Display Units

Visual display units such as DVD screens, reversing cameras, and so on may be installed in a motor vehicle without specific approval. However, no part of the image on the screen may be visible to the driver in the normal driving position unless the screen is disabled when the vehicle is being operated or it is considered a driver's aid, for example, in-car navigation.



When fitted, the unit must not:

- be positioned in a way which adversely affects the driver's field of view. It is recommended that the driver maintains an 11 metre (or if less, that provided for by the original vehicle manufacturer) field of view from the driver's seating position with the seat in the lowest and rearmost position



- encroach upon the deployment area of any of the vehicle's Supplementary Restraint Systems (Air bags, seatbelts, head restraints, etc.)
- impede the movement of occupants in the vehicle
- be fitted in a location which could contact occupants in the event of a crash
- be fitted in a location where any image on the screen is likely to distract other drivers
- be fitted in a way such that it can easily dislodge in a crash or under heavy braking/acceleration
- obstruct occupant access into the vehicle.

Further information relating to visual display units can be found in Vehicle Standards Instruction G3 *Fitting of visual display units in vehicles*.

Accessory Gauges

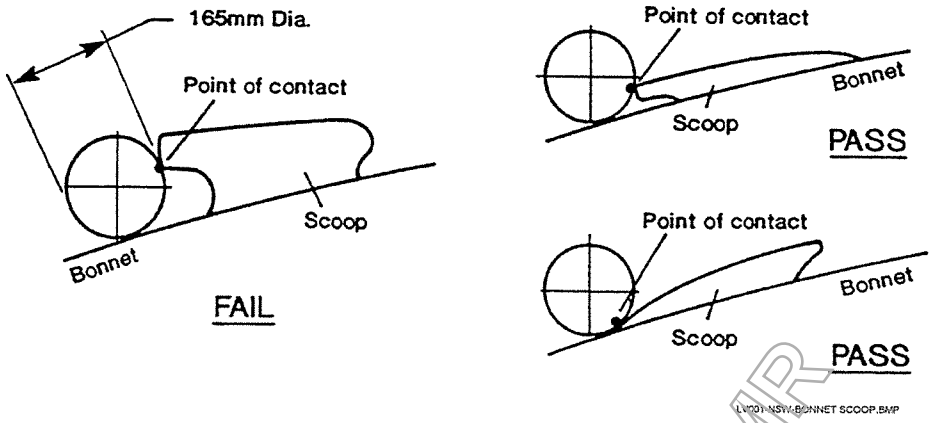
Additional internal or external gauges may be fitted to a vehicle without specific approval, provided they do not:

- interfere with the field of view of the driver
- produce glare to the driver
- pose a risk of pressurised fluids spraying onto the windscreen, for example, from an oil line, coolant line
- increase the risk of injury to a vehicle occupant or vulnerable road user in the event of a collision
- encroach upon the deployment area of any of the vehicle's Supplementary Restraint Systems, such as air bags, seatbelts, or head restraints.

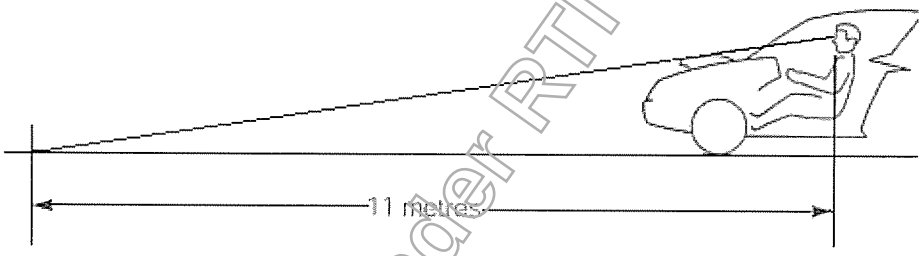
Bonnet Scoops

Bonnet scoops/projections may be fitted to a vehicle without specific approval, provided they meet the following requirements:

- the driver's vision is not restricted under normal operating conditions with the driver's seat located at its lowest and rearmost position.
- When a 165mm diameter sphere is placed on the bonnet in front of the scoop or bonnet projection and rolled backwards until it touches the scoop, no forward point of the scoop or point of contact between the sphere and the scoop must lie above a horizontal plane passing through the centre of the sphere.



- It shall be possible to see either the surface of the road 11m in front of the driver's eye or all of the front edge of the original body when looking across the top of the bonnet scoop. For the purposes of this requirement, the driver's 'eye' position can be taken as being a point 730mm above and 270mm forward of the junction of the seat cushion and seat back with the seat in its lowest and rearmost position.



- The edges at the front of a scoop/projection shall be rounded with a minimum radius of 10mm.
- All other edges and corners shall have a radius of not less than 5mm and be designed to reduce the risk of bodily injury to any person.
- The scoop/projection must not have reflective surfaces.
- Any holes in the bonnet must not substantially reduce the strength or impact resistance of the bonnet.
- Air cleaners or carburettors must not protrude beyond the original bonnet profile unless the bonnet scoop/projection is manufactured from equivalent gauge mild steel, compared with that of the original bonnet.
- Air cleaners and/or carburettors must be covered by the bonnet scoop.

For further information please refer to the LH section of the National Code of Practice for Light Vehicle Construction and Modification

Side Skirts, Flares and Spoilers

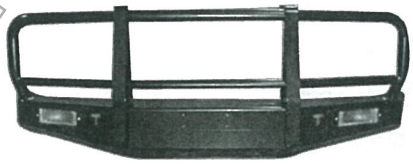
Side skirts and front and rear spoilers may be fitted without specific approval, provided road clearance and air flow for brake cooling are not adversely affected.

Additionally, they must not be fitted so they are likely to increase the risk of bodily injury to a vulnerable road user coming into contact with the vehicle. All material is to be of a suitable thickness and be free from sharp edges or corners.

Rear spoilers must be within the body shape/outline of the mounting surface, for example, the boot outline. The minimum thickness of end plates is 4mm and they must be free of sharp edges or corners.

For further information please refer to the LH section of the National Code of Practice for Light Vehicle Construction and Modification

Bull Bars



Bull bars may be fitted without specific approval, provided they are designed and fitted so that the safety of the vehicle is not adversely affected. They must be firmly and securely mounted and supported and must not constitute a danger to other road users. Bull bars must not obstruct the vision of the driver and should not project further from the front of the vehicle than is necessary for their attachment. Bull bars should not add a significant load to the front suspension.

Bull bars must be free of sharp protrusions and all exposed sections of the bull bar and fittings must be radiused and deburred. Forward and side members should be designed to reduce the risk of injury to any person who may come into contact with the bull bar.

Bull bars must not obscure the driver's view or any light. In particular, the visibility of indicator lights at all viewing angles must not be reduced or, if they are, additional lights must be fitted or the original relocated in accordance with the relevant legislation or ADRs. Surfaces of the bar that could reflect light from the vehicle's headlights must be matt black.

Vehicles fitted with an airbag or manufactured to comply with Australian Design Rule (ADR) 69 - Full Frontal Impact Occupant Protection, or both ADR 69 and ADR 73 – Offset Frontal Impact Protection can only be fitted with a bull bar which:

- has been certified by the vehicle manufacturer as suitable for that vehicle, or
- has been demonstrated by the bull bar manufacturer to not adversely affect compliance with the ADRs or interfere with the critical airbag timing mechanism.

Bull bars must comply with Australian Standard (AS) 4876.1-2002, sections 1, 2 and 3.1. In addition, TMR recommend bull bars comply with section 3.2 of AS 4876.1-2002.

Bodywork and Interior

There are general requirements concerning alterations to the bodywork, however:

- no alteration may cause a hazard to persons due to exposed sharp edges or projections, and
- no alteration may cause a reduction in the level of safety or overall strength of the vehicle.

Tyres and Rims

Alternative Tyres and Rims

Many vehicle owners like to replace the vehicle's original tyres and rims with alternatives of different width, diameter and profile.

The following sub-sections outline the legal requirements for replacement tyres and rims fitted to a passenger car or derivative, or to an off-road passenger car, which will ensure your vehicle continues to comply with Queensland legislation, while allowing for your individual preferences.

For a passenger car, passenger car derivative or 'soft roader' (an all-wheel drive vehicle other than MC category), the overall diameter of any alternate tyre fitted may be up to 15mm larger or 26mm smaller than that of any tyre designated by the vehicle manufacturer for that model.

The overall diameter of any alternate tyre fitted to any of the following types of vehicles may be up to 50mm larger or 26mm smaller than that of any tyre designated by the vehicle manufacturer for that vehicle.:

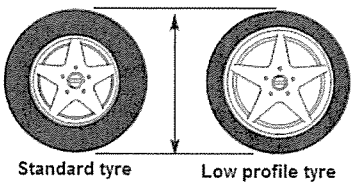
- a passenger vehicle specifically designed for off-road use (MC ADR category);
- a light goods vehicle (NA ADR category) with 4WD or 2WD configuration
- a medium weight goods vehicle with GVM up to 4500 kg(NB1 ADR category) and with 4WD or 2WD configuration;

Note: Speedometer accuracy must be maintained for the selected tyre and rim combination.

Replacement tyres must also conform to the following requirements:

- The tyres must be rated by the tyre manufacturer as being suitable for road use.
- When fitting passenger car tyres to light goods vehicles originally fitted with light truck tyres, the load rating of the replacement tyres must be based on the highest individual wheel load multiplied by a service factor of 1.10.
- The tyres on a given axle must be of the same construction (e.g. radial) and of the same size.
- Where retreaded tyres are used, they must have been retreaded and marked in accordance with the provisions of Australian Standard (AS) 1973-1993 Pneumatic Tyres — Passenger Car, Light Truck and Truck/Bus — Retreading and Repair Processes.

Low profile tyres (e.g. 50 series), which replace standard profile tyres (e.g. 70 series or above), are normally fitted in combination with rims of larger than standard diameter to maintain the correct overall diameter of the wheel. A diagram of this concept appears to the right.



Tyre Aspect Ratio

Because of the different handling characteristics, the aspect ratio of tyres fitted to the front axle must not vary by more than 10 from the aspect ratio of tyres fitted to the rear axle (e.g. 175 **65** R14 front and 205 **45** R14 rear, has an aspect ratio difference of 20 and is not permitted, whereas 175 **65** R14 front and 195 **60** R14 rear has a difference of 5 and is permitted).

General Conditions for Alternative Rims and Tyres

The rims and tyres must not protrude beyond the bodywork of the vehicle, including flares, when viewed from above with the wheels facing straight ahead. If the vehicle was originally constructed with a portion of the wheel protruding, the alternative wheels must not protrude further than the original ones.

The tyre to rim fitting and the tyre to rim combination must be in accordance with the Tyre and Rim Standards Manual published by the Tyre and Rim Association of Australia. Reputable tyre retailers should have this information and be able to advise on the correct combinations.

All rims fitted to an axle must be of the same diameter, width and offset. They must not have a circumferential weld other than that which attaches the outer rim to the centre. All rims must have stud hole pitch circle diameters suitable to the hub. Wheel nut tapers must be appropriate to the wheel and must engage the thread of the wheel studs for at least the same length as the nuts provided by the vehicle manufacturer.

Slotted and elongated stud holes are not permitted.

The fitting of spacers or adaptors between wheels and hubs, other than those provided by the vehicle manufacturer, is not permitted.

The tyre and rim must not foul wheel arches or suspension components under any conditions. Steering limit stops must not be adjusted to reduce the turning circle in order to allow the fitting of the alternative rims and tyres.

The tyres must have a tread depth of at least 1.5mm on every part of the tyre that touches the road and not have any apparent defect that is likely to make the vehicle to which they are fitted unsafe.

Fitting tyres that have been treated by recutting or regrooving is not permitted unless the tyre has been marked by the original manufacturer as 'suitable for recutting or regrooving'. Regrooving that exposes chord or steel is not permitted.

The maximum tyre width for a car or car derivative must not be more than 1.3 times the vehicle manufacturer's widest optional tyre.

However, for an off-road passenger vehicle fitted with front and rear beam axles, the maximum tyre width must not be more than 1.5 times the vehicle manufacturer's widest optional tyre.

The nominal width of the narrowest tyre fitted to a vehicle must not be less than 70 per cent of the nominal width of the wider tyre fitted and never less than the vehicle manufacturer's narrowest optional tyre as indicated on the manufacturer's tyre placard.

Speed and load ratings
The speed rating of all tyres must be at least:

- for an off-road passenger vehicle – 140km/h
- for another car (sedan, station wagon, etc.) with up to nine adult seating positions or a car derivative – 180km/h
- for another motor vehicle – 120km/h
- the vehicle's top speed, if lower than the speeds referred to above.

Load ratings of tyres must be at least equal to those specified by the manufacturer on the tyre placard fitted to vehicles made after 1972. For other vehicles, the load rating of a tyre must be capable of carrying the part of the vehicle's gross mass carried by the tyre.

Tyre Construction
Tyre tread compounds, patterns, ply ratings and performance characteristics vary. Tyre construction (e.g. radial) and size must be the same on the same axle. Although it is recommended that the tyres are identical (e.g. same brand and tread pattern), this is not mandatory.

Wheel Marking
Vehicles built on or after 1 July 1985 must be fitted with original wheels or replacement wheels which are indelibly marked in accordance with approved standards.

These standards include:

- Standards Australia
- Wheel Industries Association (Australia)
- Technischer Uberwachungen Verein
- Japanese Industrial Standards.

Composite Wheels
The use of composite wheels (two or three-piece) is permitted. They must be manufactured and marked in accordance with the standards described above if fitted to vehicles manufactured on or after 1 July 1985.

Repairs to Tubeless Tyres
Permanent repairs can only be made when the tyre is removed from the rim. The tyre must be examined to ensure it is structurally sound. The damaged area must be prepared on the inside for a patch or mushroom headed plug to be fitted

and vulcanised into position. Any repairs to a tyre must be sealed to prevent moisture or contaminants from entering the tyre casing or structure.

Caution: Plug repairs can only be made in the tread area of the tyre and not in sidewalls or where the tread and sidewall meet.

Punctures in tubeless tyres must not be repaired from the outside or without removing the tyre from the rim as this method is prone to failure.

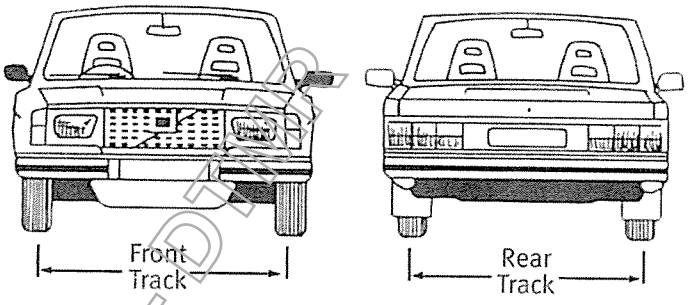
Vehicle owners with doubts about tyre repairs should contact a reputable tyre dealer for proper repairs.

For further information on tyres and rims, please refer to the LS section of the National Code of Practice for Light Vehicle Construction and Modification.

Vehicle Track

Track is measured at ground level from the centre of the tyre on one side to the centre of the corresponding tyre on the opposite side of the vehicle. The front and rear track differs on many vehicles.

The wheel track of passenger cars (or derivatives) must not be increased by more than 25mm beyond the maximum specified by the vehicle manufacturer for the particular model. This means that the rim offset must not be changed by more than 12.5mm.



The wheel track of off-road four wheel drive vehicles and goods vehicles must not be increased by more than 50mm beyond the maximum specified by the vehicle manufacturer for the particular model. If a solid axle from another manufacturer is used, the wheel track may be increased by 50mm beyond the maximum specified by the vehicle manufacturer for that particular axle, provided all other requirements such as clearances are meet and the tyres do not protrude outside of the vehicle bodywork.

This does not apply to passenger vehicles that are four wheel drive or all-wheel drive and certified as MA category vehicles on the vehicle identification plates. A vehicle's identification plate can usually be located under the bonnet on the vehicle's firewall or inside the driver's door jamb.

Please Note:

The wheel track of any vehicle must not be reduced to less than the standard track specified by the vehicle manufacturer for the particular model of vehicle.

On vehicles with diagonally split brake systems, the front wheel offset (and front wheel track) should remain as original, except where the original manufacturer specifies differently with optional rims for a particular model.

For further information please refer to the LS section of the National Code of Practice for Light Vehicle Construction and Modification.

Motorbikes

Frame and Suspension Alterations

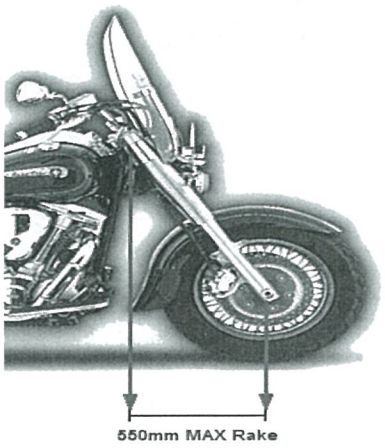
Motorbike design is a complex task. Before modifications are made to a motorbike's frame or suspension, you should be aware that structural changes to the frame, steering head, front forks, suspension, brakes or wheels may load vital components well beyond the limits for which they were originally designed. This may increase the probability of failure and may be a danger to the rider and other road users. Motorbikes with properly designed custom frames, extended forks, hard tail conversions and structural modifications are acceptable, but require approval by TMR. Before undertaking modifications similar to the ones mentioned above you must engage the services of an Approved Person Engineer.

Engine Replacements

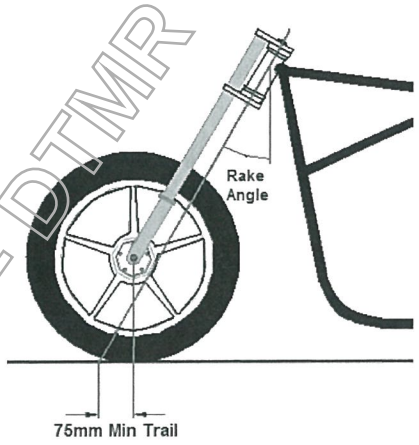
Many manufacturers produce a series of models with the same basic frame fitted with engines of differing capacity. No approval is required if the smaller capacity engine is replaced by a larger capacity engine from the same series, provided the brakes and suspension from the larger capacity motorbike are fitted and no modification is required to the frame. The fitting of any other alternative replacement engine, superchargers or turbochargers will require approval by TMR. Before undertaking modifications similar to the ones mentioned above, you must engage the services of an Approved Person Engineer.

Steering Gear and Handle Bars

For motorbikes which have the head stem as the steering pivot point, the horizontal distance from the midpoint between the head stem bearings to the centre of the front wheel must not be over 550mm. Offset triple clamps are often fitted to provide the motorbike with 'a raked out' appearance without the need to modify the frame. These are acceptable, provided the trail measurement is not less than 75mm.



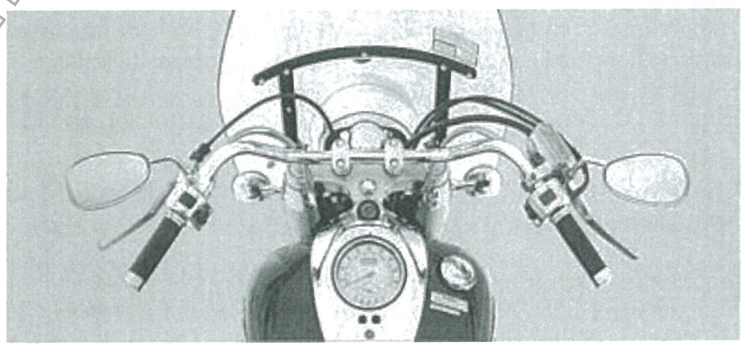
Motorbike Rake



Motorbike Trail

Motorbikes manufactured before 1 July 1988

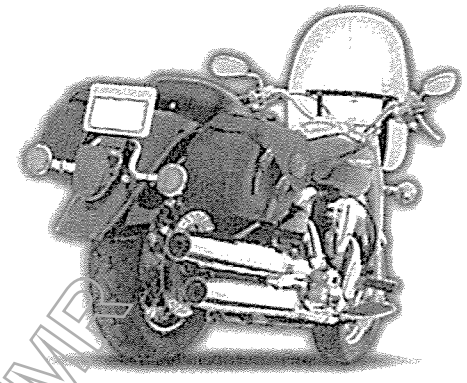
The handle bars of a motorbike must extend at least 250mm, but not over 550mm, on each side of the longitudinal axis of the motorbike. This measurement does not include mirrors and lights. The lowest part of the hand grip on the handle bars must not be higher than 380mm above the attachment point of the handle bars to the motorbike. Hand grips on the handle bars must be fitted symmetrically. **Please Note:** When measuring handle bar height, the upper surface of the original steering yoke, not including any spacers, is considered the handlebar attachment point.



Motorbikes manufactured from 1 July 1988 The distance between the extreme ends of the handlebar must not be less than 500mm and not more than 1100mm. This measurement does not include mirrors and lights. The height of the lowest part of the handgrip must not be more than 380mm above the lowest part of the upper surface of the rider's seat. Hand grips on the handle bars must be fitted symmetrically.

Exhausts

Motorbikes manufactured from 1 July 1975 are subject to Australian Design Rule (ADR) requirements for noise. Any replacement exhaust system must be as near as practicable to the original component specification and/or comply with ADR noise requirements. If you modify or replace an exhaust system on a pre-1975 motorbike, you must remember that the law prohibits all motor vehicles from causing excessive noise due to the condition or construction of the vehicle, or the manner in which it is operated.



Motorbikes manufactured from 1 July 1988 have all components of the silencing system marked with the name or trade name of the manufacturer. These motorbikes carry information of the Stationary Noise Test in the following format:

STATIONARY NOISE TEST INFORMATION

Tested at..... dB(A) at..... r/min

Silencing System: (manufacturer's name)

Identification: (trade description)

Any replacement part of the silencing system must show the trademark or the name of the original manufacturer of the system.

Seat Reduction

Compulsory Third Party (CTP) insurance premiums on motorbikes are determined by the seating capacity of the motorbike. Conversion of a motorbike from a two-seater to a single-seater, or vice versa is considered to be a basic modification and can be carried out without the need for certification by an Approved Person. For two-seats to single-seat conversions, the maximum length of the upholstered section of the seat must be 500mm or less, and the pillion foot pegs must be removed with any associated brackets and threaded holes drilled out. You are not permitted to use a removable cowl or other structure fitted over the seat to reduce the length of the seat. For further information, please refer to the LL section of the National Code of Practice for Light Vehicle Construction and Modification.

Motorbikes must be fitted with footrests for the rider, and for any passenger for whom a seating position is provided.

Wheels and Tyres

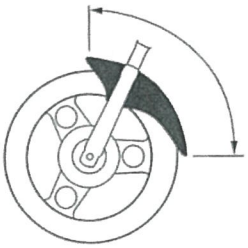
On all wheels (including any side-car wheel), the tyre size must be suitable for the rim. Each tyre and rim must be strong enough to support the machine when it is fully loaded. Most major motorbike tyre specialists can tell you the right tyre and rim for your motorbike and the appropriate tyre speed rating.

Chain Guards (including Belt Drive)

If the motorbike has a chain or belt drive, the driver and any passenger must be protected from the front sprocket and at least the upper part of the chain or belt by the frame or equipment of the motorbike, or by a guard. The guard must cover the chain or belt to a point at least 300mm to the rear of the rearmost foot rest or above the centre of the rear drive sprocket.

Mudguards

Mudguards must be fitted to all wheels (including the sidecar wheel). Each mudguard must be at least as wide, over its entire length, as its respective tyre. A front mudguard must cover the rearward section of the wheel through the area between two lines, one vertical and the other horizontal, both drawn through the centre of the wheel. If suitable protection is afforded by the frame or construction of the motorbike, the front guard need only cover the unprotected area.



Front wheel

The mudguard provided for the rear wheel and for the wheel of any sidecar must:

- protect other road users, as far as practicable, against thrown-up stones, mud, ice, snow and water; and
- reduce the dangers due to contact with the moving wheels.

For further information please refer to Vehicle Standards Instruction M4.1 – *Motorcycle Mudguard Requirements.*

Indicators

Indicators are required on all motorbikes manufactured after 30 June 1975.

Sidecars

Sidecars which bolt directly to the motorbike's frame without the need for any modifications to the motorbike are acceptable without specific approval. However, sidecars which require the motorbike to be modified (for example, welding to the frame) must be approved by TMR. Before modifying your motorbike so that a sidecar can be attached, you should engage the services of an Approved Person Engineer.

When attached, a sidecar must be:

- fitted to the left hand side of a motorbike. However, this does not apply to a motorbike and sidecar combination greater than 30 years of age
- fitted with a mechanical parking brake if the motorbike was manufactured after February 1976
- such that the overall width of the motorbike and sidecar in combination, including any load and equipment, less than 1.86m
- fitted with a parking light within 150mm from the side of the sidecar that is furthermost from the motorbike.

Additional Information

Australian Standards
http://www.saiglobal.com/online/

National Code of Practice for Light Vehicle Construction and Modification (Vehicle Standards Bulletin 14)
http://www.tmr.qld.gov.au/Safety/Vehicle-standards-and-modifications/Vehicle-modifications/Light-vehicle-modifications.aspx#ncop

Queensland Code of Practice - Vehicle Modifications (QCOP)
http://www.tmr.qld.gov.au/Safety/Vehicle-standards-and-modifications/Vehicle-modifications/Light-vehicle-modifications.aspx#qcop

Transport Operations (Road Use Management—Vehicle Standards and Safety) Regulation 2010
http://www.legislation.qld.gov.au/LEGISLTN/CURRENT/T/TrantOpRUVSSR10.pdf

Third Edition Australian Design Rules
http://www.infrastructure.gov.au/roads/motor/design/adr_online.aspx

Tyre and Rim Standards Manual
Available to purchase from http://www.tyreandrim.org.au/

Vehicle Standards Instructions
https://www.tmr.qld.gov.au/Safety/Vehicle-standards-and-modifications/Vehicle-standards/Vehicle-standards-instructions

FACT SHEET – 4WD vehicle lifts

26 October 2018

From 26 October 2018, the Department of Transport and Main Roads (TMR) has increased allowable limits for light vehicle lifts in Queensland to harmonise requirements with other larger jurisdictions and the National Code of Practice VSB-14, as appropriate.

This document is a summary of the revised requirements in Queensland. For a complete list of all requirements, refer to the QCOP which can be found on the TMR website at https://www.tmr.qld.gov.au/Safety/Vehicle-standards-and-modifications/Vehicle-modifications/Light-vehicle-modifications

The raising of 4WD type vehicles (ADR categories NA, MC and NB1) is now permitted up to 75 mm without certification for both vehicles with and without electronic stability control (ESC). In this case, the vehicle can only be lifted by a combination of a maximum 50mm suspension and 25mm tyres. Any lift using body blocks needs to be certified by an Approved Person.

A vehicle lift up to 150 mm is permitted with certification by an Approved Person. Maximum lifts on specific components within the 150mm limit are in the table below. In Queensland lifts on 4WD type vehicles (ADR categories NA, NB1 and MC) can be certified by complying with codes LS9 and LS10 in the QCOP. Lifts on other types of vehicles can be certified by complying with the National Code of Practice VSB-14.

A vehicle lift over 150mm or above the maximum limits in the table below can only be approved by TMR. Applications for lifts above these heights must be submitted to TMR along with the detailed design proposal and supporting engineering report.

The below table summarises the new lift requirements in Queensland.

Vehicles with and without ESC

Certification	Suspension	Tyres	Body blocks	Total lift
Not required	up to 50 mm	up to 25 mm	0 mm	up to 75 mm
Required	up to 75 mm*	up to 25 mm*	up to 50 mm*	up to 150 mm*

Testing requirements for certification	Lane-change test	ESC test
Vehicles without ESC	Required	Not required
Vehicles with ESC	Required	Required – (or letter from manufacturer or certified recalibration is accepted)

*Lifts above these limits require individual approvals from TMR.

For more information please contact TMR Vehicle Standards & Accreditation Section on:
Phone 13 23 80
Email vehiclestandards@tmr.qld.gov.au
Web www.tmr.qld.gov.au

4WD Industry Forum – light vehicle lifts

This document is a summary of requirements, current and proposed, and is not a complete list of all requirements.

Current state

Vehicles without ESC

Certification	Suspension	Tyres	Body blocks	Total lift
Not required	up to 50mm	up to 25mm	0mm	up to 75mm
Required	up to 50mm	up to 25mm	up to 50mm	up to 125mm*

Vehicles with ESC

Certification	Suspension	Tyres	Body blocks	Total lift
Not Required	up to 50mm	0mm	0mm	up to 50mm
Required	up to 50mm	up to 25mm	up to 50mm	up to 125mm*

Testing requirements for certification	Lane-change test	ESC test
Vehicles without ESC	Required	Not required
Vehicles with ESC	Required	Required – (or letter from manufacturer accepted)

Future state

Vehicles without ESC

Certification	Suspension	Tyres	Body blocks	Total lift
Not required	up to 50mm	up to 25mm	0 mm	up to 75mm
Required	up to 75mm	up to 25mm	up to 50mm	up to 150mm*

Vehicles with ESC

Certification	Suspension	Tyres	Body blocks	Total lift
Not Required	up to 50mm	up to 25mm	0 mm	up to 75mm
Required	up to 75mm	up to 25mm	up to 50mm	up to 150mm*

Testing requirements for certification	Lane-change test	ESC test
Vehicles without ESC	Required	Not required
Vehicles with ESC	Required	Required – (or letter from manufacturer or certified recalibration is accepted)

*Lifts above these limits require individual approvals from TMR.

4WD Industry Forum – light vehicle lifts

This document is a summary of requirements, current and proposed, and is not a complete list of all requirements.

Current state

Vehicles without ESC

Certification	Suspension	Tyres	Body blocks	Total lift
Not required	up to 50mm	up to 25mm	0mm	up to 75mm
Required	up to 50mm	up to 25mm	up to 50mm	up to 125mm*

Vehicles with ESC

Certification	Suspension	Tyres	Body blocks	Total lift
Not Required	up to 50mm	0mm	0mm	up to 50mm
Required	up to 50mm	up to 25mm	up to 50mm	up to 125mm*

Testing requirements for certification	Lane-change test	ESC test
Vehicles without ESC	Required	Not required
Vehicles with ESC	Required	Required – (or letter from manufacturer accepted)

Future state

Vehicles without ESC

Certification	Suspension	Tyres	Body blocks	Total lift
Not required	up to 50mm	up to 25mm	0 mm	up to 75mm
Required	up to 75mm	up to 25mm	up to 50mm	up to 150mm*

Vehicles with ESC

Certification	Suspension	Tyres	Body blocks	Total lift
Not Required	up to 50mm	up to 25mm	0 mm	up to 75mm
Required	up to 75mm	up to 25mm	up to 50mm	up to 150mm*

Testing requirements for certification	Lane-change test	ESC test
Vehicles without ESC	Required	Not required
Vehicles with ESC	Required	Required – (or letter from manufacturer or certified recalibration is accepted)

*Lifts above these limits require individual approvals from TMR.

Advice to Approved Persons

LS9 High Lift – 50mm to 125mm (Design) and LS10 High Lift – 50mm to 125mm (Modification) Modification Codes

The Department of Transport and Main Roads (TMR) regularly conducts desktop audits of modification certificates to ensure compliance with the approved person's (APs) conditions of approval.

Recent audits of modification certificates have identified that there is some confusion about when LS9 design certification is required, including the required testing, before the LS10 high lift modification can be certified.

The following information is provided to clarify these requirements.

When LS9 certification is required

Vehicles manufactured with electronic stability control (ESC)
If the vehicle was manufactured with ESC and modified with a suspension lift above 50mm, or due to a combination of any other lift (tyres and/or body blocks), LS9 design certification is required in addition to LS10 modification certification. You must not certify a LS9 design modification if you have not been approved by TMR for this modification code.

Vehicle modifications with a suspension lift above 50mm, or due to a combination of any other lift (tyres and/or body blocks) are also required to be tested as per below.

Tests required for LS9 certification for vehicles manufactured with ESC
You must carry out an ESC and lane change test in accordance with the Queensland Code of Practice - Vehicle Modifications. The accepted test method is documented within ADR 88, as the Sine with Dwell test. TMR will accept any testing to ECE R13H and FMVSS126 for ESC compatibility. The certification will also require LT2 double lane change to assess the effect of the modification to the vehicle handling.

If you cannot conduct the required ESC and lane change testing, you must not certify the modification unless you have evidence from the vehicle manufacturer, including the VIN number, confirming they have approved this modification

Vehicles manufactured without ESC
Vehicle lifts that do not exceed 75mm through the modification of suspension and tyres (25mm in tyres, 50mm in suspension), do not require certification under LS9. The person approving this modification must ensure the vehicle meets the technical requirements of LS9 and LS10. However, no formal certification under LS9 or lane change test is required.

Vehicle lifts that are achieved by modification of the suspension and body blocks, where the combined lift is greater than 50mm, require certification under the LS9 design code as well as LS10. This condition also requires LT2 double lane change testing to be performed.

If you require further information about the certification and/or testing requirements for the vehicle you are inspecting, please do not hesitate to contact the Vehicle Standards Unit (VSU) as per the technical advice section below.

Supporting evidence/documentation
TMR recommends that you include details of the components of the high lift as part of the modification certificate, such as the height of the vehicle, how the lift was achieved (for example, 50mm suspension lift and 50mm body blocks) and the tyre sizes at time of certification. TMR also recommends that in addition to your completed checklists, you also include photos as part of your supporting evidence/documentation.

Applying for modification code LS9

If you wish to apply for the LS9 modification code, there are minimum qualification and experience requirements. For more information about the required qualifications and experience, visit **www.tmr.qld.gov.au/business-industry/Accreditations/Approved-Person-Scheme/Industry-experience-and-qualifications/Qualifications**

Technical advice

If you require technical information about vehicle standards and modifications, please visit **www.tmr.qld.gov.au/Safety/Vehicle-standards-and-modifications**, or contact the VSU by email at **vehiclestandards@tmr.qld.gov.au**. You can also **telephone 13 23 80** and ask to be put through to the Vehicle Standards Unit.

Penalties

You are reminded that failure to comply with the various approved codes of practice is a contravention of the conditions of your AP approval and may result in the imposition of substantial fines (minimum fine $378, or a maximum court imposed fine of up to $5,046) and/or the amendment, suspension or cancellation of your AP approval.

Lee J Phillips

From: Justin G Land
Sent: Thursday, 30 August 2018 10:03 AM
To: Compliance (PLT); Compliance (STI)
Subject: FW: Body lift DVRN procedure
Attachments: DVRN lift modifications.pdf; Present Vehicle Order Notice.pdf; Advice to Approved Persons LS9 and LS10 clarification.pdf

Good morning all,

FYI

Cheers

Justin Land
Manager (Compliance) | SEQ South Region
Customer Services Branch | Department of Transport and Main Roads

Floor G | Logan Training Centre | 47-49 Jacaranda Avenue | Logan Central Qld 4114
PO Box 272 | Logan Central Qld 4114
P: (07) 3803 8428 | F: (07) 3803 8450
M: s.4 Part 4 s.6 Pers
E: justin.g.land@tmr.qld.gov.au
W: www.tmr.qld.gov.au

Safe Drivers. Safe Vehicles. Safe Roads.

Customers first Ideas into action Be courageous Unleash potential Empower people

ways we work

From: Lee J Phillips
Sent: Wednesday, 29 August 2018 8:39 AM
To: Andy W Wilson <Alexander.W.WILSON@tmr.qld.gov.au>; Andrew A Archibald <andrew.a.archibald@tmr.qld.gov.au>; Christopher W Baxter <Christopher.W.Baxter@tmr.qld.gov.au>; Nicholas Farrugia <Nicholas.Z.Farrugia@tmr.qld.gov.au>; Bradley J Godwin <Bradley.J.Godwin@tmr.qld.gov.au>; Brendan K Low <Brendan.K.Low@tmr.qld.gov.au>; Cameron S Jesberg <Cameron.S.Jesberg@tmr.qld.gov.au>; Compliance Heavy Haulage <ComplianceHeavyHaulage@tmr.qld.gov.au>; Daniel W Martin <Daniel.W.Martin@tmr.qld.gov.au>; Darren P Lacey <Darren.P.Lacey@tmr.qld.gov.au>; Fred W Liedel <Fred.W.Liedel@tmr.qld.gov.au>; Helen Z Edbrooke <helen.z.edbrooke@tmr.qld.gov.au>; James A Harriott <James.A.Harriott@tmr.qld.gov.au>; Mathieu S Mitchell <Mathieu.S.Mitchell@tmr.qld.gov.au>; Robert D Ferguson <robert.d.ferguson@tmr.qld.gov.au>
Cc: Justin G Land <justin.g.land@tmr.qld.gov.au>; Kelli Ready <Kelli.Z.Ready@tmr.qld.gov.au>
Subject: FW: Body lift DVRN procedure

Morning all

This is a procedure developed for vehicles issued with a QPS defect notice for **body lift modifications only** to be referred to TMR for inspection. I will arrange for this procedure to be uploaded into DocBase.

Can you please ensure all your staff are made aware of this procedure.

Background

The Department of Transport and Main Roads (TMR) regularly conducts desktop audits of modification certificates to ensure compliance with the approved person's (APs) conditions of approval.
Recent audits of modification certificates has identified there is some confusion about when LS9 design certification is required, including the required testing, before the LS10 high lift modification can be certified.

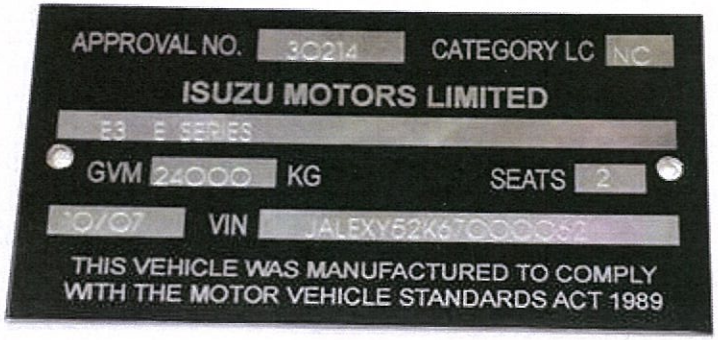
The practice of increasing ride height on vehicles by means of a combination of body blocks and/or suspension lift kits and/ or tyres/rims is on the increase. Queensland Police Service (QPS) has approached TMR to formulate a process for QPS issued Defective Vehicle Repair Notice (DVRN)issued for ride height modifications to be recorded in TICA/TRAILS so the vehicles can be presented to a DTMR Motor Vehicle Inspection Centre.

Guidelines for measuring vehicle height

The following instructions are provided to assist with measuring ride height:
(i) Place vehicle on level ground.
(ii) Minimum height uses the term "Ground clearance". Under VSS regulation, this can be with the vehicle loaded in the same condition as when it is intercepted. Kerb mass is used in the ADRs as an option for unladen mass. Unladen mass has the same definition in VSS and ADRs, which would be difficult to determine and prove if

the vehicle has any form of load. For a lift, unladen mass is best, but if the vehicle has a load/part load and is still too high then it will only be more non-compliant if unladen. At the officers discretion, vehicle to be unloaded to obtain a higher measurement.

(iii) Ride height to be measured in accordance with manufacturer's certified specification for ride height (follow this link at http://rvcs.infrastructure.gov.au/pls/wwws/pubrvcs.Notify_Search. To search RVCS, enter the approval no. from the compliance plate, ensure the correct variant is identified in the RVCS page. (engine size, and so on.)



(iv) For a lift, use a steel measuring tape and measure the distance from the axle's centreline to the wheel arch in a vertical direction. For minimum clearance, measure the minimum distance between the ground and the lowest point on vehicle's underside, other than its tyres, wheels, wheel hubs, brake backing plates, flexible mudguards and mudflaps.

(v) Some manufacturers may use floor to wheel arch, so check owner's manual (RVCS states axle to wheel arch),this is the preferred method.

(vi) Either lowest point for ground clearance, or highest hub to wheel arch measurement for lifts.

Modification codes LS9 and LS10 are in the Queensland Code of Practice, follow the link below to the TMR website to access the Queensland Code of Practice: Vehicle Modifications.

https://www.tmr.qld.gov.au/Safety/Vehicle-standards-and-modifications/Vehicle-modifications/Light-vehicle-modifications#ncop

ESC vehicles

Check if vehicle has ESC. All light vehicles manufactured from November 1 2013 must have ESC fitted. Earlier vehicles may have ESC, which can be determined by switching on the ignition and checking for an ESC tell-tale light on the instrument panel. Without certification, ESC vehicles can be raised up to 50mm and only by suspension, not tyres or body blocks. Over 50 mm needs to be certified with a modification plate for LS9 & 10.

Completion of DVRN's

Attached is a sample defect notice to provide guidance and assistance to QPS when issuing DVRN's to vehicle's with lift modifications. The DVRN is the new format that will come into effect in the near future, I don't have the QPS version but assume it will be similar in format and layout.

Some key points for consideration when issuing a DVRN for lift modifications;

- DVRN must be clear and legible
- VIN/Chassis number must be entered, **NOTE –** number plate alone is insufficient to satisfy the identity requirements for a vehicle.
- Odometer reading must be entered
- Location of intercepted to be completed in full, avoid using abbreviations such as A/A where possible
- Type of inspection to be "Police Road Patrol", this will ensure when the owner/registered operator makes a booking with DTMR the DVRN can be entered in TICA/TRAILS. **NOTE –** The DVRN cannot be entered in TICA/TRAILS until a booking has been made with DTMR and the owner presents the vehicle for inspection.
- Modifications and steering/suspension boxes to marked with a ✓
- Details of the defects observed to include a description of the lift modifications, IE body blocks - record dimensions, suspension lift and /or wheel tyres, include ride height measurements front and rear with reference to non-compliance to LS 9 (where applicable) and LS10. Indicate if the vehicle is manufactured with ESC.
- Allow the owner/registered operator a period of 14 days from date of intercept to make a booking for inspection at DTMR
- Inspection at an AIS and defect notice clearance declaration to have a line ruled through
- All boxes to be marked with a ✓, avoid the use of ×
- If an Infringement is issued, indicate in the DVRN with the number.

Referring DVRN's to DTMR

DVRN's are to be sent to the DarraMVIC@tmr.qld.gov.au email group with a clear and legible copy of the DVRN accompanied with photographs of the vehicle fitted with ride height modifications and a copy of the QPS Vehicle Defect Check List . The photographs must identify the vehicle the subject of the DVRN and clearly identify the ride height modifications (IE photos of body blocks indicating dimensions) do not comply with modification codes LS9 (where applicable) and LS10 prescribed in the Queensland Code of Practice: Vehicle Modifications (QCOP). A copy of the modification certificate issued to the vehicle in question to be provided to DTMR would be beneficial.

DTMR will conduct enquiries with Approved Persons on a case by case basis where lift modifications are not in accordance with modification codes LS9/LS10.

DTMR will monitor Services Booking System (SBS), TICA/TRAILS for a period of 14 days for the booking to be made. In the event a booking is made within 14 days, DTMR will notify QPS. Should the owner/registered operator not make a booking by COB on day 14, DTMR will notify QPS of such.

Process to record DVRN in TICA

DTMR will, upon confirmation a booking has been made, **and** the vehicle has been presented for inspection, record the DVRN in TICA/TRAILS under inspection type " Police Defective Vehicle". DTMR will advise QPS of the outcome of the inspection. NOTE – DTMR will take photographs of the vehicle as presented for inspection.

Fail to make booking

DTMR will notify QPS in the event the owner/registered operator has not made a booking by COB on day 14 as per the DVRN.
QPS to conduct follow up with the owner/registered operator of the vehicle in question for fail to comply with the DVRN. Follow up to include prompting the owner/registered operator of the vehicle to make a booking with DTMR. QPS to advise DTMR of the outcome as soon as practical and provide copy of an Infringement Notice if issued.

DTMR will allow a further 7 days for the owner registered operator to make a booking. In the event a booking is made within 7 days, DTMR will notify QPS. Should the owner/registered operator still not make a booking by COB on day 7, DTMR will notify QPS of such.

DTMR will issue a Present Vehicle Order (PVO - refer to attached sample)to the owner/ registered operator , the PVO will state the location, date and time the vehicle is to be presented to DTMR for inspection.

Should the owner/registered operator present the vehicle for inspection in accordance with the PVO, DTMR will notify QPS of the outcome of the inspection.

In the event the owner/registered operator has not presented the vehicle for inspection, DTMR will commence show cause proceedings against the owner/registered operator to cancel the registration of the vehicle. DTMR will advise QPS the show cause process will be instigated.

Issues to be noted

DTMR cannot enter a DVRN into TICA/TRAILS unless a booking has been made **and** the vehicle has been presented for inspection. A key step in this process is to ensure all DVRNs are emailed to the DarraMVIC email group to allow the PVO/registration show cause process to flow.

In the event the owner/registered operator cancels the registration, the DVRN/PVO notices will change to invalidated. From a DTMR perspective there is minimal recourse for the owner/registered operator.

DTMR will notify QPS if the owner/registered operator cancels the registration and re-registers the vehicle including the new number plate details.

QPS can overcome this by the use of the type 2 Illegally modified flag, or alternatively ensuring a street check is completed linking the owner /registered operator to the vehicle with the new number plates flagging the vehicle be intercepted and inspected.

Kind regards,

Lee Phillips
Senior Transport Inspector | Seq South Region
Customer Services Branch | Department of Transport and Main Roads
---
Ground Floor | Ipswich Customer Service Centre | Colvin Street | North Ipswich Qld 4305
PO Box 631 | Ipswich Qld 4305
(07) 38138623 | M: s.4 Part 4 s.6 Per
lee.j.phillips@tmr.qld.gov.au
www.tmr.qld.gov.au

Lee J Phillips

From: Lee J Phillips
Sent: Wednesday, 29 August 2018 8:15 AM
To: Bastian.LachlanJ[RPC]; Tyne.JarradP[RPC]; Stevens.MickL[RPC]
Cc: Hallam.DerekA[RPC]; Towner.AnthonyS[RPC]; Justin G Land; Tracey L Dreier; Scott G Notley; Neil L Todd
Subject: Body lift DVRN procedure
Attachments: DVRN lift modifications.pdf; Present Vehicle Order Notice.pdf; Advice to Approved Persons LS9 and LS10 clarification.pdf

Hi Lachlan

This is the final version for the procedure on referring body lift DVRN's issued by QPS to DTMR. Note that this procedure is for **body lift modifications only**.

I have been in contact with DTMR call centre and advised them of this procedure, please note that any QPS issued DVRN must be classified as major to be booked in for DTMR inspection, DVRN's classified as minor cannot be booked in.

Background

The Department of Transport and Main Roads (TMR) regularly conducts desktop audits of modification certificates to ensure compliance with the approved person's (APs) conditions of approval.
Recent audits of modification certificates has identified there is some confusion about when LS9 design certification is required, including the required testing, before the LS10 high lift modification can be certified.

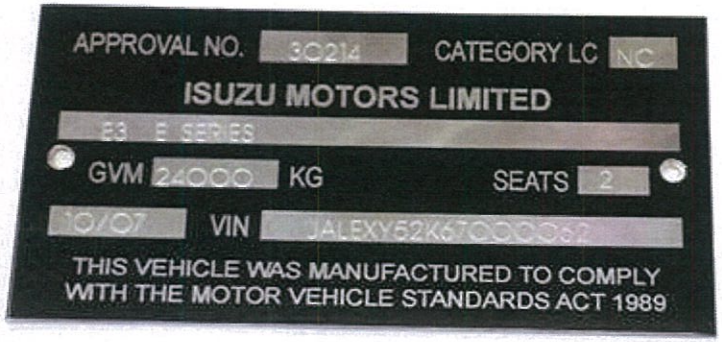
The practice of increasing ride height on vehicles by means of a combination of body blocks and/or suspension lift kits and/ or tyres/rims is on the increase. Queensland Police Service (QPS) has approached TMR to formulate a process for QPS issued Defective Vehicle Repair Notice (DVRN)issued for ride height modifications to be recorded in TICA/TRAILS so the vehicles can be presented to a DTMR Motor Vehicle Inspection Centre.

Guidelines for measuring vehicle height

The following instructions are provided to assist with measuring ride height:
(i) Place vehicle on level ground.
(ii) Minimum height uses the term "Ground clearance". Under VSS regulation, this can be with the vehicle loaded in the same condition as when it is intercepted. Kerb mass is used in the ADRs as an option for unladen mass. Unladen mass has the same definition in VSS and ADRs, which would be difficult to determine and prove if

the vehicle has any form of load. For a lift, unladen mass is best, but if the vehicle has a load/part load and is still too high then it will only be more non-compliant if unladen. At the officers discretion, vehicle to be unloaded to obtain a higher measurement.

(iii) Ride height to be measured in accordance with manufacturer's certified specification for ride height (follow this link at http://rvcs.infrastructure.gov.au/pls/wwws/pubrvcs.Notify_Search. To search RVCS, enter the approval no. from the compliance plate, ensure the correct variant is identified in the RVCS page. (engine size, and so on.)



(iv) For a lift, use a steel measuring tape and measure the distance from the axle's centreline to the wheel arch in a vertical direction. For minimum clearance, measure the minimum distance between the ground and the lowest point on vehicle's underside, other than its tyres, wheels, wheel hubs, brake backing plates, flexible mudguards and mudflaps.

(v) Some manufacturers may use floor to wheel arch, so check owner's manual (RVCS states axle to wheel arch),this is the preferred method.

(vi) Either lowest point for ground clearance, or highest hub to wheel arch measurement for lifts.

Modification codes LS9 and LS10 are in the Queensland Code of Practice, follow the link below to the TMR website to access the Queensland Code of Practice: Vehicle Modifications.

https://www.tmr.qld.gov.au/Safety/Vehicle-standards-and-modifications/Vehicle-modifications/Light-vehicle-modifications#ncop

ESC vehicles

Check if vehicle has ESC. All light vehicles manufactured from November 1 2013 must have ESC fitted. Earlier vehicles may have ESC, which can be determined by switching on the ignition and checking for an ESC tell-tale light on the instrument panel. Without certification, ESC vehicles can be raised up to 50mm and only by suspension, not tyres or body blocks. Over 50 mm needs to be certified with a modification plate for LS9 & 10.

Completion of DVRN's

Attached is a sample defect notice to provide guidance and assistance to QPS when issuing DVRN's to vehicle's with lift modifications. The DVRN is the new format that will come into effect in the near future, I don't have the QPS version but assume it will be similar in format and layout.

Some key points for consideration when issuing a DVRN for lift modifications;

- DVRN must be clear and legible
- VIN/Chassis number must be entered, **NOTE –** number plate alone is insufficient to satisfy the identity requirements for a vehicle.
- Odometer reading must be entered
- Location of intercepted to be completed in full, avoid using abbreviations such as A/A where possible
- Type of inspection to be "Police Road Patrol", this will ensure when the owner/registered operator makes a booking with DTMR the DVRN can be entered in TICA/TRAILS. **NOTE –** The DVRN cannot be entered in TICA/TRAILS until a booking has been made with DTMR and the owner presents the vehicle for inspection.
- Modifications and steering/suspension boxes to marked with a ✓
- Details of the defects observed to include a description of the lift modifications, IE body blocks - record dimensions, suspension lift and /or wheel tyres, include ride height measurements front and rear with reference to non-compliance to LS 9 (where applicable) and LS10. Indicate if the vehicle is manufactured with ESC.
- Allow the owner/registered operator a period of 14 days from date of intercept to make a booking for inspection at DTMR
- Inspection at an AIS and defect notice clearance declaration to have a line ruled through
- All boxes to be marked with a ✓, avoid the use of ×
- If an Infringement is issued, indicate in the DVRN with the number.

Referring DVRN's to DTMR

DVRN's are to be sent to the DarraMVIC@tmr.qld.gov.au email group with a clear and legible copy of the DVRN accompanied with photographs of the vehicle fitted with ride height modifications and a copy of the QPS Vehicle Defect Check List . The photographs must identify the vehicle the subject of the DVRN and clearly identify the ride height modifications (IE photos of body blocks indicating dimensions) do not comply with modification codes LS9 (where applicable) and LS10 prescribed in the Queensland Code of Practice: Vehicle Modifications (QCOP). A copy of the modification certificate issued to the vehicle in question to be provided to DTMR would be beneficial.

DTMR will conduct enquiries with Approved Persons on a case by case basis where lift modifications are not in accordance with modification codes LS9/LS10.

DTMR will monitor Services Booking System (SBS), TICA/TRAILS for a period of 14 days for the booking to be made. In the event a booking is made within 14 days, DTMR will notify QPS. Should the owner/registered operator not make a booking by COB on day 14, DTMR will notify QPS of such.

Process to record DVRN in TICA

DTMR will, upon confirmation a booking has been made, **and** the vehicle has been presented for inspection, record the DVRN in TICA/TRAILS under inspection type " Police Defective Vehicle". DTMR will advise QPS of the outcome of the inspection. NOTE – DTMR will take photographs of the vehicle as presented for inspection.

Fail to make booking

DTMR will notify QPS in the event the owner/registered operator has not made a booking by COB on day 14 as per the DVRN.
QPS to conduct follow up with the owner/registered operator of the vehicle in question for fail to comply with the DVRN. Follow up to include prompting the owner/registered operator of the vehicle to make a booking with DTMR. QPS to advise DTMR of the outcome as soon as practical and provide copy of an Infringement Notice if issued.

DTMR will allow a further 7 days for the owner registered operator to make a booking. In the event a booking is made within 7 days, DTMR will notify QPS. Should the owner/registered operator still not make a booking by COB on day 7, DTMR will notify QPS of such.

DTMR will issue a Present Vehicle Order (PVO - refer to attached sample)to the owner/ registered operator , the PVO will state the location, date and time the vehicle is to be presented to DTMR for inspection.

Should the owner/registered operator present the vehicle for inspection in accordance with the PVO, DTMR will notify QPS of the outcome of the inspection.

In the event the owner/registered operator has not presented the vehicle for inspection, DTMR will commence show cause proceedings against the owner/registered operator to cancel the registration of the vehicle. DTMR will advise QPS the show cause process will be instigated.

Issues to be noted

DTMR cannot enter a DVRN into TICA/TRAILS unless a booking has been made **and** the vehicle has been presented for inspection. A key step in this process is to ensure all DVRNs are emailed to the DarraMVIC email group to allow the PVO/registration show cause process to flow.

In the event the owner/registered operator cancels the registration, the DVRN/PVO notices will change to invalidated. From a DTMR perspective there is minimal recourse for the owner/registered operator.

DTMR will notify QPS if the owner/registered operator cancels the registration and re-registers the vehicle including the new number plate details.

Kind regards,

Lee Phillips
Senior Transport Inspector | Seq South Region
Customer Services Branch | Department of Transport and Main Roads
---
Ground Floor | Ipswich Customer Service Centre | Colvin Street | North Ipswich Qld 4305
PO Box 631 | Ipswich Qld 4305
(07) 38138623 | M: 4 Part 4 s.6 Per
lee.j.phillips@tmr.qld.gov.au
www.tmr.qld.gov.au

Lee J Phillips

From: Neil L Todd
Sent: Friday, 5 October 2018 2:27 PM
To: Bastian.LachlanJ[RPC]; Vehicle Standards; AP Policy; Lee J Phillips; O'Brien.DanA[RPC]
Cc: O'Brien.DanA[RPC]; Tyne.JarradP[RPC]; Hallam.DerekA[RPC]
Subject: RE: Vehicle Compliance enforcement - Operation Lift.
Attachments: 4WD forum information sheet.doc

Hi Lachlan

I agree with your assessment of Operation Lift and the outcomes it produced in terms of public awareness.
A lot of the incoming correspondence has highlighted the lack of knowledge in the broader 4WD community, and our challenges to get a clear message out on the technical aspects of modifications.
This was exacerbated by the fake news being spread by television, print and social media.

I was trying to get details on the infringements and defect notices last week. I had a high level summary, but if it is possible to get details it would be very helpful for briefing up and providing assurance that only high lifts were targeted.

A positive aspect was that we received Ministerial support to harmonise the high lift requirements with the NCOP. This will allow a clearer message to go out to the public instead of spending effort explaining the variation from other states.
The proposed change which has been announced by the Minister, is for a high lift going from a maximum 125 mm to 150 mm with certification.
This can be achieved by suspension going from 50mm to 75mm with certification.
Suspension without certification stays at 50mm maximum lift.

This is planned to commence in October 2018. Refer to the attached fact sheet for a summary of current and future lift limits.

The requirements for ESC testing remains in place, however we are working with industry to come up with a more cost effective, reliable test method.
There are no easy fixes for this, so it might take a while for suppliers to get test equipment and facilities.
Our General Manager, Andrew Mahon, advised industry that lifts under 75mm and minor tyre size changes on ESC vehicles will not be a focus while we consider ESC testing options.

At this stage we support the continued enforcement focus on:

- any high lift over 75 mm without certification (ESC or no ESC)
- a high lift over 125 with certification (ESC or no ESC)
- a defect notice rather than a PIN if the driver is not aware or complicit in the illegal modification

- Approved Persons (AP), if the vehicle has a modification plate and illegal modification – (notify TMR to investigate the AP).

We conducted an industry and stakeholder forum on Monday 24 September to educate industry and discuss issues.
There were 85 attendees, with around half being APs with LS9&10 codes, suspension and tyre suppliers, AAAA and the 4WD Qld club.
Some APs holding LS9&10 codes were unclear on the rules, as were many aftermarket and tyre suppliers.
We will be developing an education package when the QCOP codes LS9&10 are updated in October, including a notification to Approved Inspection Stations and a new webpage for 4WDs on the QLDGOV website.
A focus of the forum was asking for industry assistance to educate and provide quality advice to consumers.
We do not have an immediate plan to address those continuing to provide lift kits and tyres which are illegal for road use.
This could be addressed in the next stage after awareness has been raised.

Another issue (not related to Operation Lift) that has been raised is the use of the TMR Vehicle Standards Instructions (VSIs) as grounds for issuing defects or infringements.
Our Prosecutions area has noticed some in QPS quoting the VSI as the source of an infringement.
The VSIs are guides only, interpreting the rules in simple terms. They should not be quoted as the source of an infringement.
The VSI's will nearly always reference the actual legislation or statutory instrument, whether it is the TORUM Act, TORUM -- Vehicle Standards and Safety Regulation, ADRs or Codes of Practice.
For any future training, best practice is to reference the legislation or statutory instrument.
The VSI can still be useful for pointing officers in the right direction to find the relevant legislation, but not as the basis for issuing the infringement or defect notice.
Our Vehicle Standards Unit can always be contacted by email to provide assistance if the source is not clear.

Thanks for the efforts of the QPS staff involved in raising the profile of vehicle standards.
I will provide information on the revised QCOP when it has been approved.

Kind regards

Neil Todd
Senior Policy Advisor | Standards & Accreditation
Transport Regulation Branch | Customer Services, Safety and Regulation Division | Department of Transport and Main Roads
---
Floor 9 | 61 Mary Street | Brisbane Qld 4000
PO Box 673 | Fortitude Valley Qld 4006
(07) 3066 6392
E: neil.l.todd@tmr.qld.gov.au
W: www.tmr.qld.gov.au

From: Bastian.LachlanJ[RPC] [mailto:Bastian.LachlanJ@police.qld.gov.au]
Sent: Tuesday, 25 September 2018 2:48 PM
To: Vehicle Standards <vehiclestandards@tmr.qld.gov.au>; AP Policy <AP_Policy@tmr.qld.gov.au>; Neil L Todd <Neil.L.TODD@tmr.qld.gov.au>; Lee J Phillips <lee.j.phillips@tmr.qld.gov.au>; O'Brien.DanA[RPC] <OBrien.DanA@police.qld.gov.au>

Cc: O'Brien.DanA[RPC] <OBrien.DanA@police.qld.gov.au>; Tyne.JarradP[RPC] <Tyne.JarradP@police.qld.gov.au>; Hallam.DerekA[RPC] <Hallam.DerekA@police.qld.gov.au>
Subject: Vehicle Compliance enforcement - Operation Lift.

Good afternoon,
This is just a follow up in relation to the recent QPS enforcement named Operation Lift. Operation Lift was a 3 day operation specifically targeting Highly modified vehicles on the Gold Coast. There were a number of highly modified vehicles detected and enforcement action taken in relation to offences identified. During the operation, NO vehicle was impounded by Qld Police. A number of vehicles were towed by owners as a result of not being able to drive them on the road as they were well above the legal modification limits set by both the QCOP and NCOP and had not undergone any testing or Modification Approval.

If anyone from DTMR has any issues that they would like to raise with QPS in relation to this enforcement or any enforcement, please feel free to let me know so I can get try and either answer or ensure rectification. If there is another area that DTMR feel we should be targeting, again please let me know as we are endeavouring to continue our defective vehicle training and soon will focus on another area.

This targeted operation was part of a larger Training package being developed by officers of the Qld Police Service. This training package is aimed at all defective vehicles however due to the fact that the Vehicle Standards and ADR's are so vast and technical, there was a need to break the enforcement up in to categories with the issue of Non-complying High Lifted vehicles the first category looked at due to the ever increasing prevalence of these vehicles.

This enforcement has resulted in much debate by social media but unfortunately very little truthful facts being released apart from by DTMR, which can only be taken as a move to enhance their position and get rules changed to suit their desires, instead of worrying about the needs and safety of all road users. It has however raised more awareness of the rules and requirements than any other operation I have been involved in over the last 18 years of Policing.

A number of organisations (1 in particular) has advised that they are having meetings with Government and DTMR and have stated that they are looking at a range of changes to the QCOP. It is not known if this is factual or just being used to create interest on their facebook page to try and further their position. It is not the QPS position to advise on the requirements of Codes of Practice as we are not engineers or mechanics. It is our job to enforce the requirements and laws in place set by Government. To Sunday 23/9/18 there have been 176 fatal traffic crashes resulting in the deaths of 193 people on our roads. Police do not solely enforce the "Fatal 5" and use a range of enforcement and COMPLIANCE to try and ensure safety on our roads for all road users, reduce serious and fatal traffic crashes and also to deal with complaints.
I again wish to confirm that we are NOT targeting vehicle modifications involving lifts of 50mm Suspension and 25mm Tyre (50mm diameter increase). Another point I want to raise is in relation to the Type 2 offences. Unfortunately, the media and other organisations are calling these Hooning laws which is not factually correct. These laws are Vehicle Related offences and broken up in to 2 categories:

- **Type 1 offences** and include serious offences that people refer to as hooning. These offences are A) Speed Trial, a race between vehicles or a burnout and are specific offences namely, Dangerous Operation of a motor vehicles, Careless Driving, Organising or partaking in racing and speed trials, wilfully causing undue noise or smoke (burnout) OR b) Evade Police.
- **Type 2 Offences** and is aimed at stopping **REPEAT** Offences. There are a number of offences in the Type 2 category and these offences are listed as persons involved in serious or fatal crashes are more likely to have been involved in repeatedly committing these offences. It should be noted that the first offence is a warning offence and no vehicle impoundment or immobilisation occurs. Part Exempt Sch.3(10)(1)(f) Prejudice the effectiveness of a lawful method

Part Exempt Sch.3(10)(1)(f) Prejudice the effectiveness of a lawful method

If there are any changes that are confirmed and are to be introduced, could QPS please be advised so we are not enforcing any requirements that will soon be changed. We understand from the Ministers release that both vehicles with ESC and without ESC will be able to lift to 50mm Suspension and 50mm Tyre Diameter increase without certification when the new QCOP is released.

The biggest problem that I am now seeing is that the Approved Persons authorising these modifications did not appear to know of the rules and requirements and the number of Approved Inspection Stations are completing Safety Certificates for vehicles that should not be passed due to serious issues or modifications. If the Approved Person Section has any ideas or issues that they would like to raise in regards to this then I am happy to try and see if QPS can assist to address these? The other issue is the number of Aftermarket suppliers and Installers completing these modifications without any repercussions which has been raised at the last meeting. Is there any ideas on how to ensure that the consumer is protected from these practices?

I just want to thank everyone that we have been in contact with for your assistance over the last 18 months. Unlike what has been sprouted on Facebook, this has been an on-going and increasing issue that Traffic officers from the QPS have been looking at for nearly 2 years and to date there has been numerous DTMR staff involved. Our aim was not just for compliance of the listed rules but also to ensure safety for all road users. This was not occurring when individually targeting single non-compliant vehicles and as a result, a targeted enforcement approach was taken with the end results being what we have today.

Thank you again for your time and assistance and please feel free to let me know of any issues or changes that you would like to raise.

Lachlan BASTIAN
Senior Constable / 12808
Indooroopilly Road Policing Unit
QLD Police Service.
Ph Sch.4 Part 4 s.6 Personal ir
Ph Sch.4 Part 4 s.6 Persona
Email: Bastian.LachlanJ@police .qld.gov.au

ROAD POLICING COMMAND
Road Safety Everybody Everyday

This footnote also confirms that this email message has
been checked for the presence of computer viruses.
****

Document Retrieval Request

Right to Information Act 2009

Right to information, Information Privacy and Complaints Management
Department of Transport and Main Roads

QUEENSLAND GOVERNMENT

RTI application number	Reply due:	Enquiries:
RTI-336	**25/06/2019**	Jane Griffin 07 3066 7104

Scope of the application	**RTI applicant:** 4WD Queensland Association

Number of Staff in TMR

Number of Staff in TMR Who Provide Mobile, Road Side or Fixed Facility Vehicle Safety Inspections

Number of Staff in TMR In Vehicle Standards or Policy / Standards Design Roles who are qualified auto mechanics (break down of years on job since passing qualifications)

Number of Staff in TMR In Vehicle Standards or Policy / Standards Design Roles who are auto-mechanical engineers (break down of years providing professional auto-mechanical services since passing qualifications, in OEM and Aftermarket sectors)

As at May 2019

Liaison officer details

Name: Roslynne Hasted, Position: A/Correspondence Coordinator

Unit: GM (Customer Services)

Branch: Customer Services Branch

Division/region: Customer Services, Safety and Regulation Division

Document Retrieval Request

Please conduct searches, retrieve documents and provide only those documents considered relevant by the due date. Please ensure that the relevant documents are in PDF format, all emails are expanded with attachments and named for easy identification.

Please note that if the documents are not relevant or do not meet the above requirements, the documents will be returned to you for correction.

The department is obligated to comply with this legislation and the RTI, Privacy and Complaints Management team (RTI team) processes applications for access to documents held by the department on behalf of all divisions and regions of the department. For this reason, the RTI team asks that all efforts are made to identify and supply the most relevant documents in a single format within the timeframes indicated.

Please return the completed and signed form together with the relevant documents (all in pdf format) to contactrti@tmr.qld.gov.au by 25/06/2019.

Description of the types of documents being provided
N/A

Detail any concerns about the possible release of the documents (including any third parties)
(for example, do the documents contain any personal information of third parties, legal advice, commercially sensitive information such as unit rates/trade secrets, copyright, an investigation that is not yet finalised, information prepared for Cabinet or to brief a Minister etc?)

Detail actual times and activities undertaken to provide the relevant documents (to search, retrieve, consult, copy and provide the relevant documents)	
Activity Undertaken	**Time Taken**

Nil documents (search results did not locate any relevant documents)
Central Region currently has 28 Full-Time Equivalent Compliance Officers

Please ensure that you have completed all sections of this form including a description of the types of documents provided, details of any concerns your division/region holds about the possible release of the documents, recorded the actual times taken to search for and provide the requested documents and the form is signed by both searching and declaring officers.

Searching officer's contact details *(details of the officer who conducted the searches)*

Name and signature	Annette Culley	
Date and contact number	18/06/2019	4931 1642

Certifying officer's declaration and contact details *(the certifying officer is the senior officer within the relevant division/region who has responsibility for the relevant documents and an understanding of the search and retrieval processes that have been undertaken)*

I hereby certify that the information recorded on this form is accurate based on the searching activities conducted and my knowledge of the documents held by this division/region:

Name and signature	Damon Innes	
Date and contact number	18/06/2019	4931 1641

From: Erin M Bell
To: Jade M Pritchard
Cc: CS Correspondence
Subject: RE: NORTHERN RTI-336 - ACTION REQUIRED RTI Document Retrieval Request - Reply Due: 25/06/2019
Date: Thursday, 20 June 2019 9:44:31 AM
Attachments: STGO-F5-KON19062009370.pdf
image001.jpg

Hi Jade,

Document retrieval form is attached as requested.

Kind regards

Erin Bell
A/Regional Coordinator || Northern Region
Customer Services Branch | Department of Transport and Main Roads
Floor 5 | Townsville Government Office Building | 445 Flinders Street | Townsville QLD 4810
PO Box 1089 | Townsville QLD 4810
P: (07) 4421 8751
E: erin.m.bell@tmr.qld.gov.au
W: www.tmr.qld.gov.au
Works Mon - Thurs

TMR 0090_468x90px Email Signature (002) (002)

From: Jade M Pritchard
Sent: Thursday, 20 June 2019 8:19 AM
To: Erin M Bell <Erin.M.Bell@tmr.qld.gov.au>
Cc: Doctrak.CS.Northern <Doctrak.CS.Northern@tmr.qld.gov.au>
Subject: FW: NORTHERN RTI-336 - ACTION REQUIRED RTI Document Retrieval Request - Reply Due: 25/06/2019

Hi Erin,

Can you please complete the document retrieval form for Northern and return?

Thank you

Jade Pritchard
A/Correspondence Coordinator | Business Services
Customer Services Branch | Customer Services, Safety and Regulation Division | Department of Transport and Main Roads

Floor 3 | Carseldine – GOP Building B | 532 Beams Road | Carseldine Qld 4034
GPO Box 1412 | Brisbane Qld 4001
(07) 3066 5142
jade.m.pritchard@tmr.qld.gov.au
www.tmr.qld.gov.au

From: Erin M Bell
Sent: Tuesday, 18 June 2019 1:49 PM
To: CS Correspondence <cs.correspondence@tmr.qld.gov.au>

Subject: RTI-336 - ACTION REQUIRED RTI Document Retrieval Request - Reply Due: 25/06/2019

Hi all,

Our numbers for the RTI request are below:

Figures as requested as at 31/5/19 for Northern Region:

HR Headcount 437 people – 187.83 HR FTE
Compliance Transport Inspectors Northern – who can provide Mobile, Road Safety or Fixed Facility Vehicle Safety Inspections – 23 people

Please note that Northern does not have anyone in Vehicle Standards /Policy Standards/ Design roles.

Kind regards

Erin Bell
A/Regional Coordinator || Northern Region
Customer Services Branch | Department of Transport and Main Roads
Floor 5 | Townsville Government Office Building | 445 Flinders Street | Townsville QLD 4810
PO Box 1089 | Townsville QLD 4810
P: (07) 4421 8751
E: erin.m.bell@tmr.qld.gov.au
W: www.tmr.qld.gov.au
Works Mon - Thurs

TMR 0090_468x90px Email Signature (002) (002)

From: Elizabeth A Craven
Sent: Tuesday, 18 June 2019 1:42 PM
To: Erin M Bell <Erin.M.Bell@tmr.qld.gov.au>
Cc: Robyn D Evans <Robyn.D.EVANS@tmr.qld.gov.au>; Christopher J Fleming <Christopher.J.Fleming@tmr.qld.gov.au>; HR Northern <HR_Northern@tmr.qld.gov.au>
Subject: RE: RTI-336 - ACTION REQUIRED RTI Document Retrieval Request - Reply Due: 25/06/2019

Afternoon Erin

Figures as requested as at 31/5/19 for Northern Region:

HR Headcount 437 people – 187.83 HR FTE
Compliance Transport Inspectors Northern – who can provide Mobile, Road Safety or Fixed Facility Vehicle Safety Inspections – 23 people

Regards Anne

Anne Craven
Regional Business Support Officer | Northern Region

Customer Services Branch | Department of Transport and Main Roads

Townsville Government Building| Floor 5 | 445 Flinders st | Townsville Qld 4810
PO Box 7466 | Garbutt Bc Qld 4814
P: (07) 44218738 | F: (07) 44218780
E: elizabeth.a.craven@tmr.qld.gov.au
W: www.tmr.qld.gov.au

From: Erin M Bell
Sent: Tuesday, 18 June 2019 9:13 AM
To: Robyn D Evans <Robyn.D.EVANS@tmr.qld.gov.au>; Christopher J Fleming <Christopher.J.Fleming@tmr.qld.gov.au>
Cc: Elizabeth A Craven <Elizabeth.A.Craven@tmr.qld.gov.au>
Subject: FW: RTI-336 - ACTION REQUIRED RTI Document Retrieval Request - Reply Due: 25/06/2019

Good morning all,

We've received the attached Right to Information request and will need to gather information in regards to the questions asked in the search request.

The questions are:
Number of Staff in TMR
Number of Staff in TMR Who Provide Mobile, Road Side or Fixed Facility Vehicle Safety Inspections
Number of Staff in TMR In Vehicle Standards or Policy / Standards Design Roles who are qualified auto mechanics (break down of years on job since passing qualifications)
Number of Staff in TMR In Vehicle Standards or Policy / Standards Design Roles who are auto-mechanical engineers (break down of years providing professional auto-mechanical services since passing qualifications, in OEM and Aftermarket sectors)
As at May 2019
I've spoken with the Correspondence team, who have confirmed that they would like each Region to gather their own numbers area. Then they'll be collated and sent through.

Are you able to assist?

Kind regards

Erin Bell
A/Regional Coordinator || Northern Region
Customer Services Branch | Department of Transport and Main Roads
Floor 5 | Townsville Government Office Building | 445 Flinders Street | Townsville QLD 4810
PO Box 1089 | Townsville QLD 4810
P: (07) 4421 8751
E: erin.m.bell@tmr.qld.gov.au
W: www.tmr.qld.gov.au
Works Mon - Thurs

TMR 0090_468x90px Email Signature (002) (002)

From: CS Correspondence
Sent: Tuesday, 18 June 2019 8:57 AM
To: Doctrak.CS.Northern <Doctrak.CS.Northern@tmr.qld.gov.au>; Doctrak.CS.Southern <Doctrak.CS.Southern@tmr.qld.gov.au>; Doctrak.CS.SEQ South <Doctrak.CS.SEQ_South@tmr.qld.gov.au>; Doctrak.CS.SEQ North <Doctrak.CS.SEQ_North@tmr.qld.gov.au>; Doctrak.CS.Central <Doctrak.CS.Central@tmr.qld.gov.au>
Subject: FW: RTI-336 - ACTION REQUIRED RTI Document Retrieval Request - Reply Due: 25/06/2019

Good Morning,

Please arrange for the appropriate person to complete the RTI Document Retrieval Request form as per the Right to Information – Document Retrieval Request and return to CS Correspondence **by COB 25 June 2019.**
Please note – staffing in vehicle standards will be provided by LTSR.

Warm Regards,

Jade Pritchard
A/Correspondence Coordinator | Business Services
Customer Services Branch | Customer Services, Safety and Regulation Division | Department of Transport and Main Roads

Floor 3 | Carseldine – GOP Building B I 532 Beams Road | Carseldine Qld 4034
GPO Box 1412 | Brisbane Qld 4001
(07) 3066 5142
jade.m.pritchard@tmr.qld.gov.au
www.tmr.qld.gov.au

From: Jane A Griffin
Sent: Monday, 17 June 2019 4:49 PM
To: CS Correspondence <cs.correspondence@tmr.qld.gov.au>
Cc: Melissa M Bloomfield <Melissa.M.Bloomfield@tmr.qld.gov.au>; Roslynne G Hasted <Roslynne.G.Hasted@tmr.qld.gov.au>
Subject: RTI-336 - ACTION REQUIRED RTI Document Retrieval Request - Reply Due: 25/06/2019

Right to Information - Document Retrieval Request

Good afternoon Roslynne, (please note this one is an additional item following on from the previous document retrieval request)

The RTI, Privacy and Complaints Management team (RTI team) has received an application for access to documents held by the department under the *Right to Information Act 2009* (Qld).

Why are you receiving this email?

I consider that your Branch may hold documents that would be relevant to the scope of the Right to Information application.

What do you need to do?

As the nominated Liaison Officer for your Branch, you are required to conduct initial searches (or to identify the most appropriate officer to conduct the initial searches) to determine if your Branch can search, retrieve and provide any documents relevant to the application to the RTI team. **Please ensure that you send this email, including all attachments to any searching officer/s for their reference.**

Where the initial searches reveal that the documents can be provided to the RTI team with less than five hour's work, you are required to:

- conduct the searches, retrieve and provide the relevant documents (including those you consider sensitive or exempt from disclosure);
- complete and sign the attached "Document Retrieval Request" form (including description of documents and times taken); and
- ensure you identify any concerns that your Branch may hold about the possible release of the documents listed on the form.

The completed form and the relevant documents are to be returned to the RTI team within seven business days (on or before 25/06/2019).

Please note that it is ESSENTIAL when providing documents that:

- **all documents are provided in one format (preferably in pdf format);**
- **all emails are expanded;**
- **all attachments have been provided and are named for easy identification; and**
- **all discs/videos/audio/photographs in all formats have been provided.**

Please note that if the documents are not relevant/not expanded/missing attachments etc, they will be returned to you for correction.

***Where the initial searches reveal that your Branch will require more than five hours to retrieve the documents, please contact me as soon as possible. I will provide you with a Time Estimate Request form to complete instead.**

Where do you send the completed form and documents?

Please send your completed Document Retrieval Request form and the relevant documents by email, placing on Tdrive, internal mail or post (please choose the most appropriate method subject to the volume/size of the documents) to:

Email	contactrti@tmr.qld.gov.au
Temp (T) drive	Large files/CCTV footage can be placed on the temporary drive (Temp T:). Please create a new folder using the relevant RTI reference number and notify the RTI team so we can download the files and delete the folder.
Internal mail	RTI, Privacy and Complaints Management Floor 8, 61 Mary Street Brisbane Qld 4000
By post	RTI, Privacy and Complaints Management GPO Box 1549 Brisbane Qld 4001

Who do you contact if you have any questions about completing the form or providing the documents?

If you have any questions about completing the Document Retrieval Request form, providing the requested documents, or you require further time to retrieve the documents, please contact me on 07 3066 7104 as soon as possible.

Other information

If you consider that another area of the department may hold relevant documents, please advise me as soon as possible. (Please do not refer the application to another business unit the department.)

Document retrieval request/s for this application have also been sent to:

GM (Customer Services)

Please DO NOT undertake any direct contact with the applicant unless you have discussed this with me or the RTI team as doing so may be a breach of the Code of Conduct and/or the *Information Privacy Act 2009*.

Further information about what a Right to Information application is, what happens next and where to find further information about RTI can be found on the attachment (*What is a Right to information application?*) or on our intranet pages.

As the RTI team processes applications on behalf of each business unit, we rely on the liaison and searching officers to provide the most relevant documents to assist in the processing of applications.

If you have any questions about this email or the Right to Information application/process, please contact me on 07 3066 7104 or contactrti@tmr.qld.gov.au.

"The RTI , Privacy and Complaints Management team manages applications as a service to all business units of TMR."

Kind regards

Jane Griffin
RTI and Privacy Coordinator | RTI, Privacy and Complaints Management
Governance Branch | Corporate Division | Department of Transport and Main Roads

Floor 8 | 61 Mary Street | Brisbane Qld 4000
GPO Box 1549 | Brisbane Qld 4001
07 3066 7104
contactrti@tmr.qld.gov.au
www.tmr.qld.gov.au

Queensland Government

File note

File number RTI - 336

Subject **RTI - 336**

Author Drew Bennedick
Senior Transport Inspector

Date 20 June 2019

- The request asks 2 questions:

1. How many staff in TMR? (Whole of TMR) – **7,427**
2. How many Staff in TMR Who Provide Mobile, Road Side or Fixed Facility Vehicle Safety Inspections? (Number of Compliance Staff) - **172**

Cost Center	Payroll Period	Payroll Number	Employee Name	Substantive Classification	Substantive Pay Point
5953000	25			AO2	08
5953000	25			AO4	04
5953000	25			AO5	04
5953000	25			AO5	04
5953000	25			AO4	04
5953000	25			AO2	QL
5953000	25			AO4	04
5953000	25			AO4	04
5953000	25			AO4	04
5953000	25			AO4	04
5953000	25			AO4	04
5953000	25			AO4	02
5953000	25			AO4	04
5953000	25			AO4	04
5953000	25			AO4	04
5953000	25			AO4	03
5953000	25			AO4	03
5953000	25			AO4	03
5953000	25			AO4	01
5953000	25			AO4	02
5953000	25			AO4	02
5953000	25			AO4	02
5953000	25			AO2	04
5953000	25			AO6	04
5953000	25			OO4	01
5953000	25		Part Refuse Sch.4 Part 4 s.6 Personal information	AO4	01
5953000	25			AO4	01
5953000	25			OO4	01
5953000	25			AO2	08
5953000	25			AO5	04
5953000	25			AO4	04
5953000	25			AO4	04
5953000	25			AO4	04
5953000	25			AO5	04
5953000	25			AO4	04
5953000	25			OO4	04
5953000	25			AO4	04
5953000	25			AO4	04
5953000	25			AO4	04
5953000	25			AO4	04
5953000	25			AO5	03
5953000	25			OO4	04
5953000	25			AO4	04
5953000	25			AO4	04
5953000	25			AO4	04
5953000	25			AO4	04
5953000	25			AO4	04
5953000	25			AO4	04
5953000	25			AO4	04
5953000	25			AO4	04
5953000	25			AO4	04
5953000	25			AO4	04

52 Total Staff

48 Staff that can perform Mobile, Road Side of Fixed Facility Vehicle Safety Inspections

Queensland Government

Memorandum

Our ref
Your ref
Date 18 June 2019

Subject **RTI Request 336 – Response CSB Southern Region**

Number of Staff in TMR Who Provide Mobile, Road Side or Fixed Facility Vehicle Safety Inspections

There are 21 Transport Inspectors based from the CSB Compliance Toowoomba office who provide mobile, road side or fixed facility vehicle safety inspections.

There are 8 Transport Inspectors based from the CSB Compliance Maryborough office who provide mobile, road side or fixed facility vehicle safety inspections.

Dana Chauvel
A/Manager (Compliance)
CSB Southern