



## Vehicle Technical Bulletin VTB-106A

# Imported Vehicles including Left Hand Drive

### Summary

- Imported vehicles must be issued with an import approval from the federal Government prior to shipping to Australia.
- All vehicles using Western Australian (WA) roads must comply, where applicable, with the *Road Traffic (Vehicles) Regulations 2014* and Australian Design Rules (ADR).
- Federal import approval does not guarantee that the vehicle can be licensed in WA.

### Purpose of this Bulletin

This Vehicle Technical bulletin (VTB) provides a guide to the technical and vehicle standards requirements for registering imported vehicles, including left hand drive (LHD) vehicles, in WA.

The information contained in this bulletin is an abbreviated version of specific laws and provides a simplified version of the requirements as prescribed in both state and federal legislation. It is the responsibility of the vehicle owner or importer to ensure that all relevant requirements are met.

### 1. Abbreviations & Definitions

**ADR** means Australian Design Rules, which are national standards for vehicle safety, anti-theft and emissions.

**Compliance plate** means plate attached to the vehicle that states its compliance with MVSA.

**DITRDCA** means the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (Federal).

**GVM** means Gross Vehicle Mass.

**ATM** means Aggregated Trailer Mass.

**Heavy vehicle** means:

- A motor vehicle that has a GVM exceeding 4.5 tonnes.
- A trailer that has an ATM exceeding 4.5 tonnes.

**Light vehicle** means:

- A motor vehicle that has a GVM of 4.5 tonnes or less.
- A trailer that has an ATM of 4.5 tonnes or less.

**MVSA / MVSr** means *Motor Vehicles Standards Act 1989 / Motor Vehicles Standards Regulations 1989 (Federal)*.

**RAV** means Register of Approved Vehicles.

**RAWS** means Registered Automotive Workshop Scheme.

**RVSA / RVSR** means *Road Vehicle Standards Act 2018 / Road Vehicles Standards Rules 2019 (Federal)*.

**Regulations** means *Road Traffic (Vehicles) Regulations 2014 (WA)*.

**SEV** means a Specialist and Enthusiast Vehicle.

**VIA** means Vehicle Import Approval.

**VIN** means a Vehicle Identification Number.

**VSb1** means Vehicle Standards Bulletin 1 - Building Small Trailers.

**VSb4** means Vehicle Standards Bulletin 4 - Steering Conversions for Left Hand Drive Vehicles.

**VSb14** means Vehicle Standards Bulletin 14 - National code of practice for light vehicle construction and modification.

## 2. Background - Federal Vehicle Standards legislation

The rules for importing vehicles into Australia are primarily governed by federal vehicle standards legislation.

It is an offence to import, sell or present new or used imported vehicles to the Australian market for the first time unless they meet the federal Vehicle Standards, except in circumstances where an exemption has been granted by the federal Administrator of Vehicle Standards.

Under the MVSA, an approved identification plate (also known as a compliance plate) was affixed to all road vehicles to confirm compliance with the ADRs.

On 1 July 2021 the MVSA was replaced by the RVSA. The new legislation introduced several changes affecting vehicle imports including a requirement for all road vehicles to be added to the RAV. See below for more details about the RAV.

A 24-month transitional period which will end on 30 June 2023, have provided import options under either the MVSA or RVSA during the duration of the transitional period.

### Register of Approved Vehicles (RAV)

Under the MVSA, a vehicle was issued a written VIA from DITRDCA.

With the introduction of the RVSA, a vehicle granted a VIA is now entered onto the RAV, which is an online publicly searchable database of vehicles that have been approved to be provided to the Australian market.

Entry onto the RAV has also replaced the requirement to fit a compliance plate to a vehicle and is a pre-requisite for registration.

The vehicle electronic record on the RAV can be searched online by using the VIN at: <https://rav.infrastructure.gov.au/>

Unless an exemption applies, any vehicle imported after 1 July 2023 will only be considered for licensing if it has a presence on the RAV.

## 3. Introduction

The current rules for importing vehicles into Australia are governed by the RVSA, and these rules must be met before an imported vehicle can be considered for WA registration.

An application to import a vehicle must be made to, and an import approval issued by, DITRDCA prior to shipping the vehicle to Australia.

It is an offence under Section 22 of the RVSA to import a road vehicle into Australia without approval.

Vehicles that meet the requirements of the RVSA are granted a VIA and entered onto the RAV.

Under the RVSA there are two 'pathways to approval' for a vehicle to be provided to the Australian market for the first time:

1. Where vehicles will be provided on a vehicle-by-vehicle basis, a person can apply for a Concessional RAV Entry Approval (E.g. a privately imported single vehicle that is imported by or on behalf of a person for their own use).
2. Where a number of the same type of vehicle will be provided, a person can apply for a Vehicle Type Approval (E.g. commercially imported vehicles, usually by vehicle manufacturers or specialist vehicle importers and intended for re-sale).

Once a vehicle has been imported and entered on the RAV, an application can be made to the WA Department of Transport (DoT) to have it licensed in WA.

**It is important to note that Federal import approval does not guarantee that the vehicle can be licensed in WA.**

Every vehicle using WA roads, including locally manufactured and imported, must comply with all applicable Regulations and ADRs.

Before importing a vehicle, it is important to ensure that it can meet the applicable requirements for registration, including vehicle dimension and mass limits. Non-compliant vehicles may not be able to be registered.

## 4. Left Hand Drive Vehicles

### Light Vehicles

LHD light vehicles that are not subject to a concessional RAV entry import approval pathway (as detailed in the following section below) are prohibited under the Regulations and must be converted to right hand drive (RHD).

Conditional registration can be sought by contacting DoT's Vehicle Safety and Standards section (VSS) however registration would be strictly limited to a period of 6 months. This is intended solely for bona-fide migrants, and expatriate Australian citizens returning after a long period overseas, importing their vehicle via the Personal Effects pathway, to allow sufficient time to arrange for the vehicle to be converted to RHD.

## Heavy vehicles

LHD heavy vehicles designed for the carriage of persons or goods are not able to be registered.

### Work required prior to registration

All vehicles must comply with the ADRs relevant to the type of vehicle according to their category, date of manufacture and DITRDCA VIA conditions. Special consideration should be given to ensure the vehicle is able to meet these requirements.

### Converting your vehicle to RHD

It is recommended that a person who imports a LHD vehicle intended for regular and extensive use, converts their vehicle prior to licensing. To assist in this regard, VSB4 describes various methods of steering conversion and the minimum standards of workmanship expected. VSB14, specifically 'Section LS' also provides certification standards and relevant checklists relating to RHD conversions to assist in compiling an engineering report.

### Advice if moving interstate

It is important to note that certain LHD vehicles may not be able to be licensed in other states or territories of Australia. It is recommended that owners of vehicles, licensed in WA under these LHD provisions, who intend moving permanently to another State or Territory should seek advice from the relevant licensing (registration) authority as to the status of their vehicle/s prior to moving.

## 5. Concessional RAV entry approval pathway options

Concessional RAV entry approval is a pathway for entering certain vehicles onto the RAV that have concessions against the requirements in the RVSA (for example the national road vehicle standards, the ADRs), but are otherwise suitable for use on public roads in Australia.

There are six options available to have your vehicle imported through the Concessional RAV entry approval pathway:

1. Older vehicles
2. Registered Authorised Workshop Scheme (RAWS)
3. Special Purpose Vehicles
4. Personal Effects
5. Trailers
6. Ministerial Approval

For all the options listed above, or for a vehicle imported under the previous MVSA arrangements, the following documentation will be required to verify the vehicle identity prior to licensing in WA;

- Proof of federal Import Approval; or
- Proof of previous licence in Australia.

The following sections of this VTB summarise the requirements for licensing a single vehicle in WA that has been imported into WA under one of the six available Concessional RAV entry approval options.

Please refer to the DITRDCA website for full details of the various vehicle import options: [www.infrastructure.gov.au/](http://www.infrastructure.gov.au/)

Information on specific requirements for certifying imported vehicles is also available from approved persons and organisations referenced in this VTB.

### 5.1 Older Vehicles.

#### Section 36 of the RVSR: Eligibility criterion—older vehicles

Previously, under regulation 17 of the MVSA, only vehicles manufactured prior to 1 January 1989 were eligible to be imported without the federal certification required for other vehicles.

The vehicle was not required to have a compliance plate fitted, however it had to meet the construction and performance requirements of all relevant regulations and vehicle standards, including ADRs applicable at the date of manufacture as well as any conditioned applied to the federal VIA.

The RVSA enables the importation of a wider choice of older classic and collectible vehicles compared to the MVSA, including passenger cars or vans, motorcycles and light commercial vehicles (weighing less than 3,500 kg gross vehicle mass). Your vehicle must have been originally built (or significantly modified) more than 25 years ago to qualify. Following a successful application, you will be granted an approval for your vehicle to be entered on the RAV. This approval also gives you permission to import the vehicle into Australia.

The 'Older Vehicle' import pathway option requires all vehicles, which did not have a VIN issued at the time of manufacture, to be issued with a VIN by DITRDCA and stamped on a structural member of the vehicle (usually as near as practicable to the original manufacturer's chassis number).

Where applicable, an appropriate 2nd or 3rd edition ADR vehicle compliance checklist is required, issued either by:

- a person accredited as an approved certifier in:
  - Table 1 – Signatory List of Approved Engineers or Organisations (see Appendix); or
  - Table 2 – Registered Approved Workshops (see Appendix);
- or a DoT WA approved Automotive Consultant as specified in IB-102;

certifying that the vehicle meets the vehicle standards (including ADRs where necessary) and requirements of the Regulations. In some cases where it is not feasible to demonstrate compliance with ADRs, it may be acceptable to demonstrate compliance with the intent of the ADRs.

## Vehicle Inspection

Once issued an appropriate VIA, the vehicle can be licensed, subject to successfully passing a full vehicle inspection at any appropriate Authorised Inspection Station.

### Left Hand Drive vehicles

LHD light vehicles between 25 and 30 years old will need to apply to DoT for a CEO exemption from the legislative requirement for RHD.

LHD light vehicles between 25 and 30 years old can only be used for personal use.

LHD light vehicles that are more than 30 years of age at the time of registration are not restricted in their usage, however persons wishing to use these vehicles for any commercial or hire and/or reward purposes must ensure other relevant legislation covering the use of the vehicles does not prohibit their use.

LHD heavy vehicles designed for the carriage of persons or goods are not able to be registered and must be converted to RHD.

## 5.2 Registered Authorised Workshop Scheme

### Section 37 of the RVSR: Eligibility criterion vehicles to be modified by the holder of a RAW approval

Certain road vehicles that satisfy eligibility criteria set out for the concessional RAV entry approval must be modified by the holder of a Registered Automotive Workshop (RAWs) approval (to meet the requirements of the RVSA) before that vehicle can be entered onto the RAV.

The eligibility criteria for the concessional RAV entry approval are:

- the vehicle must be covered by an entry on the SEVs Register (see below);
- the applicant must be owner, or the intended owner, of the vehicle; and
- the applicant must have, or have access to, an approved Model Report for the vehicle.

### SEVs Register

The SEVs Register is a publicly available database of specialist and enthusiast road vehicles that have been assessed as meeting the eligibility criteria in Section 129 of the RVSR. SEVs have certain features such as high performance, low emissions or accessibility features but are not otherwise provided to the Australian market.

A brief summary of the SEVs Register eligibility criteria is given below. Please refer to the DITRDCA website for full details [www.infrastructure.gov.au](http://www.infrastructure.gov.au)

SEVs Register eligibility criteria:

- The vehicle has not been made available to consumers in Australia as a new vehicle under either the current or previous federal Vehicle Standards legislation; or
- The road vehicle has been made available to consumers in Australia as a new vehicle, but the vehicle is no longer genuinely available to consumers in Australia as a new vehicle; and
- The vehicle was first made available in an overseas market at least 3 months ago; and
- The vehicle meets the requirements of one of the following criteria:
  - Performance
  - Environment
  - Mobility
  - Left Hand Drive
  - Campervans and Motorhomes
  - Rarity

## Model Report

A RAWs approval granted under the federal RVSA allows the approval holder to manufacture or modify vehicles in accordance with an approved Model Report for that vehicle.

A Model Report is a document setting out how a particular make, model, variant(s) or build range of vehicle may be modified or manufactured to meet the standards that apply to it, given its vehicle category and age.

Model Reports must contain:

- A Vehicle Scope - allowing all parties to ensure the vehicle to be modified or manufactured is covered by the Model Report.
- Work Instructions - setting out, in step-by-step detail, what a modifier or manufacturer must do to ensure the vehicle meets applicable standards.
- A Verification Checklist - setting out what an Authorised Vehicle Verifier (AVV) must check to ensure the vehicle has been modified or manufactured in accordance with the checklist.

Model Reports may not cover all variants or build dates of a vehicle's make and model. Model Report users must check carefully that the Model Report they intend to use covers the exact vehicle they wish to modify.

The vehicles required to be modified in accordance with a Model Report are a:

- road vehicle that is entered on the SEVs Register, or
- used two or three wheeled vehicle that is not on the SEVs Register.

## Left Hand Drive Vehicles

Vehicles imported under the SEVs 'Left Hand Drive' criterion must be converted to right-hand drive before they can be provided to the market.

Vehicles under the 'Rarity' criterion do not need to be converted to right-hand drive before they can be provided to the market, though such vehicles will still be subject to state and territory registration requirements.

## Vehicle Inspection

Once the vehicle has been added to the RAV and modified by the RAWS, the vehicle can be licensed, subject to successfully passing a full vehicle inspection.

- RHD vehicles can be inspected at any Authorised Inspection Station.
- LHD vehicle must be inspected at the DoT Vehicle Examination Centre in Kelmscott.

## 5.3 Special Purpose Vehicles

### Section 38 of the RVSR: Eligibility criterion—special purpose vehicle

Previously, under regulation 20 of the MVSR, SPVs were not required to demonstrate compliance with ADRs.

Under the RVSA, SPVs are required to demonstrate compliance with all applicable ADRs unless they can demonstrate that complying with an ADR(s) will mean the vehicle is unable to operate for the purpose for which it was designed. Examples of SPVs include mobile cranes, drill rigs and concrete pumps.

SPVs may be imported and added to the RAV if the vehicle meets the relevant entry requirements.

Staged interim arrangements for special purpose vehicles were introduced from 1 July 2021 and will continue until 30 June 2024. This is a year longer than other RVSA transitional arrangements.

Please refer to the DITDRC website for full details [www.infrastructure.gov.au](http://www.infrastructure.gov.au)

## Left Hand Drive Vehicles

LHD special-purpose vehicles will be conditionally licensed and potentially subject to restrictions on their use, dependent on their intended application.

## Vehicle Inspection

Once added to the RAV, the vehicle can be licensed, subject to successfully passing a full vehicle inspection at any appropriate Authorised Inspection Station.

## 5.4 Personal Effects

### Section 39 of the RVSR: Eligibility criterion personal effects

This option was previously known as a 'Personal Import' vehicle under regulation 13 of the MVSR. The vehicle was required to be fitted with a Personal Import Plate (PIP) to show compliance with the VIA conditions.

The 'Personal Effects' import option allows migrants, and expatriate Australian citizens returning after a long period overseas, to bring their personal vehicle with them. Under this option applicants may only import one vehicle per five-year period. A truck, bus or trailer may be imported under this option provided it meets the applicable DITRDCA import requirements.

A vehicle is considered as 'Personal Effects' if:

- documented proof is presented showing that the applicant owned and used the vehicle while overseas for a continuous period of at least 12 months immediately before arriving in Australia with the intention to remain indefinitely;
- at the time the vehicle is imported, the applicant is an Australian citizen or Australian permanent resident or has applied to become an Australian citizen or Australian permanent resident and is old enough to hold a licence for the type of vehicle being imported;
- the applicant has not previously been granted a 'Personal Effects' import approval, or it has been more than 5 years since they were granted a 'Personal Effects' import approval;
- the application is submitted within 6 months of the applicant's first arrival in Australia; and
- the applicant is of an age that entitles them to hold a licence or permit to operate the vehicle in Australia or the country where the vehicle was available to be used by the applicant.

**Note:** Visitors, temporary residents, companies and corporations cannot import a vehicle as 'Personal Effects.'

To be registered in WA, a vehicle imported via the 'Personal Effects' approval pathway, and meeting the criteria of a 'personally imported vehicle' as defined in the Regulations must meet the applicable minimum ADR safety standards as detailed in regulation 241 and applicable State requirements, including the following:

- seat belts that are as effective as seat belts that meet an Australian Standard or British Standard for seat belts as in force on 1 November 2002;
- seat belt anchorages that meet the number and location requirements of second or third edition ADR 5 (as appropriate to the vehicle's year of manufacture);
- child restraint anchorages that meet the number, location, accessibility, thread size and form requirements of second edition ADR 34 or third edition ADR 5 or 34 (as appropriate to the vehicle's year of manufacture); and
- head restraints that meet the number, location and size requirements of second or third edition ADR 22 (as appropriate to the vehicle's year of manufacture).

### Left Hand Drive vehicles

LHD light vehicles less than 15 years old must be converted to RHD. Conditional registration can be sought by contacting DoT's Vehicle Safety and Standards section (VSS), however registration would be strictly limited to a period of 6 months. This is intended for bona-fide migrants, and expatriate Australian citizens returning after a long period overseas, importing their personal vehicle to have sufficient time to arrange for the vehicle to be converted to RHD.

LHD light vehicles more than 15 years old but no more than 30 years old do not need to be converted to RHD but can only be used for personal use.

LHD heavy vehicles designed for the carriage of persons or goods are not able to be registered and must be converted to RHD.

### Vehicle Inspection

Once added to the RAV, the vehicle can be licensed, subject to successfully passing a full vehicle inspection at the DoT Vehicle Examination Centre in Kelmscott.

## 5.5 Trailers

### Section 40 of the RVSR: Eligibility criterion—trailers

Previously, under regulation 21 of the MVSA, trailer importers were required to self-certify that a trailer complies with Vehicle Standards Bulletin 1 (VSB1) Building Small Trailers. This certification was included on the trailer's identification plate, but it wasn't necessary to notify or gain approval from the Federal Government.

Under the RVSA, every trailer is required to have vehicle and compliance information listed on the RAV.

Importers may apply for a concessional RAV entry approval for 4 low Aggregate Trailer Mass (ATM) trailers or less in a 12-month period. These vehicles will be entered onto the RAV, on behalf of an approval holder, vehicle by vehicle.

Applications for concessional RAV entry approval must also include a declaration that the trailer complies (or will comply) with the relevant national road vehicle standards at the time the vehicle is entered onto the RAV.

Please refer to the DITRDCA website for full details [www.infrastructure.gov.au](http://www.infrastructure.gov.au)



## Vehicle Inspection

Once added to the RAV, the vehicle can be licensed, subject to successfully passing a full vehicle inspection at any appropriate Authorised Inspection Station.

### 5.6 Ministerial Approval

#### Section 41 of the RVSR: Eligibility criterion—road vehicle suitable for entry on RAV

This option was previously provided by regulation 11 of the MVSR, under which the Minister could give discretionary approval to an application to import a nonstandard road vehicle or a road vehicle that does not have an identification plate.

Under the RVSA, a road vehicle is deemed to meet the eligibility requirements for entry onto the RAV if the Minister is satisfied that the vehicle is suitable for entry onto the RAV.

## Vehicle Inspection

Once added to the RAV, the vehicle can be licensed, subject to successfully passing a full vehicle inspection at the DoT Vehicle Examination Centre in Kelmscott.

## 6. Vehicle Type Approval Pathway

Vehicle type approvals allow an unlimited number of vehicles of a particular type to be imported.

A vehicle type approval identifies the applicable national road vehicle standards for a road vehicle type and specifies the documents submitted to confirm compliance with them.

Applicants can select specific vehicle types and submit their supporting documents and other required information to confirm they meet the eligibility criteria. This includes compliance with the applicable national road vehicle standards.

Under the RVSA legislation, a vehicle type approval holder is responsible for ensuring ongoing compliance.

An individual or company may apply for a vehicle type approval. An applicant's authorised representative, agent or company employee can also apply on the applicant's behalf. In this case, the representative must have access to, and be able to provide, an authority to act, the relevant documents and supporting information.

All applications must be submitted through ROVER, DITRDCA's online application and approval portal.

To apply for a vehicle type approval, you must create a user account in ROVER, complete an online application form, provide all the required information, and pay the application fee.

Please refer to the DITRDCA website for full details [www.infrastructure.gov.au](http://www.infrastructure.gov.au)

## 7. Guidelines for vehicle importers

The following section contains information to assist Vehicle Importers who may wish to purchase and supply imported vehicles for registration in Western Australian (WA).

For the purposes of this section a 'Vehicle Importer' is defined as a person or a business importing one or more vehicles either for personal use or for resale.

**Note:** Regardless of the number of vehicles that are imported, a person or a business importing vehicles into WA for resale may be required to become a registered Motor Vehicle Dealer. Please inquire with Department of Mines, Industry Regulation and Safety WA whether you require to hold a valid dealer licence. Heavy penalties apply to a person or organisation that is not licensed under the *Motor Vehicle Dealers Act 1973* to sell vehicles.

### 7.1 Vehicle Compliance

A Vehicle Importer has the responsibility to ensure that a vehicle complies with the relevant ADRs prior to it being released to the marketplace or sold to a client. It should be understood that to meet the required standards, some of the modifications required might be complex and costly.

Imported motor vehicles built overseas are often built to different specifications to those required for the Australian market. When a vehicle is imported, DoT will initially require that certain information be submitted before it can be considered for licensing, such as an appropriate Vehicle Compliance Inspection Report which has been completed and endorsed by a DoT Approved Organisation or Consulting Engineer.

Where modifications are necessary, they must comply with the relevant ADRs and be approved by an appropriately qualified person. Where minor modifications are required, only an Approved Organisation and/or Consulting Engineer can approve them. Where more complex modifications are necessary, then a comprehensive Engineer's report may be required. DoT may insist that only an Engineer can approve certain modifications. In some cases where it is not feasible to demonstrate compliance with ADRs it may be acceptable to demonstrate compliance with the intent of the ADRs.

## 7.2 Vehicle Importer Requirements

Vehicle Importers have the primary responsibility to ensure that any modifications are performed in accordance with sound engineering practice, in a manner ensuring that the vehicle's structural integrity will be maintained, and so that the vehicle continues to comply with the ADRs.

Vehicle Importers should use the 'Vehicle Compliance Inspection Report' as a checklist. However, the items listed on this form may not be comprehensive, and importers should familiarise themselves with all technical requirements contained in the ADRs applicable to the vehicle's category and year of manufacture.

The Consulting Engineer or Approved Organisation should identify all modifications that are required and advise the importers as to how these should be executed to ensure compliance.

Modifications should not be approved if they do not meet these requirements.

## 7.3 Audits

A Vehicle Importer must keep comprehensive records of all vehicles imported and details of modifications performed. A copy of the VIA document and Vehicle Compliance Inspection Report for each vehicle must be kept for auditing purposes.

Audits may be conducted from time to time as determined by DoT.

Future reports may not be accepted from any individual or organisation that has been found to have inadequate audit facilities or fails to satisfy audit requirements.

## 7.4 Approved Engineers or Approved Organisations

An Approved Organisation is one that has been accepted onto the RAWs by DITRDCA.

An Approved Automotive Consultant is one who has been approved by DoT to compile Vehicle Compliance Inspection Reports.

A list of these consultants and organisations is provided in the Appendix.

Other business entities could also be considered as Approved Organisations if they have the same level of certification as is required of a RAW.

Automotive Consultants or Approved Organisations should not take on consultancy work unless they are aware of DoT's requirements in relation to imported motor vehicles. Automotive Consultants must be able to provide professional advice to an owner, undertake technical assessments and produce competent engineering reports.

## 7.5 Dispute Resolution

DoT can be approached for adjudication if a dispute arises over technical matters concerning the ADRs or WA vehicle standards. Issues such as payments for consultancy fees, quality work and other commercial considerations will need to be resolved by the parties involved.

## 7.6 Vehicle Dimensions

Vehicle Importers must ensure that each vehicle meets the dimensional requirements of the *Road Traffic (Vehicles) Regulations 2014*. This is particularly important in the case of commercial vehicles and vehicles such as campervans and caravans. Many of these vehicles have been imported with excessive rear overhang (max 3.7 m), width (2.5 m), length (12.5 m) or doors on the wrong side of the vehicle resulting in extremely costly modifications.



## Appendix

**Table 1 - Signatory List of Approved Automotive Consultants or Organisations**

Authorised to produce DoT Vehicle Compliance Inspection Reports and complete 2nd/3rd Edition ADR Checklists on vehicles imported under the 'Older Vehicles' pathway:

Name	Business	Address	Phone	Email
Brett Silich GradIEAust	Wallaby Engineering	DARLINGTON WA 6164	0418 144 371	brett.silich@wallabyeng.com
Terry Southam	Terry Southam and Associates	PO Box 1608 BOORAGOON WA 6954	(08) 9457 1299 0417 811 044	terry@southam.com.au
Jack Packard B Eng (Mech) MSAE Australia	Packard Automotive	Unit 4/6 Biscayne Way JANDAKOT WA 6164	(08) 9414 9555	jack@packardauto.com.au
Paul Hewitt	Nothing Ventured Nothing Gained Pty Ltd t/a AVV WA	159 Bernard Rd North CARABOODA WA 6033	0408 924 089	perthcarspl@gmail.com
Vlad Diaconita		55 St Albans Promenade CANNING VALE WA 6155	0459 345 268	vlad.diaconita@gmail.com
Rodney Style	Rodney Style & Associates	6 Belinda Avenue CLOVERDALE WA 6105	0417 918 024	rodstyle@iinet.com.au
Reno Marchesi	ADR Vehicle Rules & Regulations	CANNINGTON WA 6105	0417 900 403	moritz@bigpond.com
Neil Butler	NB Drafting	BUSSELTON WA 6280	0407 545 830	nbdrafting@fastmail.com
Miles Trivedi	Heavy Vehicle Certifications Pty Ltd (HVC)	Levey Rise WINTHROP WA 6150	(08) 9332 2030 0435 250 678	info@vsb6.au

**Table 2 - Registered Approved Workshops**

List provided on DITRDCA website [www.infrastructure.wa.gov.au](http://www.infrastructure.wa.gov.au)

Name	Business	Address	Phone	App / I Number
Fausser Uvas	JDM Compliance Pty Ltd	1723 Albany Highway KENWICK WA 6107	0417 146 142	10490
Douglas Wilks	West Coast Auto Compliance Pty Ltd	PO Box 143 MIRRABOOKA WA 6941	0411 713 757	10656

### Related documents and links

Australian Design Rules and Code of Practice for Light Vehicle Modifications: Vehicle Standards Bulletin VSB14  
[www.infrastructure.wa.gov.au](http://www.infrastructure.wa.gov.au)

Australian Customs [www.customs.gov.au](http://www.customs.gov.au)

Standards Australia [www.standards.org.au](http://www.standards.org.au)

Road Traffic (Vehicles) Regulations 2014 [www.legislation.wa.gov.au](http://www.legislation.wa.gov.au)

Information on the following can be accessed via the Licensing section of the DoT website  
[www.transport.wa.gov.au](http://www.transport.wa.gov.au)

- Temporary Movement Permits
- Seats and seatbelts
- Vehicle examination locations
- Modify or construct a vehicle information

### Correspondence and enquiries

#### Vehicle Safety and Standards Section

Department of Transport

34 Gillam Drive

KELMSCOTT WA 6111

Phone: 13 11 56

Email: [tps@transport.wa.gov.au](mailto:tps@transport.wa.gov.au)