

Motor Vehicle Registry Information Bulletin

V32 - Vehicle Modifications

Effective Date: 1 May 2008

Introduction

This bulletin is to assist persons who wish to modify an existing vehicle or build an individually constructed vehicle for their own use.

Modified and individually constructed vehicles may be registered in the Northern Territory (NT) provided they conform to acceptable safety standards and, if necessary, are approved by the Registrar of Motor Vehicles.

Minor modifications may be carried out without obtaining written approval. Generally, these modifications may include fitment of optional equipment for the vehicle concerned and would not affect the level of safety, strength or reliability of vital systems such as brakes and steering. Such modifications would have no impact upon the vehicle's level of compliance with the Australian Design Rules (ADR's).

Before you modify your vehicle in any way, it is recommended that you make sure the modifications can be approved.

Light Motor Vehicles (under 4.5t GVM)

Complex modifications (such as non- standard engine, gearbox, driveline, suspension, steering, brake replacements or individually constructed vehicles) require approval and are assessed by the Technical Advisory Committee.

Technical Advisory Committee

The Technical Advisory Committee (TAC) comprises representatives from various motor vehicle enthusiast groups, departmental officers and NT Police.

The TAC usually meet on the first Wednesday of each month to assess applications to modify light motor vehicles. The closing date for applications is the close of business on the last Wednesday prior to the scheduled meeting.

Applications submitted to the TAC are required to be completed in full and should include any additional information which will assist with the assessment of the application. Examples of additional information include photographs and certification documentation relating to vehicle kits. All applicants will receive formal notification of the meeting outcome.

An application to modify form (VS32) is attached to this bulletin. Please refer to "Notes for Guidance" in form VS32.

Heavy Motor Vehicles and Trailers (over 4.5t GVM/ATM)

Complex modifications (such as non-standard engine, gearbox, driveline, suspension, steering, brake replacements or individually constructed vehicles) require approval and are assessed by the Vehicle Compliance Branch. A written application will be required.

Applications submitted should be comprehensive and include any additional information which will assist with the assessment of the application. Examples of additional information include photographs and certification documentation relating to vehicle kits. All applicants will receive formal notification of the assessment outcome.

An application to modify form (VS32) is attached to this bulletin. Any additional information applicable to the heavy vehicle modification should be attached to the completed form. Please refer to "Notes for Guidance" in form VS32.

Commercial Passenger Vehicles (CPV)

Owners of a CPV should seek formal approval from the Commercial Passenger Vehicle Branch prior to modifying their vehicle - regardless of the extent of the modification.

CPVs require a roadworthy and cosmetic inspection at an authorised inspection centre every six months.

National Codes of Practice

People who wish to modify or individually construct a motor vehicle are strongly encouraged to refer to the relevant National Codes of Practice as detailed below.

- **Light Vehicles (less than 4.5t GVM)**

Vehicle Standards Bulletin No. 14 - National Code of Practice for Light Vehicle Construction and Modification (VSB-14) - has been endorsed by all state and territory authorities responsible for vehicle standards and the registration of vehicles for road use. The VSB-14 applies to both the modification of production vehicles and the construction of individually constructed vehicles.

The VSB-14 can be viewed or downloaded from:

http://www.infrastructure.gov.au/roads/vehicle_regulation/bulletin/vsb_ncop.aspx

- **Heavy Vehicles (greater than 4.5t GVM)**

Vehicle Standards Bulletin No. 6 - Heavy Vehicle Modifications (VSB-6) - provides detailed requirements and examples of acceptable practice for a range of common modifications. It supplements the recommendations of the original vehicle manufacturer in relation to vehicle modification techniques or standards and provides guidelines where manufacturer's standards do not exist. It is not intended to cover every eventuality.

The VSB-6 can be viewed or downloaded from:

http://www.infrastructure.gov.au/roads/vehicle_regulation/bulletin/vsb_06.aspx

Vehicle modifications which are not fully described or fall outside the scope of the National Code of Practice documents may still be assessed by the Department or TAC on a case by case basis as appropriate.

- **Owners of modified or individually constructed vehicles intending to move interstate are advised to check with the appropriate registering authority prior to leaving the NT to ensure a vehicle will be acceptable for registration.**
- **Modified or individually constructed vehicles may be subject to periodic inspections at Motor Vehicle Registry Vehicle Standards Centres.**
- **Vehicle owners should also check with their insurance company prior to making any alterations to their vehicle as some modifications may affect insurance cover.**

Contact Details	
Motor Vehicle Registry	
Telephone	1300 654 628
Facsimile	(08) 8999 3103
Email	mvr@nt.gov.au
Web	www.mvr.nt.gov.au
Postal Address	GPO Box 530 Darwin NT 0801

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Application to Modify a Vehicle

Applicant Details

Surname(s)		Given Name(s)	
<input type="text"/>		<input type="text"/>	
Postal Address		Contact Telephone Number	
<input type="text"/>		<input type="text"/>	
<input type="text"/>		Email Address	
<input type="text"/>		<input type="text"/>	
State	Postcode		

Notes for Guidance

- (1) This application form should be read in conjunction with MVR Information Bulletin V32 - *Vehicle Modifications*.
- (2) Please attach any drawings, sketches, engineering approvals, kit approvals, photographs or any other information that you consider will assist in assessing this application. The more information you supply with this application, the less likelihood of delays.
- (3) Applicants should NOT commence work until they receive written approval in principal.
- (4) For light vehicle modifications (less than 4.5t GVM), completed applications will be presented for consideration at the next scheduled Technical Advisory Committee (TAC) meeting. TAC meetings are normally held on the first Wednesday of each month except January. Applications for TAC close one week prior to meeting. For heavy vehicle modifications (4.5t GVM or greater) completed applications will be assessed by Departmental Officers.
- (5) If original equipment detail is not known, write "as original" in appropriate fields.

Vehicle Details

Month & Year of Manufacture	Registration Number	State
<input type="text"/>	<input type="text"/>	<input type="text"/>
Make	Model	Body Type
<input type="text"/>	<input type="text"/>	<input type="text"/>
VIN/Chassis Number	Unladen Weight	Laden Weight (GVM)
<input type="text"/>	<input type="text"/>	<input type="text"/>

Manufacturers Safety Options

Is the vehicle fitted with any of the following safety features? Yes No *Tick where appropriate.*

ESC (Electronic Stability Control) SRS (Supplementary Restraint System)
 ABS (Anti-Lock Braking System) Other (*Please specify*)

Driver Training Vehicles (Dual Control Fitment)

Which of the following Dual Controls are proposed for fitment to the vehicle?

Dual Control Accelerator Dual Control Clutch
 Dual Control Brake Other (*Please specify*)

Dual Control Operation Method

Cable Hydraulic Mechanical Linkage

Note: Dual Control systems must meet relevant standards and be fitted as per manufacturers instructions. Further information can be found in MVR Information Bulletin V55 - *Driver Training Vehicles (Dual Control Fitment)*.

Engine

	Original				Proposed			
Capacity/Cylinders	ml		Cyl		ml		Cyl	
Make								
Year of Manufacture								
Type (in-line, V8, rotary etc)								
Fuel Induction (circle applicable)	Naturally Aspirated	Turbo Charged	Supercharged	Fuel Injected	Naturally Aspirated	Turbo Charged	Supercharged	Fuel Injected
Engine Number								
Engine Weight					kg			
Fuel Type								
Comments							
							

Transmission/Driveline

	Original	Proposed
Type		
Comments	
	

Front Suspension

	Original	Proposed
Type		
Comments	
	

Front Axle

	Original	Proposed
Type		
Comments	
	

Rear Suspension

	Original	Proposed
Type		
Comments	
	

Rear Axle

	Original	Proposed
Type		
Comments	
	

Braking System

Original

Proposed

Master Cylinder Make		
Master Cylinder Type (ie single or dual)		
Brake Booster Unit Make		
Brake Booster Unit Type		
Front Brakes Disc/Drum		
Rear Brakes Disc/Drum		
Proportioning Valve Details		
Comments		

Steering

Original

Proposed

Box/Rack		
Column		
Comments		

Front Wheels

Original

Proposed

Diameter		
Rim Width		
Rim Offset (Positive/Negative)*		
Material (Steel/Magnesium/Alloy/other)		
Comments		

Front Tyres

Original

Proposed

Size		
Construction (Radial/x ply)		
Comments		

Rear Wheels

Original

Proposed

Diameter		
Rim Width		
Rim Offset (Positive/Negative)*		
Material (Steel/Magnesium/Alloy/other)		
Comments		

* Note: Positive rim offset is when the centre line of the rim is inboard of the wheel mounting surface (ie original equipment rims) see Figure 1, Appendix (a).

Rear Tyres

	Original	Proposed
Size		
Construction (Radial/x ply)		
Comments		

Wheel Track

	Original	Proposed
Front	mm	mm
Rear	mm	mm
Comments		

Note: See figure 2, Appendix (a).

Wheel Base and Overall Height

	Original	Proposed
Wheelbase	mm	mm
Overall Height	mm	mm
Comments		

Note: Wheelbase is measured from the centre of the front axle to the centre of the rear axle.
Overall Height is measured from the uppermost part of the roof to the ground.

Chassis and Body

Details of proposed changes:

Details of proposed materials to be used:

Where chassis or frame modification is proposed, state:

(a) Grade of original steel
(b) Grade of new steel
(c) Sizes of materials used compared to original
(d) Whether bolted or welded
(e) Type of weld if applicable

Note: All welding of major or structural components should be carried out in accordance with manufacturer's specifications or Australian Standard 1554.1 (Structural steel welding, Part 1: Welding of steel structures).

A WELDING CERTIFICATE WILL BE REQUIRED IF MAJOR COMPONENTS ARE WELDED.

Seating

Original

Proposed

Seat Type - Front		
Manufacturer		
Seat Type - Rear		
Manufacturer		
Seat Attachment Method		
Comments		
.....		
.....		

Original

Proposed

Seat Belt Type - Front		
Manufacturer		
Seat Belt Type - Rear		
Manufacturer		
Seat Belt Attachment Method		
Comments		
.....		
.....		

Note: For any non standard seatbelts or harness belt assemblies, ensure that you supply the manufacturer's name and contact details in the space provided.

Privacy Statement

The Registrar of Motor Vehicles is required to collect information for Registrations, Licenses and Permits under section 92 of the *NT Motor Vehicles Act*. The Registrar adheres to the Department of Planning and Infrastructure's Privacy Statement and the *Information Act*. Further information on privacy can be found at www.dpi.nt.gov.au

Declaration

I, the undersigned, hereby declare that the information contained in this application is, to the best of my knowledge, true and correct.

Applicant's Signature

Date

Completed applications may be handed in to any Motor Vehicle Registry

or posted to: Vehicle Compliance Clerk
Motor Vehicle Registry
Vehicle Standards Centre
GPO Box 530
DARWIN NT 0801

Appendix (a)

WHEEL RIM OFFSET

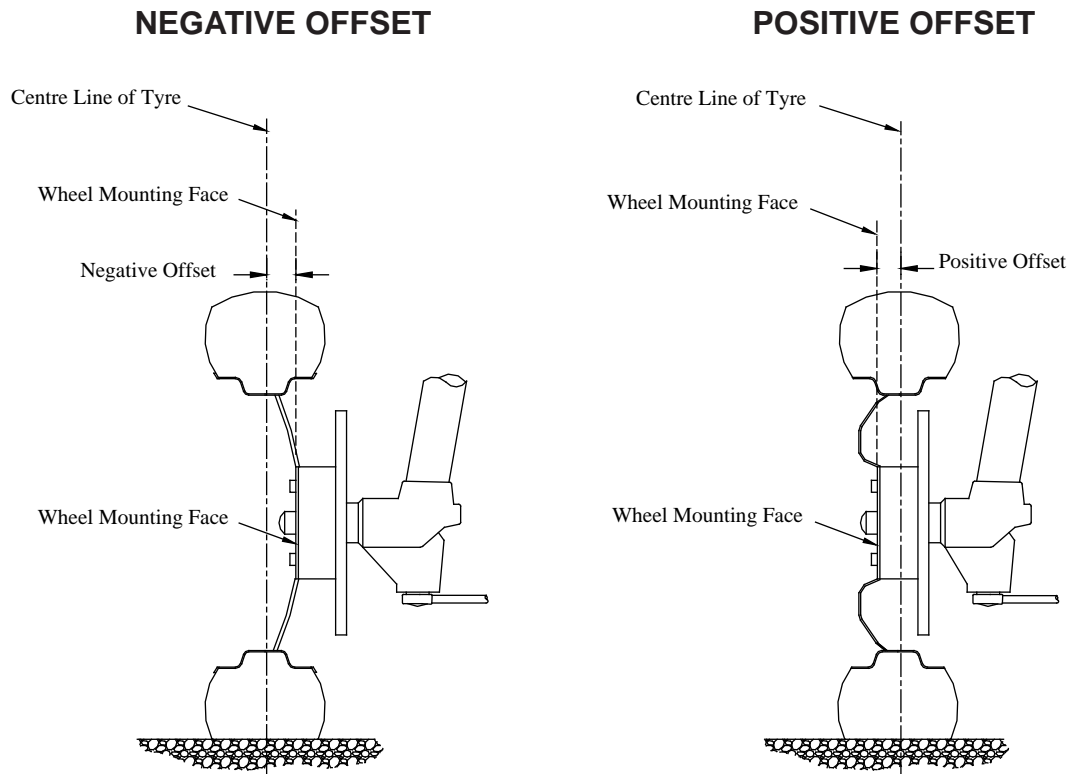


Figure 1

The distance between the wheel mounting face and the centre line is the wheel offset (-ve or +ve)

WHEEL TRACK

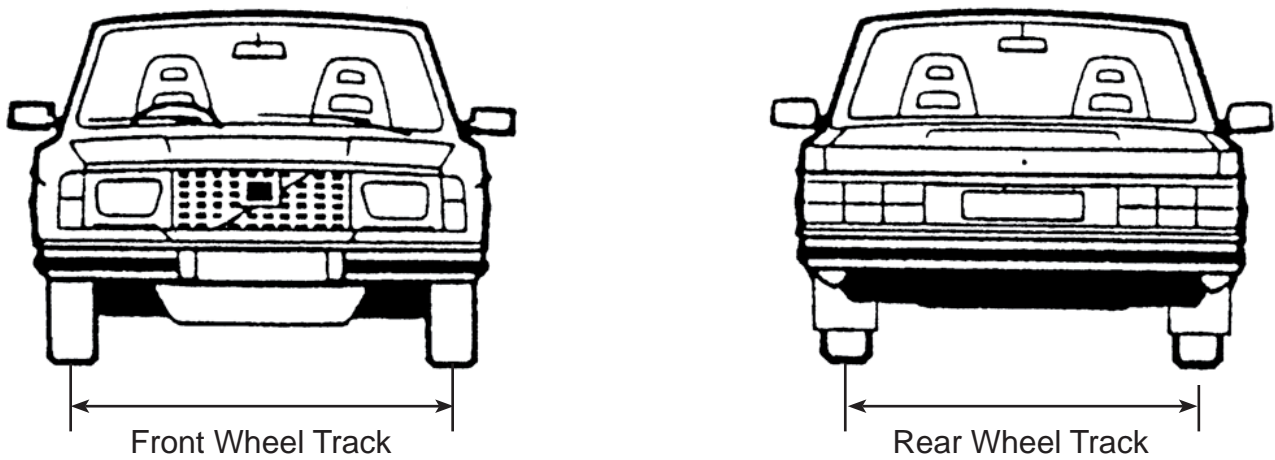


Figure 2