

Vehicle inspectors bulletin



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Inspection of used imported buses for registration in NSW

Purpose

To inform Authorised Unregistered Vehicle Inspection Station (AUVIS) and Heavy Vehicle Authorised Inspection Station (HVAIS) examiners of the procedures for inspecting used imported buses for registration.

Background

Clause 7 of Schedule 2 of the Road Transport (Vehicle Registration) Regulation 2007 (the Regulation) states that:

If, in respect of a registrable vehicle imported into Australia, an application is or was made in New South Wales on or after 1 January 1984 for registration of the vehicle as a public passenger vehicle, the date of manufacture of the vehicle is, for the purposes of this Schedule, taken to be the date of entry into Australia.

A 'public passenger vehicle' is defined in the Regulation as a *registrable vehicle that is constructed principally for the conveyance of passengers and that is:*

- (a) used for conveying passengers for hire or reward, or*
- (b) equipped to seat more than 8 adults, including the driver, and is used for conveying passengers in the course of trade or business.*

Used imported buses have been presented for registration in NSW which have not been assessed for compliance with all the applicable Australian Design Rules (ADRs).

An investigation into the registration processes of used imported buses has identified engineer's certificates which neglected to address a number of critical ADRs and engineer's certificates which have been inappropriately issued.

Note: For the purposes of this publication, the person presenting the vehicle for inspection is referred to as the operator.

For	■ AUVIS Proprietors & Examiners	■ HVAIS Proprietors & Examiners	
cc	■ RTA Inspectors Vehicle Regulation	■ RTA Registry Service Managers	■ Engineering Signatories

Inspection procedures

When any used imported bus is presented for registration inspection the following procedures apply:

Firstly, check if it is fitted with a compliance plate

1. If the bus **is not fitted** with a compliance plate:
 - Follow the registration inspection procedures in **Section A** below.
2. If the bus **is fitted** with a compliance plate that is:
 - A 'Used Import' (magenta colour) or 'Low Volume' (green colour) plate, go to **Section B** on page 3.
 - **Any compliance plate other** than a 'Used Import' or 'Low Volume' plate, go to **Section C** on page 4.

Section A. Bus is not fitted with a compliance plate

1. Ask the operator whether the bus is intended for **private** use, or for use as **public passenger vehicle**.

Bus intended for private use

1. Ask the operator for:
 - An engineer's certificate from an RTA recognised engineering signatory (see Vehicle Standards Information (VSI) No.15 for a list of signatories), or
 - A letter of compliance from the manufacturer (see VSI No.19 *Motor vehicle compliance plates*).

Suspend the inspection until the necessary document is presented.

3. Check the certificate or letter of compliance states that the bus complies with applicable ADRs at date of manufacture (refer Tables 1 – 4 on pages 4 and 5).

Suspend the inspection if the document does not describe the bus as complying with the above ADRs at the date of manufacture.

4. Go to Section C.

Bus intended for use as public passenger vehicle

5. Ask the operator for:
 - The Vehicle Import Approval (if imported from 1 August 1989), or
 - Evidence of date of importation into Australia (Customs document, Bill of Lading, or shipping agent's correspondence if imported prior to 1 August 1989), or
 - Letter of compliance from the manufacturer (VSI No.19 *Motor vehicle compliance plates*).

Suspend the inspection until the necessary document is presented.

6. If a letter of compliance is presented and it:
 - Certifies compliance with ADR 58, go to Section C.
 - Does not certify compliance with ADR 58, ask for an engineer's certificate from an RTA recognised engineering signatory.
 - If the engineer's certificate states compliance with ADR 58 go to Section C.

Suspend the inspection until an engineer's certificate, or letter of compliance stating compliance with ADR 58 is presented.

7. If the Vehicle Import Approval is presented, ask for an engineer's certificate from an RTA recognised engineering signatory.

8. Check that the engineer's certificate describes the bus as '**An Imported Vehicle**'.

Suspend the inspection if the engineer's certificate does not describe the bus as
'An Imported Vehicle'

9. Check that the engineer's certificate states compliance with the following applicable ADRs **at date of importation**. (refer to Tables 1- 4 on pages 4 and 5).

- ADR 5 *Anchorage for seat belts and child restraint.*
- ADR 58 *Requirements for Omnibuses designed for hire and reward.*
- ADR 59 *Omnibus rollover strength.*
- ADR 68 *Occupant protection in buses.*

Suspend the inspection if the engineer's certificate does not describe the bus
as complying with the above ADRs at the date of importation.

10. If the engineer's certificate states compliance with the applicable ADRs 5, 58, 59 and 68, go to **Section C**.

Section B. Bus is fitted with a 'Used Import' plate (magenta colour) or 'Low Volume' plate (green colour)

1. Ask the operator whether the bus is intended for **private** use, or for use as **public passenger vehicle**.

2. If intended for **private** use go to Section C.

3. If intended for use as **public passenger vehicle**, check if the compliance plate displays '**NON H & R**'.
If the compliance plate:

- **Does not** display '**NON H & R**', go to step 5 in this section.
- **Does** display '**NON H & R**', ask the operator for an engineer's certificate from an RTA recognised engineering signatory (see VSI No.15 for list).

Suspend the inspection until an engineer's certificate is presented.

4. Check that the certificate states that the bus complies with **ADR 58** *Requirements for Omnibuses designed for hire and reward*.

Suspend the inspection until an engineer's certificate certifying compliance
with ADR 58 is presented.

5. Count the number of seats, including driver.

- More than 12 seats, go to Section C.
- 12 seats or less, ask the operator for:
 - The Vehicle Import Approval (if imported from 1 August 1989), or
 - Evidence of date of importation into Australia (Customs document, Bill of Lading, or shipping agent's correspondence if imported prior to 1 August 1989), and
 - An engineer's certificate from an RTA recognised signatory (if not already presented).

Suspend the inspection if the necessary documents are not presented.

6. Check the certificate describes the bus as **An Imported Vehicle**.

Suspend the inspection if the certificate does not state 'An Imported Vehicle'.

7. Check that the certificate states compliance with the following applicable ADRs **at date of importation**. (refer to Table 1 below and Table 3 on page 5).

- ADR 5 *Anchorage for seat belts*.
- ADR 59 *Omnibus rollover strength*.

Suspend the inspection if the certificate does not state compliance with ADRs 5 & 59 at the date of importation of the bus.

8. Go to Section C.

Section C. Safety & Design Check Inspection

1. On the **Inspection Report**:
 - Record the **Engineer's Certificate number**, and
 - Record either **Private** use, or **Public Passenger Vehicle**.
2. Conduct the Safety & Design check inspection in the normal manner.

Note

1. For buses presented for inspection for use as a public passenger vehicle ensure that the engineer's certificate addresses and certifies each applicable ADR (listed in Tables 1– 4 below and on page 5) at the date of importation of the bus.

Example

A bus originally manufactured in October 1990 with a GVM of 4.4 tonnes and fitted with 20 high-back seats was imported into Australia in March 1999. For the purpose of obtaining registration in NSW as a public passenger vehicle, it must comply with each applicable ADR (listed in Tables 1– 4) at the date of importation, ie: ADRs 5/03, 58/00, 59/00 and 68/00.

2. For buses presented for inspection for private use ensure that the engineer's certificate addresses and certifies each applicable ADR (listed in Tables 1- 4) at the date of vehicle manufacture.

Example

A bus originally manufactured in October 1990 with a GVM of 4.4 tonnes and fitted with 20 high-back seats was imported into Australia in March 1999. For the purpose of obtaining registration in NSW as a private vehicle, it must comply with each applicable ADR (listed in Tables 1- 4) at the date of manufacture, ie: ADRs 5/01.

Table 1: ADR 5 *Anchorage for seat belts*

ADR	Applicable buses	Date when standards applies
ADR 5/00	all buses	1 July 1988
ADR 5/01	all buses	1 July 1990
ADR 5/02	Buses up to 3.5 tonnes GVM and up to and including 12 seats.	1 July 1991
	All other buses	1 July 1992
ADR 5/03	all buses	1 July 1996
ADR 5/04	all buses	1 Jan 2000

Table 2: ADR 58 *Requirements for omnibuses designed for hire and reward.*

ADR	Applicable buses	Date when standards applies
ADR 58/00	all buses	1 July 1988

Table 3: ADR 59 *Omnibus rollover strength.*

ADR	Applicable buses	Date when standards applies
ADR 59/00	All buses over 3.5 tonnes GVM and have more than 17 seats	1 July 1993

Table 4: ADR 68 *Occupant protection in buses.*

ADR	Applicable buses	Date when standards applies
ADR 68/00	All buses over 5 tonnes GVM with 17 or more seats except: <ul style="list-style-type: none">• Route service buses, or• A bus where all passenger seats have a reference height of less than 1.0m	1 July 1994
	All buses over 3.5 tonnes and up to 5 tonnes GVM with 17 or more seats except: <ul style="list-style-type: none">• Route service buses, or• A bus where all passenger seats have a reference height of less than 1.0m	1 July 1995

Reasons for rejection

- Suspension of the inspection is in line with instructions in Sections A & B.
- The vehicle identified in any required documentation does not match the vehicle presented.
- The vehicle fails the safety check inspection.
- The vehicle fails to meet all the applicable requirements of the Design Check.

Implementation date

Immediately.



For further enquiries:



RTA Technical Enquiries, PO Box 1120, Parramatta NSW 2124



1 300 137 302



02 9843 3821



www.rta.nsw.gov.au / tech-enq@rta.nsw.gov.au