

A Collection of Questions from the latest meeting of the Association Of Motoring Clubs regarding Club Plate Rules

Q. Questions were asked about importing and/or exporting cars containing asbestos.

A. As asbestos is a banned import or export so it is illegal to either import or export this substance in any form. The whole idea of checking for asbestos is to protect the public from this most harmful substance. It is thought that greater emphasis regarding asbestos has been created by recent problems with Great Wall and other Chinese vehicles. Customs have been troubled with incorrect information supplied to them and look at each situation on a case-by-case basis. The importer should obtain the Correct Certification about the lack of Asbestos status in the vehicle prior to it leaving from overseas.

Q. A question about Safety Glass.

A. There have been problems with safety glass in windscreens with what it is, and in some cases such | windscreens had been rejected by RWC inspectors because it was not marked. This problem was caused by the Inspector's lack of knowledge.

VicRoads would be happy to assist if contacted. VR will look at the RWC definition and amend if required.

Q. Who has the final say on RWC compliance? Refusal by one station, accepted by another.

A. VR has a complaint process to ensure RWC stations operate under the same parameters. Obtain a second opinion and refer to VR.

Q. Who decides what a modified vehicle (for M plates) is?

A. The ADRs nominate the approved build level, VR provide guidelines and a VASS inspection decides compliance based on the parameters noted earlier e.g. allowed VSB/VSI modifications vs. VASS inspection. As a rule of thumb, if a VASS inspection is deemed necessary the vehicle should probably be on M plates. The modification is acknowledged by the VASS inspection with evidence of change e.g. confirmation of original and replacement (modification). Individually Constructed Vehicles. These, usually one-off specials, and are required to meet all the current ADRs applicable. VR recommend that clubs develop a relationship with a VASS engineer.

Q. Is there a stigma about M plates? Some people may query what has happened to the vehicle to require an M plate.

A. The M plate does not indicate an inferior designation. Victoria Police accepts H and M plates as the same but take a dim view of an H plate vehicle that has subsequently been illegally modified. VR – Modified vehicles on M plates. A pre/post 2015 definition applies. VR will not search for H plate vehicles, which should be on M plates. Experience to date indicates that when a report of an M level vehicle on H plate is made and checked either a VASS Certificate is supplied or the CPS is cancelled.

Q. What is the process to change from 'H to M' plates?

A. VicRoads are happy to assist with this, and further details on this matter are likely to be forthcoming shortly.

Q. What about hot rod bodies on modern chassis?

A. To allow tracking of vehicles, the vehicle is defined by the numbering of the chassis, the monocoque body, or the frame (motor cycle) as applicable. In this case, the ADRs for the year of chassis build would apply.

Q. Will previously registered modified vehicles be accepted?

A. Confirmation of earlier modifications. An example of an engine change made interstate was used to indicate that prior modifications can be accepted if records of the earlier change can be produced. VicRoads will continue to honour previously approved modifications provided no further modifications have been made since. This clarified things for Members of the Truck Clubs, as most trucks have been modified during their working life. In the case of Victorian vehicles, the AOMC engine records may assist in confirmation of prior changes. If further modifications have been made the inspection levels of VSBs, VSIs and VASS will apply.

Q. Is the change of the load carrying body type on a truck, a modification?

A. The main factor involved is any structural compromise that may have been made by the bodybuilder. Original bodybuilder certification / evidence would overcome this problem. It may be possible to obtain an exemption for OEM bodies.

Q. Can a B Double truck go onto the CPS?

A. Yes. The whole combination, prime mover and two trailers would have to meet the 25-year rule and comply with the ADR requirements.

Q. What do drivers do when travelling past Midnight?

A. There were questions regarding Logbook entries when a journey continued past midnight. As every day must be accounted for it is necessary to make a new entry as soon as possible after midnight. It is thought that police would be understanding should one was pulled up just after midnight before the new entry had been made in the Log Book. Planning for such a contingency would probably be a good idea. The existing procedure was written to prevent 'forward dating' of entries or fraudulent entries. Experience has shown this isn't occurring and the requirement may be changed in next year's revisions

Q. Can the size of the SR (Hot-Rod) Plates be reduced?

A. The current plates are currently too large to be fitted to some Hot Rod vehicles. VicRoads do not have any ordering systems allowing change to "H", "M" or "SR" plates and accordingly no alternative sized plates are available and VicRoads are unlikely to change this arrangement. The proposal to have Slimline plates available has still not been resolved. This may change when the CPS system is integrated into the mainframe VR system.

Q. Can the owners Address be deleted from the Logbook page to maintain security (and Privacy)?

A. Some Delegates did not like the owner's address being printed on the CPS receipt and asked why this was necessary as crooks could find out the owner's address if left in the vehicle. It was suggested that logbooks or anything else of value should either be securely locked up in the vehicle when unattended, or better still remove it and take it with you.

Q. Some tyres now available do not have a speed rating on the sidewall, so is this a concern?

A. Quite possible. There have been reports of ratings being shaved off sidewalls. (No other answer was forthcoming!)

A Review of the CPS Scheme. Changes of Regulations are not likely within the next 12 months as a total review of the whole system is carried out every ten years. This review last took place in 2009 so the next one will be in 2019. VicRoads need to prove to the Government the value of the Scheme to the Community. John Lewis believes that Clubs will always be involved with the Scheme and that participants will continue to be required to be a Member of a VicRoads Authorised Club.