

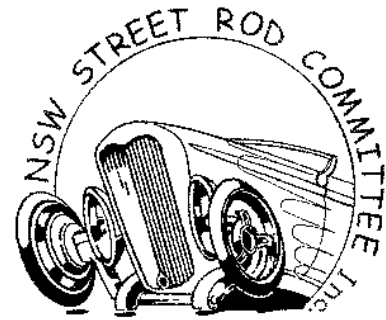
NSW Street Rod Committee Inc

PO Box 710

Wyong 2259

[www.nswstreetrodcommittee.org.au](http://www.nswstreetrodcommittee.org.au)

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INFORMATION SHEET 03-VERSION01

## Reproduction chassis and body packages

The NSW STREET Rod Committee does not 'type-approve' packages; nor does it provide product endorsements.

Selecting a package can be very confusing for a potential purchaser. This information sheet is intended to guide people in what to look for and what questions to ask. Information provides background to aid understanding of the framework used in NSW; however full detail is available on the RTA and DOTRS sites.

All Street Rods registered in NSW require a report from and NSW Roads & Traffic Authority (RTA) authorised engineering signatory (signatory). The Engineering Signatory listed in the RTA's Vehicle Standards Information sheet No 15 (VSI.15). Ref. RTA web site for details; also see our [links](#) section. The level of compliance varies with the form of registration being pursued; however, these requirements are clearly defined on the RTA site for Modified Production (MPV) and Individually Constructed (ICV) vehicles; and on this site for Conditional Registration of Street Rods in NSW.

The signatory will be trying to evaluate each major system in your vehicle to the appropriate regulation, ADR or guideline. For each system she/he will be need to identify the 'Reference Standard' used and the corresponding 'Method of Assessment'. Examples are:

Reference Standard:

MTR	Motor Traffic Regulations	ADR	Australian Design Rules
ES	Engineering Specifications	AIS	Rules for Authorised Inspection Stations
AS	Australian Standard	DR	Draft Regulation

Method of Assessment:

PT	Physical Test (Laboratory)	RT	Road Test
SA	Stress Analysis	C	Comparison

For some systems test methods are specified; eg; RTA's abridged brake test for ICVs. The costs associated with rigorous systems and component testing to satisfy the ADRs etc. can be prohibitive; therefore it makes sense wherever possible to purchase a package you can verify is acceptable in the jurisdiction and context in which you intend to use them.

The growing aftermarket is offering a huge selection of bodies and frames; and chassis packages. Suitability and quality vary widely and can often not be judged by cursory inspection of a well-presented product. 'Caveat emptor' means buyer beware.

The NSW Street Rod Committee therefore suggests that the consumer ask these questions when purchasing a package; in addition to his or her own precautionary inquiries:

- Has this package been certified by a NSW RTA authorised signatory for use on (*specify vehicle classification MPV, ICV, CR*); and if so,
- Are you able to supply this information with the package with a refund guarantee should the product component be not accepted in (*specify vehicle classification MPV, ICV, CR*).

A final word on the concept of '**Criticality**'.

If a requirement is clearly defined in the guidelines associate with your vehicle classification (*MPV, ICV, CR*); you should obviously ensure the package is compliant. If it is not; then it becomes a matter of assessment for your signatory. His assessment is likely to be guided at least in part by the concept of criticality associated with the mode of failure. If the mode of failure is likely to be sudden, (without warning) or catastrophic the signatory will probably consider the matter commensurate rigor. This assessment will extend to the system, rather than the component in isolation.

In case you have read this far; congratulations, the **KEY MESSAGE** is:

' Form a relationship with a 'signatory' as early as possible in your build plan; and,

Join a recognised club and talk to your TAC Rep regularly'

AND; remember; Buyer beware.