

# VSCCS

## Vehicle Safety Compliance Certification Scheme

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Under the VSCCS, modified vehicles and non-standard vehicles may be assessed to check if they comply with legislated vehicle standards. Vehicles that comply with the standards and do not pose a safety risk are issued with a VSCCS compliance certificate.

Non-standard vehicles include individually constructed and personally imported vehicles.

The VSCCS replaces the Engineering Certification Scheme (ECS).

**Note:** There are no changes to NSW vehicle standards under the VSCCS.

If you are interested in becoming a certifier of significantly modified vehicles and non-standard vehicles, visit our [VSCCS licensed certifiers page](#)

If you are a vehicle owner with modifications to your vehicle, visit our [VSCCS information for vehicle owners page](#).

Go to our [VSCCS downloads page](#) for links to a VSCCS information brochure or application forms.

To read the relevant legislation:

- [Road Transport \(Vehicle Registration\) Regulation 2007](#)
- [Road Transport \(General\) Regulation 2005](#)

### RELATED LINKS

- [VSCCS brochure & application forms](#)
- [Authorised Inspection Station \(AIS\) scheme](#)
- [Authorised Crane Inspection Station \(ACIS\) scheme](#)
- [Frequently asked questions](#)

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### ▼ Inspection and Certification Schemes

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► Authorised Crane Inspection Station (ACIS) scheme

### ▼ Vehicle Safety Compliance

What is it?

What does it do?

What does it mean for us?

# A potted history



**Transport**  
Roads & Maritime  
Services

In the year dot we had the DMR:

- Simple rules like 60 in a built up area
- No ADR's, radar detectors
- Most of the money was spent on the roads
- And we all put superchargers on our MG TC's
- Life was pretty simple

Then along came the 'Authority':

- 60 signs with no street lights or foot paths
- ADR's & emission testing
- More money spent on the RTA than the roads
- The ECS scheme 'certified' your mods
- It was becoming harder to build your own
- Big brother watches your every move
- Its even hard to import a vehicle

Now we've got something completely different:

- All modifications require certification
- A new scheme for certification – VSCCS
- All certification to Schedule 2
  - i.e. the full ADR's
  - No alternative documentation
  - So crash tests for ICVs

# What was introduced at law?

The main changes were to the Road Transport (Vehicle Registration) Regulations 2007 :

- Clause 55 (3) was removed & replaced with a new Clause 55A
- Additional clauses allowed the Authority to gazette 'Significant modifications to vehicles' and specified that vehicles thus modified should not be used on the road unless they had been certified under the VSCCS scheme
  - This is called the Gazetted List
- Clause 55A still applies whether your mod is on the Gazetted List or not
- The Gazetted list can be changed at any time by Ministerial decree
- The new online documentation system appears OK

**[3] Clause 55A** Insert after clause 55:

## **55A Modifications to registered vehicles**

A person must not carry out modifications on a registered vehicle (whether by the addition or removal of components or otherwise) that results in the vehicle failing to comply with the applicable vehicle standards.

'Applicable vehicle standards' means Schedule 2 ... the full ADR's



# What was removed from the legislation?

The Key words are:

- *Vehicle Standards Bulletin No 6* or a **specification published by the Authority or is otherwise acceptable to the Authority.**

(3) A person who modifies, or adds components to, a registrable vehicle must ensure that:(a) if the vehicle complied with the applicable vehicle standards for the vehicle immediately before the modification or addition—the vehicle continues to comply with those standards, and (b) the modification or addition is certified by an authorised person as complying with the *National Code of Practice for Heavy Vehicle Modifications* (1993) published by the Federal Office of Road Safety as *Vehicle Standards Bulletin No 6* or a specification published by the Authority or is otherwise acceptable to the Authority.

Document	Description	How affected
LVCOP	Modifications to light vehicles	Repealed
VSB6	Modifications to heavy vehicles	Repealed
	Installation of child restraints	Repealed
VSB 05	Additional Seats in vehicles	Repealed
VSB 14	National code for modification	Not Adopted
VSI 59	NSW supplement to VSB 14	Not Adopted
	Alternate means of ADR compliance	Not Adopted
VSI 04	Imported vehicles	Repealed
VSI 06	Guidelines for Light Vehicle Modification	Repealed and removed from website
VSI 10	Carrying bicycles on vehicles	Repealed
VSI 14	LPG Conversions	Repealed
VSI 16	Natural gas conversions	Repealed
VSI 19	Registration of vehicles where the compliance plate is missing	Repealed
VSI 21	Drivers aids for disabled drivers	Repealed
VSI 23	Installation of fifth wheels (in part)	Repealed
VSI 38	Grain augers (in part)	Repealed
VSI 40	Registration of LHD vehicles 30 yr or older	Repealed
VSI 41	A frame towing	Repealed
VSI 42	Stretched limousines	Repealed
VSI 44	Seat belted seats in old buses	Repealed
VSI 46	Special purpose vehicles (in part)	Repealed
VSI 56	Agricultural Harvesters (in part)	Repealed
TS 144	Taxi screens	repealed

All of these were removed and are no longer available to certifiers

# The Gazettal List

The final list has yet to be published. Here are some examples:

MODIFICATIONS REQUIRING CERTIFICATION	EXAMPLES
Fitment of a non-original replacement engine other than engines offered by the first manufacturer as a standard or optional engine.	Honda VTEC in place of troublesome MGF motor in the Lotus Elise
Fitment of turbochargers or superchargers not originally offered by the engine or vehicle manufacturer or increasing the original power output by more than 20%	Just fitting a DP Chip to a Prado 90 Series will give you a 27% increase in Kw
Modification to engines or exhausts that adversely affect noise or gaseous emissions ADRs	Any modification to carburettor, camshaft, timing, pistons, or exhaust system will have an impact on noise and emissions
Fitment of a manual or automatic transmission-transaxle from a different vehicle make or model, conversion to rack and pinion steering, fitment of disc or drum brakes that are not a manufacturers option	These are all common modifications to early XK Jaguars; all aftermarket brake options – i.e. DBA are impacted
Power steering	Common mod for Mk2 Jaguars
Replacement of vehicle bodies	Applicable to all cars from the coach built era
4WD specifics such as suspension lifts, bull bars, front winch mounts	Around 10% of all vehicles are fitted with bull bars

# Use your car for club sport?

Thinking of fitting any of this lot?

- Roll bar
- Harness bar
- Full harness seat belts
- Upgraded brakes
- Engine mods
- Exhaust
- Alternative fuel tank – foam filled

These will all require certification...



# So what's next

We expect the government to 'endorse' VSB14 which is the national Code of Practice for Light Vehicle Construction and Modification and VSI59 which is a NSW extension to VSB14

- These are guides for Modifiers, not for Certifiers and will NOT make it easier to certify your mods

You will then need to find a Certifier. But

- Many of the ECS engineers haven't signed up for the new scheme
- They can only certify your mods using Schedule 2 - in many instances this will be impractical or unaffordable

We need them to restore the full technical specifications now. Then introduce a replacement technical standard which many ECS engineers worked on ahead of the December changes. This has been called the 'ADR Manual'.

Only when the ADR Manual & VSB14/VSI59 are introduced in law will we have some of our rights restored and a halfway workable solution delivered.

More information at:

<https://sites.google.com/site/no2vsccs/home>

Some key messages for our politicians:

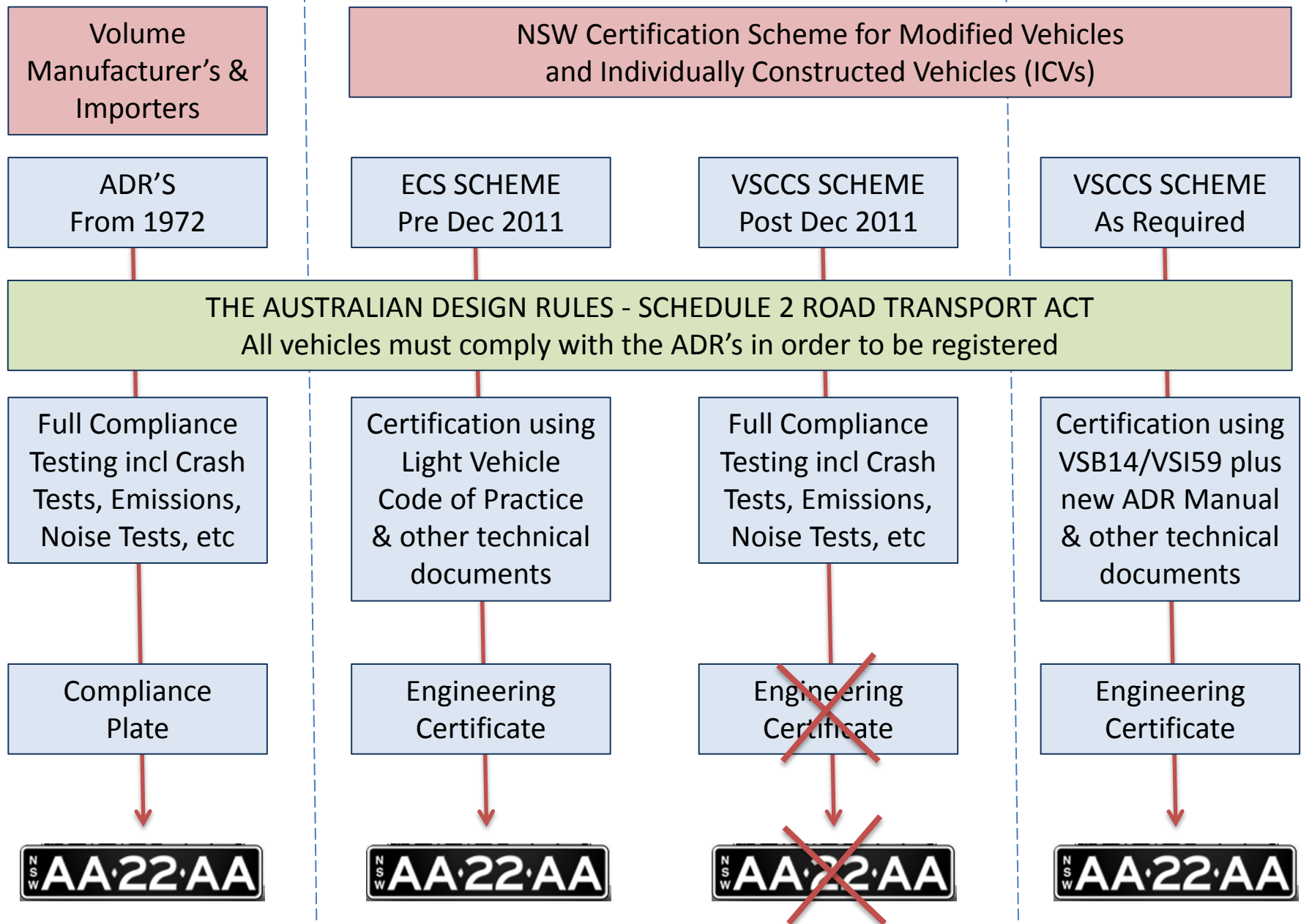
"If you want to ban bull bars, think what a 10% reduction in your majority is going to mean at the next election".

"Hoon is a description of driver behaviour. Do not confuse any failure to police driving standards with our right to enjoy our motor vehicles."

"Modified and classic cars represent a reduced risk on our roads compared to non-modified cars.

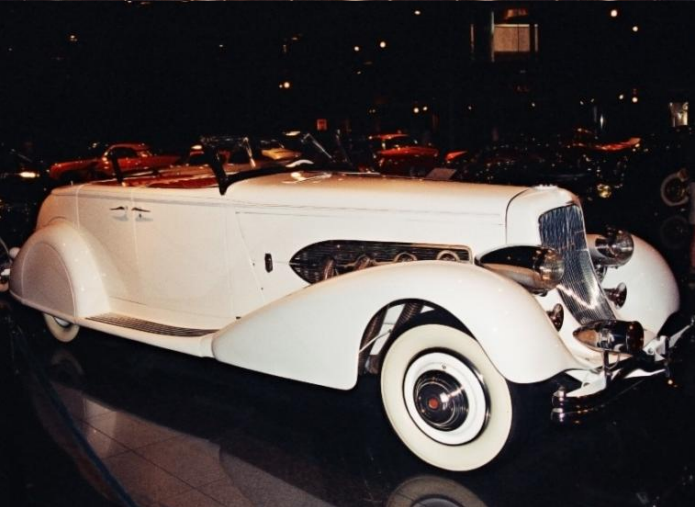
Don't believe me?  
Ask your classic car insurer!"

# Summary





We all have a motoring dream ....



.... let's make sure we keep it intact!