

Individually Constructed Vehicle General Information

Definition of an Individually Constructed Vehicle

Typically an Individually Constructed Vehicle (ICV) is a one-off type vehicle built to an individual plan or design and includes; a vehicle constructed to the builder's own unique design, certain kit cars and certain replicas of production vehicles are also considered as ICV's.

An ICV is a new vehicle that is not a Production Vehicle, Modified Production Vehicle or a Production Vehicle which has had the body or chassis replaced.

A Production Vehicle is a vehicle manufactured and marketed in volume for normal road use. A Modified Production Vehicle is one that has undergone modifications that change the original manufacturer's specifications in some manner.

If 3 or more ICVs are manufactured by a person in a 12 month period, these vehicles are subject to the vehicle certification procedures under the Motor Vehicle Standards Act and are not considered to be ICVs but Production Vehicles.

Recommended Construction Steps

In Tasmania an ICV passenger car (Australian Design Rule (ADR) category MA, MB or MC) may be constructed and built in accordance with the National Code of Practice (VSB14) and relevant ADR's and Vehicle Standards. Consultation with an Approved Vehicle Certifier (AVC) as to the suitability of the vehicle's proposed construction should be undertaken and revised if necessary prior to starting the construction.

Obtain confirmation from the AVC that the proposed vehicle will comply with the appropriate ADR's and Regulations. A link to VSB14 is attached below.

ADR Compliance requirements

In Tasmania an ICV passenger car ADR category MA, MB or MC) that has been constructed and built in accordance with the National Code of Practice (VSB14) and relevant ADR's and Vehicle Standards have been exempted from certain ADR requirements (69, 72 & 73, ones that required destructive testing of multiple vehicles) and ADR 31/03 (where alternative standards have been approved). ADR 31/03 requires Electronic Stability Control Systems and ABS braking systems. It is likely in the near future ABS braking will also be required for L Group vehicles (Motor Cycles), these vehicles may also be granted an exemption from this requirement.

While ICV's are not required to prove compliance with the above ADR's they should be constructed to comply with the intent of the ADR's and offer the best occupant protection possible.

New ICV's are also exempt from ADR 79/-- however they need to meet the standards set by ADR 37/01 or later. Compliance with ADR 37/01 is deemed to be met if the engine used is OEM from a vehicle that was required to comply with ADR 37/01 at the date of manufacture and the engine retains the OEM inlet manifold, cylinder head, exhaust manifold and engine pipe including the Oxygen (O2) Sensor in its original position.

Inspection

During the construction an ICV must undergo inspection and certification by an AVC to ensure compliance with the regulatory requirements.

All aspects of design including compliance with ADR's, Regulations, compatibility of engine with other vehicle components, steering, braking, handling and drivability will remain the responsibility of the AVC submitting the Engineering Report.

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An ICV may be composed of parts from one or more Production Vehicles. The parts do not need to be new. The completed vehicle must have a metal placard fitted to the vehicle warning occupants that the vehicle has not been tested in accordance with Australian Design Rules 69, 72 and 73. The placard must contain the following information, be displayed and visible to the vehicle occupants.



Registration

An ICV is considered to be a new vehicle for registration purposes and therefore will always require a new Vehicle Identification Number (VIN) to be issued for it.

A condition of registration is that in order to use an ICV on a Public Street the vehicle must first be issued with a permit or exemption from the Transport Commission from the above identified ADR's.

To obtain a permit the operator must contact Registration and Standards by one of the methods identified below.

A copy of the permit should be carried in the vehicle and must be provided to any new operator when the vehicle is sold.

Further information

VSBI4 available from; https://infrastructure.gov.au/roads/vehicle_regulation/bulletin/vsb_ncop.aspx

Vehicle Standards Bulletins and ADR's can be accessed from the above link.

Vehicle inspection information from; http://www.transport.tas.gov.au/vehicles/vehicle_inspections

A list of Approved Vehicle Certifiers is available from the above link and is a live document that is refreshed regularly.

Department of State Growth
Vehicle Registration and Standards
GPO Box 536
Hobart TAS 7001

Phone: (03) 03 6166 3263
Email: vehicle.standards@stategrowth.tas.gov.au
Web: www.transport.tas.gov.au