



**HEAVY  
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## Checklist for Component Suppliers who supply components with CRN (Component Registration Numbers) SARN (Sub- Assembly Registration Numbers) or UNECE Numbers (United Nations Economic Commission for Europe)

24/02/2021

### 1. Who should read this?

- Any supplier of components that use a SARN, CRN or ECE approval number to demonstrate compliance with Australian ADRs
- In particular, Technical / engineering staff working for suppliers or any service providers that they use to submit CRN or SARN document need to understand the requirements for Component Type Approvals (CTAs) [Component type approvals \(infrastructure.gov.au\)](https://www.infrastructure.gov.au).
- They will also need to engage with manufacturers that use their components as part of a current Identity plate approval (IPA) or in future a Vehicle Type Approval (VTA).

### 2. What should they do?

- **NOTE -THERE IS NO ROLL OVER FROM CRNs and SARNs to CTAs – Suppliers need to formally apply and submit evidence to obtain CTAs**
- Suppliers need to inform themselves on:
  - i. the increased requirements for demonstrating conformity of production, and
  - ii. the new requirements in relation to test results used to support an application
  - iii. The process for applying for a CTA
  - iv. See [Guide to component type approvals - January 2021 \(infrastructure.gov.au\)](https://www.infrastructure.gov.au)
- Suppliers need to determine whether the test results they have used to demonstrate compliance meet the new requirements. This should be discussed with the original provider of the test results. Suppliers should also familiarise themselves with this document <https://www.infrastructure.gov.au/vehicles/rvs/files/position-paper-cta-test-reports-not-supplied-by-a-testing-facility-v2.pdf>. This document covers the situation where the test facility no longer exists or has chosen not to apply for a test facility number under the RVSA.
- Suppliers need to understand the impact of the transition requirements on their customers (Vehicle Manufacturers):

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- i. Manufacturers can only continue to use SARNs and CRNs on an IPA that has opted into the new scheme prior to 31 December 2021 or on an existing IPA up until 30 June 2022.
  - ii. All Variations or New Vehicle type approvals from 1 July 2021 must be supported by CTAs or ECE numbers
    - If a manufacturer uses an ECE number, they will effectively take on the responsibility for conformity of production. Some manufacturers may not want to do this and may ask the supplier to provide a CTA to ensure that this requirement stays with the supplier.
  - iii. Suppliers should discuss these issues with their customers.
- Applications for Component type approvals are open now – HVIA recommends that suppliers begin transitioning to CTAs as soon as possible.

### **3. Why**

- CRNs and SARNs will progressively be phased out from 1 July 2021.
- All new Vehicle Designs or modifications to existing designs will need to be supported by CTAs not by SARNs or CRNs

### **4. When**

- The new requirements come into effect on 1 July 2021,

### **Outstanding Issues**

The Component Type Approval processes in ROVER are not ideal but seem to be broadly working. HVIA will continue to work with members and the Department to resolve and issues as they arise.

There are very few Component Type Approvals that have been approved so far. (27 as at 3/3/2021 and the majority of those are for lighting) There are only four months until go live.