

Certificate of Modification

Transport Operations (Road Use Management) Act 1985
Heavy Vehicle National Law Act 2012 (Queensland)

Certificate Number: 1039166

Vehicle and Certification particulars (to be completed in full)
Make and model: CHEVROLET PICKUP
Engine number: 2K20211

Registration Number (if applicable): N/A
VIN/Chassis Number: 201K1D1D121161011

Inspection date: 9/3/19
Time: 1:30 PM
Odometer reading: 1701

Certification date: 9/3/19
Time: 3:30 PM
Inspection location (address): 2/33 MEAKIN RD, MEADOWBROOK

Modification plate serial number: 787130
Certification address: 2/33 MEAKIN RD, MEADOWBROOK

Modification code number	Description of Modification (in detail)	ADRs checked for continued compliance
L54	1971 CAMARO FRONT END	28/- 36/-
Lk1, Lk2	FITTED - COLLAPSIBLE STEERING COLUMN	42/-
LMI	REAR FUEL TANK	42/-
LAI	FITTED, FRONT SUSPENSION	42/-
LBI	350 V8 ENGINE	46/-
	FITTED, 700R TRANSMISSION	3/- 4/- 5/-
	FITTED, SEATS, Two (2)	
	GUM: 2272K	

Approved Person's certification

I certify that this modification(s) complies with the Approved Code of Practice for Modifications under the Transport Operations (Road Use Management - Vehicle Standards and Safety) Regulation 2010 or Heavy Vehicle National Law Act (Queensland) including its associated conditions for that class of vehicle.

I certify that I have inspected the above-mentioned vehicle and that the modification(s) has not adversely affected the vehicle's compliance with the applicable ADRs. I also confirm that the modification(s) has been carried out according to good engineering practice, and has not reduced the safety of the original vehicle. I hold the required supporting documentation and evidence for this certification, including any applicable drawings, specifications, analysis reports, calculations, test data or photographs.

I certify that, where the certification of the modification requires it, I have attached a modification plate to the vehicle in accordance with, for light vehicles, the Transport Operations (Road Use Management - Vehicle Standards and Safety) Regulation and for heavy vehicles, the Heavy Vehicle National Law Act (Queensland).

I certify the information and statements in this certificate are true and correct.

Approved Person's particulars

Approved Person's name: [Redacted] NR
Date: 9/3/19

Accreditation (MA) Number: [Redacted] NR
Approved Person's signature: [Redacted]

Employer's name (if applicable): [Redacted] NR

Employer's address (if applicable): 2/33-43 MEAKIN RD, MEADOWBROOK QLD
Postcode: 4131

Yellow - Department of Transport and Main Roads' copy
White - remains in book

Green - Owner's copy

T201 Form A/14
Form F-1901
V01 Oct 2016

SER NO. 787130

Queensland Government **MODIFICATION PLATE**
 Accreditation No: 27119

Date: 9/3/19 Cert. No: 1022166

Modification By: OWNER

Mod Codes: LS4, LK1, LK2, LM1, LA1, LB1

Vin/Chassis No: 20KD02160

Tyre Sizes: ~

Mod Seating Capacity: TWO

Mod G.V.M.: 2272 kg Mod G.C.M.: ~ Kg

Mod G.T.M.: ~ kg Mod A.T.M.: ~ Kg

THIS PLATE NOT TO BE REMOVED

NR







CHECKLIST LK1
SEAT AND SEATBELT INSTALLATION/REMOVAL
CODE LK1

(N/A=Not Applicable, Y=Yes, N=No)

1	SEATS			
1.1(a)	Have all <u>additional</u> seats been certified to Code LK2 in accordance with the requirements of the ADRs or the National Code of Practice for the manufacture of additional seats (VSB 5A or VSB 5B)? (Design Approval No. <u>OEM SEATS</u>)	N/A	<input checked="" type="radio"/> Y	<input type="radio"/> N
1.1(b)	Do commercial installations comply with VSB 5A?	N/A	<input checked="" type="radio"/> Y	<input type="radio"/> N
1.2	Do all <u>replacement</u> seats meet the strength requirements given in Clause 3.2 of ADR 3/... for the date of manufacture of the vehicle?	<input checked="" type="radio"/> N/A	<input type="radio"/> Y	<input type="radio"/> N
1.3	Are the seats mounted on existing anchorage points or anchorage points fitted in accordance with sub-sections 1, 2 and 3 of Code LK1?	N/A	<input checked="" type="radio"/> Y	<input type="radio"/> N
1.4	If the additional replacement seats are hinged, or have hinged backs, do they meet the requirements for these seats given in Clause 3.2.3 of ADR 3/...?	<input checked="" type="radio"/> N/A	<input type="radio"/> Y	<input type="radio"/> N
1.5	Are the head and leg space requirements of VSB 5 satisfied?	N/A	<input checked="" type="radio"/> Y	<input type="radio"/> N
1.6	Are the additional seat(s) positioned away from areas where there would be a high probability of injury to the occupant(s) in an accident?	N/A	<input checked="" type="radio"/> Y	<input type="radio"/> N
1.7	Is access to additional seats unimpeded?	N/A	<input checked="" type="radio"/> Y	<input type="radio"/> N
1.8	With the installation of any additional seats, is access to exits, access aisles, doors, door latches, folding seat controls, etc. unobstructed?	N/A	<input checked="" type="radio"/> Y	<input type="radio"/> N
1.9	Are seat backs, armrests and other fittings padded to minimise injury to occupants in an accident?	N/A	<input checked="" type="radio"/> Y	<input type="radio"/> N
1.10	Is adequate rear vision for the driver maintained or have additional mirrors been fitted to maintain adequate rear vision?	N/A	<input checked="" type="radio"/> Y	<input type="radio"/> N
1.11	Are all rearward facing seats fitted with irremovable head restraints?	<input checked="" type="radio"/> N/A	<input type="radio"/> Y	<input type="radio"/> N
1.12	Are Category 2 and Category 3 seats labelled or plated in accordance with VSB 5A or VSB 5B?	<input checked="" type="radio"/> N/A	<input type="radio"/> Y	<input type="radio"/> N
1.13	If seats have been permanently removed, have all holes been adequately sealed?	<input checked="" type="radio"/> N/A	<input type="radio"/> Y	<input type="radio"/> N

[Continued overleaf]

Section LK Seating and Occupant Protection

(N/A=Not Applicable, Y=Yes, N=No)

2 SEATBELTS			
2.1	Is the type of seatbelt fitted in accordance with that determined by the anchorage system specified for the particular application by ADR 5 <i>Anchorage for Seatbelts and Child Restraints</i> ?	N/A	<input checked="" type="radio"/> Y <input type="radio"/> N
2.2	Are the seatbelts fitted to existing complying anchorage points or to anchorage points fitted in accordance with VSB 5A or VSB 5B?	N/A	<input checked="" type="radio"/> Y <input type="radio"/> N
2.3	Do the seatbelts comply with the requirements of the applicable version of ADR 4?	N/A	<input checked="" type="radio"/> Y <input type="radio"/> N
2.4	<u>If seats have been removed</u> : Has the vehicle supplementary restraint system not been affected by the removal of any seats and/or seatbelts?	<input checked="" type="radio"/> N/A	<input type="radio"/> Y <input type="radio"/> N
3 SEATING CAPACITY			
3.1	New Seating Capacity..... <u>2</u> NB: This may need to be recorded by the Registration Authority.	N/A	
4 WORKMANSHIP			
4.1	Is all work, including welding, of satisfactory quality and has all work been performed in accordance with recognised engineering standards?		<input checked="" type="radio"/> Y <input type="radio"/> N
5 ADR COMPLIANCE			
5.1	Does the modified vehicle continue to comply with applicable ADRs?	N/A	<input checked="" type="radio"/> Y <input type="radio"/> N

Note: If the answer to any question is **N (No)**, the modification cannot be certified under Code LK1.

[Continued overleaf]

Section LK Seating and Occupant Protection

CERTIFICATION DETAILS										
Make	CHEVROLET			Model	PICKUP			Year of Manufacture	1960	
VIN	2	0	K	D	0	2	1	1		
Chassis Number (If applicable)	20KD0211									
Brief Description of Modification/s	SEATBELTS									
Vehicle Modified By	MW USA IMPORTS									
Certificate Number (If applicable)	1039166									
Vehicle Certified By (Print)	NR									
Signatory's Employer (If applicable)										
Signatory's Signature	NR			Date	9/3/19					

Released under E.O. 14176

CHECKLIST LK2
SEAT AND ANCHORAGE CERTIFICATION
CODE LK2

* ORIGINAL SEATS

(N/A=Not Applicable, Y=Yes, N=No)

1 SEAT AND SEAT ANCHORAGE CERTIFICATION				
1.1(a)	Do the seat anchorages meet the strength requirements specified in the national code of practice for the manufacture of additional seats VSB 5A or VSB 5B?	N/A	Y	N
1.1(b)	Are commercial installations in conformity with VSB 5A?	N/A	Y	N
1.2	Does the seat and head restraint meet the strength and deflection requirements?	N/A	Y	N
1.3	Are seats anchored through non-structural floors (e.g. wood or fibreglass) adequately anchored to the vehicle structure (i.e. with C section channel or RHS steel members)? If not, has engineering or testing evidence been provided that demonstrates the suitability of the anchorage system?	N/A	Y	N
2 SEATBELT ANCHORAGE CERTIFICATION				
2.1	Do the seatbelt anchorages meet the strength requirements given in the national code of practice for the manufacture of additional seats VSB 5A or VSB 5B?	N/A	Y	N
2.2	Are all anchorage bolts specified as 7/16 inch UNF SAE Grade 8?		Y	N
2.3	Are the seatbelt anchor points for each particular seating position located in accordance with the specifications in Section 5.4 of ADR 5?		Y	N
2.4	Are all side-facing positions fitted with lap seatbelts only?	N/A	Y	N
2.5	Are all seatbelt anchorages located to allow the seatbelt to be worn in a comfortable and safe position?		Y	N
3 PADDING LOCATION REQUIREMENTS				
3.1	Is the whole of Area A padded on the back of seats that require padding as specified in clause 3.		Y	N
3.2	Are all surfaces with a radius of curvature less of than 5mm in Area 2 covered with padding?		Y	N
3.3	Does the seat back or alternative material used as padding meet the specified Test Requirements?		Y	N

Note: If the answer to any question is N (No), the design cannot be certified under Code LK2.

[Continued overleaf]

Section LK Seating and Occupant Protection

CERTIFICATION DETAILS											
Make	CHEVROLET			Model	PICKUP			Year of Manufacture	1960		
VIN	2	0	K	0	2	1	6	0	1		
Chassis Number (If applicable)	20KD021601										
Brief Description of Modification/s	SEATBELTS FITTED										
Vehicle Modified By	MW USA IMPORTS										
Certificate Number (If applicable)	1039166										
Vehicle Certified By (Print)	NR										
Signatory's Employer (If applicable)											
Signatory's Signature	NR			Date	9/3/19						

Released under FOIA DMR

CHECKLIST
EQUIVALENT ENGINE INSTALLATION
CODE LA1

(N/A=Not Applicable, Y=Yes, N=No)

1	ENGINE		
1.1	Is the mass and power output of the replacement engine not more than 20% greater than that of any engine offered by the original manufacturer for that model?	<input checked="" type="radio"/>	N
1.2	Does the engine and installation comply with all relevant ADRs and/or in-service rules (i.e. smoke, gaseous emissions and noise)?	<input checked="" type="radio"/>	N
1.3	LT3 Approval Reference Number (Gaseous Emission Test)..... <u>CHEVLT3</u>	N/A	
1.4	LT4 Approval Reference Number (Noise Test)..... <u>CHEVLT4</u>	N/A	
2	INSTALLATION		
2.1	General Requirements		
	Does the replacement engine installation comply with all of the <i>General Requirements</i> of sub-sections 2.1 to 2.14 of this Section?	<input checked="" type="radio"/>	N
2.2	Strength		
	Has the engine been fitted without the alteration of the vehicle's chassis, sub-frames, cross-members or body members? If not, has the alteration been performed in accordance with Section LH <i>Body and Chassis</i> ?	<input checked="" type="radio"/>	N
	Has the strength of all components modified or affected by modification been verified as equivalent to the original manufacturer's specifications?	N/A	<input checked="" type="radio"/> N
	Are the engine mountings designed to withstand the torsional loads transmitted by the replacement engine?	<input checked="" type="radio"/>	N
2.3	Fasteners		
	Do all fasteners comply with the applicable requirements of Section LZ <i>Appendices - Appendix A Fasteners</i> ?	N/A	<input checked="" type="radio"/> N
2.4	Protection		
	Has adequate protection been provided for all hoses, electrical harnesses, and rubber or plastic components?	<input checked="" type="radio"/>	N
	Are fuel lines securely fastened and clear of high temperature components such as the exhaust system, turbocharger and air conditioning compressor?	<input checked="" type="radio"/>	N

[Continued overleaf]

Section LA Engines

(N/A=Not Applicable, Y=Yes, N=No)

2.5	Workmanship			
	Is all work, including welding, of satisfactory quality and has all work been performed in accordance with recognised engineering standards?		<input checked="" type="radio"/> Y	<input type="radio"/> N
2.6	Diesel Engines			
	If the vehicle is fitted with a replacement diesel engine, is an engine stop control (which will prevent accidental or inadvertent starting) fitted within the engine compartment?	<input checked="" type="radio"/> N/A	<input type="radio"/> Y	<input type="radio"/> N
	If the vehicle is fitted with a replacement diesel engine that is fitted with a solenoid control fuel cut-off system, is the engine able to be switched off from the ignition switch and can it only be started when the ignition switch is in the <i>Run</i> position?	<input checked="" type="radio"/> N/A	<input type="radio"/> Y	<input type="radio"/> N
	If the vehicle has vacuum assisted brakes and a replacement diesel engine is fitted, has a vacuum pump of adequate capacity been fitted to ensure the braking system continues to comply with the ADR braking requirements?	<input checked="" type="radio"/> N/A	<input type="radio"/> Y	<input type="radio"/> N

Note: If the answer to any question is **N (No)**, the modification cannot be certified under Code LA1.

[Continued overleaf]

REPLACEMENT ENGINE DETAILS			
Make	CHEVROLET	Type	350
Number of Cylinders or Rotors	V8	Displacement (Litres)	5.7
Maximum Power Output (kW)	143	Engine Mass (kg)	243

CERTIFICATION DETAILS										
Make	CHEVROLET	Model	PICKUP	Year of Manufacture	1980					
VIN	2	0	K	0	0	2	1	6	0	1
Chassis Number (If applicable)	20K0021601									
Brief Description of Modification/s	V8 ENGINE									
Vehicle Modified By	MVA USA IMPORTS									
Certificate Number (If applicable)	1339166									
Vehicle Certified By (Print)	NR									
Signatory's Employer (If applicable)										
Signatory's Signature	NR				Date	9/3/19				

CHECKLIST LB1
TRANSMISSION SUBSTITUTION
CODE LB1

(N/A=Not Applicable, Y=Yes, N=No)

1	GENERAL		
1.1	Does the replacement gearbox have adequate torque capacity for the output of the vehicle's engine?		<input checked="" type="radio"/> Y <input type="radio"/> N
1.2	Has the replacement gearbox been fitted without the removal or weakening of sub-frames, chassis, cross-members or body members?		<input checked="" type="radio"/> Y <input type="radio"/> N
1.3	Are all openings in the vehicle for gear selection controls sealed to prevent entry of exhaust gases?		<input checked="" type="radio"/> Y <input type="radio"/> N
1.4	If overall gearing or speedometer drive is modified, does the vehicle's speedometer accuracy comply with relevant ADR requirements?	N/A	<input checked="" type="radio"/> Y <input type="radio"/> N
1.5	Are automotive type gearbox mountings used on adequate support brackets?		<input checked="" type="radio"/> Y <input type="radio"/> N
1.6	Do the reversing lights (if fitted) only operate when reverse gear is selected with the ignition ON?	<input checked="" type="radio"/> N/A	<input type="radio"/> Y <input type="radio"/> N
1.7	Does the conversion comply with all the relevant requirements of subsection 2 <i>General Requirements</i> ?		<input checked="" type="radio"/> Y <input type="radio"/> N
2	AUTOMATIC TRANSMISSION (if applicable)		
2.1	Does the transmission selection mechanism have a neutral position located between the reverse and forward drive positions?	N/A	<input checked="" type="radio"/> Y <input type="radio"/> N
2.2	Is a <i>Park</i> position located adjacent to the reverse drive position?	N/A	<input checked="" type="radio"/> Y <input type="radio"/> N
2.3	Is the reverse selection movement upward, forward or to the left side?	N/A	<input checked="" type="radio"/> Y <input type="radio"/> N
2.4	Is the transmission selection position displayed and illuminated within the vehicle's driver compartment?	N/A	<input checked="" type="radio"/> Y <input type="radio"/> N
2.5	Is the starter mechanism inoperative when the transmission is in any position that can drive the vehicle? (Required by AVSR).		<input checked="" type="radio"/> Y <input type="radio"/> N
3	ENGINE CONTROL UNIT (if applicable)		
3.1	Are all sensors appropriately connected and operating as originally intended?	<input checked="" type="radio"/> N/A	<input type="radio"/> Y <input type="radio"/> N

[Continued overleaf]

Section LB Transmission

(N/A=Not Applicable, Y=Yes, N=No)

4	DRIVE SHAFT			
4.1	Does the drive shaft comply with the requirements outlined in sub-section 2.3 of <i>General Requirements</i> ?	N/A	<input checked="" type="radio"/> Y	<input type="radio"/> N
5	FINAL DRIVE			
5.1	Has the differential been left unlocked?		<input checked="" type="radio"/> Y	<input type="radio"/> N
5.2	Does the final drive comply with the requirements outlined in sub-sections 2.3 and 2.4 of <i>General Requirements</i> ?	N/A	<input checked="" type="radio"/> Y	<input type="radio"/> N
6	WORKMANSHIP			
6.1	Is all work, including welding, of satisfactory quality and has all work been performed in accordance with recognised engineering standards?		<input checked="" type="radio"/> Y	<input type="radio"/> N
6.2	Do all fasteners comply with the applicable requirements of Section LZ <i>Appendices - Appendix A Fasteners</i> ?	N/A	<input checked="" type="radio"/> Y	<input type="radio"/> N
6.3	Does the quality of welding comply with the applicable requirements of Section LZ <i>Appendices, Appendix C Heating and Welding of Steering Components</i> ?	N/A	<input checked="" type="radio"/> Y	<input type="radio"/> N
7	COMPLIANCE WITH ADRS			
7.1	Does the converted vehicle continue to comply with applicable ADRs?	N/A	<input checked="" type="radio"/> Y	<input type="radio"/> N

Note: If the answer to any question is **N (No)**, the modification cannot be certified under Code LB1.

[Continued overleaf]

CERTIFICATION DETAILS										
Make	CHEVROLET			Model	PICKUP			Year of Manufacture	1980	
VIN	2	0	K	D	0	2	1	1		
Chassis Number (If applicable)	20K00211									
Brief Description of Modification/s	700R TRANSMISSION									
Vehicle Modified By	MW USA IMPORTS									
Certificate Number (If applicable)	1039166									
Vehicle Certified By (Print)	NR									
Signatory's Employer (If applicable)										
Signatory's Signature	NR			Date	9/3/19					

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CHECKLIST LM1
FUEL TANK ALTERATION
CODE LM1

(N/A= Not Applicable, Y=Yes, N=No)

1.	GENERAL			
1.1	Are all fuel lines used suitable for the fuel and fuel system?		<input checked="" type="radio"/>	N
1.2	Are all fuel lines securely fastened with clamps or clips?		<input checked="" type="radio"/>	N
1.3	Has the circuit been checked for leaks and any leaks have been repaired?		<input checked="" type="radio"/>	N
1.4	Are fuel lines at least 100mm from the exhaust and any other dangerous ignition sources?		<input checked="" type="radio"/>	N
1.5	Are fuel lines well protected from possible road damage?		<input checked="" type="radio"/>	N
1.6	Are lines adequately protected from chafing, road damage or crushing?		<input checked="" type="radio"/>	N
1.7	Does the location of the tank meet the vehicle's clearance requirements including departure angle?		<input checked="" type="radio"/>	N
1.8	Are the fuel tank and components at least 100mm inboard of OEM permanent bodywork?		<input checked="" type="radio"/>	N
1.9	Is adequate shielding provided for fuel tanks if ground clearance less than 200mm?		<input checked="" type="radio"/>	N
1.10	Has the fuel tank installation been checked to ensure that no part of the fuel tank contacts the road should a tyre become deflated?		<input checked="" type="radio"/>	N
1.11	If a replacement tank is of a larger capacity (25% or more) than the original and uses the original mountings, has their strength been checked and shown to be adequate by a Signatory.	<input checked="" type="radio"/> N/A	<input checked="" type="radio"/> Y	<input checked="" type="radio"/> N
1.12	Does the replacement fuel tank have no adverse affect on the controllability, handling or stability of the vehicle when road tested?		<input checked="" type="radio"/>	N
1.13	Are the fuel filler inlet and cap located outside of the vehicle?	<input checked="" type="radio"/> N/A	<input checked="" type="radio"/>	<input checked="" type="radio"/> N
1.14	Where the inlet is located inside the vehicle, is it not inside the passenger compartment and is the inlet separately sealed from the rest of the vehicle?	<input checked="" type="radio"/> N/A	<input checked="" type="radio"/> Y	<input checked="" type="radio"/> N
1.15	Is the fuel tank and filler so arranged that any overflow or leakage of fuel cannot accumulate nor contact the exhaust or electrical systems?		<input checked="" type="radio"/>	N

Section LM Fuel Systems

FORM No. LM1

(N/A= Not Applicable, Y=Yes, N=No)

1.16	Are all apertures created to allow for the installation of the fuel tanks suitably sealed so as to prevent the entry of exhaust, road or petrol fumes into the cabin of the vehicle?	<input checked="" type="radio"/>	<input type="radio"/>	N
2.	ADDITIONAL REQUIREMENTS FOR VEHICLES FITTED WITH EMISSION CONTROL SYSTEMS.			
2.1	Are all of the fuel tank evaporative controls for ventilation of the tank installed and operational?	<input checked="" type="radio"/>	<input type="radio"/>	N
2.2	If the replacement fuel tank has a greater capacity than the largest optional fuel tank available for the vehicle, has an additional or larger canister of sufficient capacity been fitted to vehicles equipped with evaporative emission control systems?	<input checked="" type="radio"/>	<input type="radio"/>	N
2.3	If the vehicle was originally equipped with an independent liquid/vapour separator has either an additional separator been fitted or that provision built into the new tank?	<input checked="" type="radio"/>	<input type="radio"/>	N
3.	WORKMANSHIP			
3.1	Is all work including welding performed in accordance with recognised engineering standards?	<input checked="" type="radio"/>	<input type="radio"/>	N
4.	ADR COMPLIANCE			
4.1	Does the converted vehicle continue to comply with applicable ADRs?	<input checked="" type="radio"/>	<input type="radio"/>	N
5.	INSPECTION			
5.1	Has an inspection been carried out on the installation and all modified components and found to be satisfactory?	<input checked="" type="radio"/>	<input type="radio"/>	N
6.	RECORDS			
6.1	Have complete records of vehicle conversion/modifications details been retained in a manner suitable for auditing as requested by the Registration Authority?	<input type="radio"/>	<input checked="" type="radio"/>	N

Note. If the answer to any question is **N (No)**, the modification cannot be approved under Code LM1.

CERTIFICATION DETAILS										
Make	CHEVROLET			Model	PICKUP			Year of Manufacture	1940	
VIN	2	0	K	0	0	2	1	6	0	1
Chassis Number (If applicable)	20KD021601									
Brief Description of Modification/s	NO FUEL TANK FITTED									
Vehicle Modified By	MW USA IMPORTS									
Certificate Number (If applicable)	1039166									
Vehicle Certified By (Print)	NR									
Signatory's Employer (If applicable)										
Signatory's Signature	NR					Date	9/3/19			

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Section LS Tyres, Rims, Suspension and Steering

CHECKLIST LS4
FRONT SUSPENSION AND STEERING MODIFICATION
CODE LS4

(N/A=Not Applicable, Y=Yes, N=No)

1	DESIGN		
1.1	Insert Design Number..... <i>MWVSA</i>(the Design)		
1.2	Has the vehicle been modified exactly in accordance with the plans and specifications issued under the LS3 Design Number given above?	<input checked="" type="radio"/> N/A	<input type="radio"/> Y <input type="radio"/> N
2	WORKMANSHIP INCLUDING WELDING AND FASTENERS		
2.1	Is all work, including welding, of satisfactory quality and has all work been performed in accordance with recognised engineering standards?	N/A	<input checked="" type="radio"/> Y <input type="radio"/> N
2.2	Do all new or replaced fasteners comply with the applicable requirements of Section LZ Appendices, Appendix A Fasteners?		<input checked="" type="radio"/> Y <input type="radio"/> N
2.3	Does the quality of welding comply with the applicable requirements of Section LZ Appendices, Appendix C Heating and Welding of Steering Components?		<input checked="" type="radio"/> Y <input type="radio"/> N
3	STEERING		
	Steering Box Mounting		
3.1	Is chassis rail reinforced and fitted with steel sleeves?	N/A	<input checked="" type="radio"/> Y <input type="radio"/> N
	Drag Link		
3.2	If modified, does drag link comply with Code LS4 requirements?	<input checked="" type="radio"/> N/A	<input type="radio"/> Y <input type="radio"/> N
	Are weld X-ray and hardness results satisfactory?	<input checked="" type="radio"/> N/A	<input type="radio"/> Y <input type="radio"/> N
	Steering Rack		
3.3	If modified, does the rack comply with Code LS4 requirements?	<input checked="" type="radio"/> N/A	<input type="radio"/> Y <input type="radio"/> N
	Steering Geometry		
3.4	Is turning circle in both directions within specified and legal limits?		<input checked="" type="radio"/> Y <input type="radio"/> N
	Is the amount bump steer still within specified limits?	N/A	<input checked="" type="radio"/> Y <input type="radio"/> N

[Continued overleaf]

Section LS Tyres, Rims, Suspension and Steering

(N/A=Not Applicable, Y=Yes, N=No)

Wheel Alignment				
3.5	Have all wheels been aligned in accordance with <i>the Design</i> specifications?	N/A	<input checked="" type="radio"/> Y	<input type="radio"/> N
4 SUSPENSION				
Cross-member Mounting				
4.1	Is cross-member mounted in accordance with <i>the Design</i> ?	N/A	<input checked="" type="radio"/> Y	<input type="radio"/> N
	Is the chassis rail reinforced and fitted with steel sleeves?	N/A	<input checked="" type="radio"/> Y	<input type="radio"/> N
Ball Joints and Tie-rod Ends				
4.2	Are all ball joint tapers compatible or modified in accordance with certified <i>the Design</i> requirements?	N/A	<input checked="" type="radio"/> Y	<input type="radio"/> N
5 LHD OR DUAL STEERING CONVERSION				
5.1	Does the conversion comply with all applicable requirements outlined in this Code LS4 and VSB 4?	<input checked="" type="radio"/> N/A	<input type="radio"/> Y	<input type="radio"/> N
6 MODIFICATIONS RESULTING IN VEHICLE HEIGHT INCREASE				
6.1	If the vehicle has been raised, have all components affected by the lift such as gear levers, brake hoses etc. been modified and fitted to comply with Code LS4?	<input checked="" type="radio"/> N/A	<input type="radio"/> Y	<input type="radio"/> N
6.2	If the vehicle has been raised, have all items affected by the lift such as drive shaft joint operating angles, spline engagement and axial movement of CV joints been checked and found to be within design limits over the entire suspension travel?	<input checked="" type="radio"/> N/A	<input type="radio"/> Y	<input type="radio"/> N
6.3	Has the vehicle been raised by no more than 50mm following the completion of all modifications including changes to tyre size?	<input checked="" type="radio"/> N/A	<input type="radio"/> Y	<input type="radio"/> N
6.4	If the vehicle was originally equipped with ESC and if the modification affects the ESC, has the ESC system been adjusted and tested and found to operate satisfactorily?	<input checked="" type="radio"/> N/A	<input type="radio"/> Y	<input type="radio"/> N

Note: If the answer to any question is **N (No)**, the modification cannot be certified under Code LS4.

[Continued overleaf]

Section LS Tyres, Rims, Suspension and Steering

CERTIFICATION DETAILS											
Make	CHEVROLET			Model	PICKUP			Year of Manufacture	1960		
VIN	2	0	K	D	0	2	1	6	0	1	
Chassis Number (If applicable)	20K0021601										
Brief Description of Modification/s	COLLAPSIBLE STEERING COLUMN										
Vehicle Modified By	MW USA PARTS										
Certificate Number (If applicable)	1039166										
Vehicle Certified By (Print)	NR										
Signatory's Employer (If applicable)											
Signatory's Signature	NR			Date	9/3/19						

Released under E.O. 14176