Vehicle Standards Bulletin 14

NATIONAL CODE OF PRACTICE
for
LIGHT VEHICLE CONSTRUCTION
and
MODIFICATION

SECTION LO
VEHICLE STANDARDS COMPLIANCE

Version 2.0.Q October 2014

Vehicle Standards Bulletin 14

National Code of Practice for Light Vehicle Construction and Modification (VSB 14)

Important Information for Users

Users of VSB 14 need to be aware that this document needs to be used in conjunction with the appropriate administrative requirements of the jurisdiction in which they wish to either register a vehicle or to obtain approval for a modification for an already registered vehicle. *Administrative requirements* include, amongst other things, processes for vehicle registration, obtaining exemptions, obtaining modification approvals, vehicle inspections, preparation and submission of reports and the payment of appropriate fees and charges.

If unsure of any of the requirements specified in VSB 14, or if more information is needed for any other issues concerning the administrative requirements, users should contact their relevant Registration Authority **prior** to commencing any work.

While VSB 14 provides advice on the construction of Individually Constructed Vehicles (ICVs) and the execution of modifications, it is not to be taken to be a design manual. Determination of component strength, performance, suitability and functionality must be either calculated or determined on a case by case basis by suitably qualified personnel experienced in each matter under consideration.

Users of VSB 14 also need to ensure that they refer to the most recent version of the relevant Section/s when working on a project. The version is identified by the version number and date on the face page of each Section. The version and date is also located in the footer of each page in each Section. On the website the version number is specified in the Section file name for easy identification.

If a project is taking a long time to complete, check the currency of the version you are using.

Users must be familiar with the provisions stated in the Preface and Introduction. These two Sections provide the necessary background information to assist users in understanding how VSB 14 is administered by Registration Authorities across Australia, on how it is structured, and the meaning of the types of modification codes specified in VSB 14. If not already done so, users should download them for study and reference.

Understanding these requirements is important to ensure that the correct processes are followed thereby reducing the likelihood of having work rejected by Registration Authorities.

Many of the Sections refer to other Sections within VSB 14 for further information or additional requirements. Users must read and apply all relevant Sections.

If in doubt about any issue concerning or contained in VSB 14, users should seek clarification from the appropriate State or Territory Registration Authority.

Please do not contact Vehicle Safety Standards (VSS) of the Australian Government Department of Infrastructure and Transport in Canberra about VSB 14. VSS provides the website as a service only.

Document Amendments by Version

Version	Amendments
Version 2 **Published 1 January 2011**	Checklist LO1-2 has been removed and has now been published a separate checklist. Reasons for rejection have been updated to include most recent ADRs. Definitions, ADR applicability tables, reasons for rejection and ADR summaries have been moved to the rear of the Section as individual appendices. This document has also a number of editorial amendments that have had no affect on its technical content.
Version 2.0.Q	Minor variation made to exclude newly imported vehicles built between 1969 and 1971 from seatbelt requirements. Variation included in Section 2 of the LO1 Code.

CONTENTS

1 SCOPE

Section LO outlines the minimum requirements for assessment and certification of compliance with Australian Design Rules (ADRs) for modified, individually constructed and certain used imported vehicles.

The appendices attached to this document also provide a comprehensive coverage of the ADRs including definitions, ADR vehicle categories, ADR applicability dates according to a vehicle's date of manufacture and ADR category and reasons for rejection.

The reasons for rejection may be used by modifiers and Individually Constructed Vehicles (ICVs) builders as an additional auditing tool to ensure their vehicle/s comply with the necessary requirements.

1.1 CERTIFICATION COVERED BY THIS SECTION

- Continued compliance with ADRs for Australian manufactured or delivered vehicles;
- Continued compliance with ADRs for modified vehicles;
- Compliance with applicable ADRs for certain individually constructed vehicles;
- Compliance with ADRs for certain imported used vehicles; and
- Compliance of personally imported vehicles with the Australian Vehicle Standards Rules (AVSR).

1.2 ICV CERTIFICATION NOT COVERED BY VSB 14

VSB 14 is intended to provide information for the construction of common vehicles and is not intended to cover all possible vehicle types or configurations. This Section does ***not*** apply to the following vehicles.

- The construction of any load carrying tricycles or any tricycle with two wheels mounted on the front – i.e. any ADR category LEG or LE2 category Tricycles;
- The construction of ICVs with a Gross Vehicle Mass (GVM) greater than 4.5 tonnes;
- The construction of special purpose ICVs, tow trucks and vehicles for the disabled (*special purpose vehicles* are vehicles built for a purpose other than for carrying a load, except for water in the case of concrete pumps and fire trucks);
- The construction of vehicles such as buses that are used for hire and reward;
- The construction of earthmoving equipment, farm equipment, tractors or any over-dimensional vehicles; and
- All trailers.

Other than trailers, these vehicles are assessed by Registration Authorities on an individual basis.

This list is not intended to be exhaustive and builders of ICVs should check with the jurisdiction in which they wish to register a vehicle prior to the commencement of any work.

2 AUSTRALIAN DESIGN RULES

2.1 INTRODUCTION

As community expectations of motor vehicle safety increased in the 1960s, a series of ADRs for vehicles, were introduced. Each ADR sets down minimum performance and design standards for a particular safety feature.

There are now over 80 ADRs covering a wide variety of safety requirements, such as seatbelts, brakes, tyres and other features to improve occupant protection. They also include vehicle exhaust emission and noise requirements.

Currently there are two ADR editions in operation:

- the *Second Edition* covering vehicles manufactured on or after 1 January 1969 to 30 June 1988; and
- the *Third Edition* covering vehicles manufactured on or after 1 July 1988.

Each ADR's applicability is based on date of manufacture and the category of the vehicle in question. Each ADR has an *applicability table* that specifies this information according to defined categories. The appendices within this document provide descriptions of each category and their corresponding subcategories together with summarized applicability tables.

Alternatively, ADR applicability tables for individual vehicle categories may be referenced on the Department of Infrastructure and Transport (DIT) *RVCS* website at the following address and under the section titled *ADR Applicability Tables*:

http://rvcs.dotars.gov.au/

Note: ADRs are subject to change and therefore builders and modifiers must reference the most recent version of the ADRs prior to commencing any work.

2.2 ACRONYMS AND ABBREVIATIONS

Acronyms and abbreviations that are used in VSB 14 are contained in Section LZ *Appendices* - Appendix Z *Glossary*.

2.3 DEFINITIONS

Definitions commonly used in VSB 14 are contained in Section LZ *Appendices* - Appendix Z *Glossary*.

2.4 THIRD EDITION ADR SUMMARY

A summary of the ADRs applicable to currently manufactured motor vehicles, i.e. the Third Edition ADRs, is contained in Appendix LO6 of this Section, It is intended to be a quick reference source for those builders or modifiers who are not familiar with the ADRs and require a brief overview of each design rule.

The summary must not be used as a definitive reference for construction or modification. Owners, vehicle modifiers and builders of ICVs must reference the most recent version of the ADRs prior to commencing any work.

3 CERTIFICATION UNDER LO CODES

This sub-section specifies particular requirements and covers the limitations on the certifications that may performed under individual LO Codes.

Each Code is supplemented with at least one checklist as shown in Table LO1.

Table LO1 Checklist Details

ADR COMPLIANCE

CODE LO1

SCOPE

Code LO1 provides for the visual Inspection of a light vehicle to determine its compliance with either the Second or Third Edition ADRs as they apply to the vehicle according to the vehicle's category and date of manufacture.

WORK COVERED UNDER CODE LO1

The following is a summary of the visual inspections that may be performed under Code LO1:

- Visual Inspection of a light vehicle to determine its compliance with applicable ADRs.

WORK NOT COVERED UNDER CODE LO1

The following work is not covered by Code LO1:

- Visual Inspection of a vehicle that requires a *personal import* plate for registration purposes (this is covered by Code LO3).

COMPLIANCE WITH REGULATIONS

Modified vehicles must continue to comply with the ADRs to which they were originally constructed, except as allowed for in the AVSR. These modified vehicles must also comply with the applicable in-service requirements of the AVSR.

Modified pre-ADR vehicles must continue to comply with the AVSR.

Compliance with the AVSR also means compliance with the equivalent regulations of a State or Territory of Australia.

Comparison with alternative overseas standards is acceptable where those standards have been accepted by the Australian Government for Low Volume Assessment procedures.

SPECIFIC REQUIREMENTS

1 GENERAL

This sub-section outlines the procedures and requirements for assessing and certifying a vehicle's compliance with the ADRs for Motor Vehicle Safety (Second Edition) or ADRs for Motor Vehicles and Trailers (Third Edition).

This certification is intended for imported vehicles where proof of compliance with the ADRs applicable to that vehicle is required for registration purposes. This certification is not to be used instead of fitting an *Identification Plate* issued by the Australian Government where these plates are required by the Motor Vehicle Standards Act.

Where compliance with overseas standards is to be used to demonstrate ADR compliance, the following details are required:

- The standards to which the vehicle has been manufactured;
- The date of manufacture;

- How the vehicle is identified as complying with these standards;
- A submission supporting the claim of being equivalent to ADR requirements; and
- Certification that the vehicle has not been modified from its original specification in any way likely to affect compliance with the standard to which it was originally manufactured.

2 IMPORTED VEHICLES BUILT BEFORE 1 JANUARY 1989

Vehicles built before 1 January 1989, can be imported into Australia without restriction. An import approval is still required. The import approval is an Australian Government requirement and vehicles are not exempt from State and Territory requirements.

These vehicles must comply with all ADRs applicable to their category and date of manufacture.

In Queensland, vehicles built from 1 January 1969 but before 1 January 1972 are not required to comply with a requirement of ADRs 3, 4 or 5 that apply to the vehicle. While it is recommended that vehicles be fitted with new seat belts complying with Australian Standard 2596 -1983 to all seating positions, the vehicle owner must select the appropriate option below:

- If the vehicle was originally manufactured without seatbelts it may remain in this configuration (no seatbelts fitted).
- Vehicles manufactured with seatbelts must remain fitted with seatbelts in all seating positions where they were originally fitted. If the seatbelts are in a serviceable condition they are not required to be replaced, however, if the seatbelts do need replacing they must meet at least the original standard (i.e JIS, SABS, CMVSS, etc).
- Increase vehicle safety by fitting seatbelts to all seating positions. The seatbelts must be fitted in accordance with the LK section of *National Code of Practice for Light Vehicle Construction and Modification*.

3 CHECKLISTS

The following checklists are provided as shown in Table LO2:

Table LO2 Checklists for Code LO1

Checklist LO1-1	ADR Compliance Summary Applicable to both Second Edition and Third Edition ADR Category Vehicles
Checklist LO1-2	ADR Second Edition Compliance Applicable to all Second Edition ADR Category Vehicles Except Motor Cycles and Mopeds
Checklist LO1-3	ICV Motor Vehicle Checklist Applicable to MA, MB and MC ADR Category Vehicles
Checklist LO1-4	ICV Motor Vehicle Checklist Applicable to MD, NA and NB ADR Category Vehicles

CHECKLIST LO1-1

ADR COMPLIANCE SUMMARY

CODE LO1

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

ADR	DESCRIPTION	ASSESSMENT			COMMENTS
1, 1/00	Reversing Lamps	N/A	Y	N	.....
2, 2/00	Side Door Latches Hinges	N/A	Y	N	.....
3, 3A, 3/00, /01, /02	Seats and Seat Anchorages	N/A	Y	N	.....
4, 4C, 4D, 4/00, /01, /02, /03	Seatbelts	N/A	Y	N	.....
5A, 5B, 5/00, /01, /02, /03, /04	Anchorages for Seatbelts	N/A	Y	N	.....
6, 6A, 6/00	Direction Indicator Lamps	N/A	Y	N	.....
7, 7/00	Hydraulic Brake Hoses	N/A	Y	N	.....
8, 8/00, /01	Safety Glazing Material	N/A	Y	N	.....
10B, 10/00, /01	Steering Column	N/A	Y	N	.....
11, 11/00	Internal Sun Visors	N/A	Y	N	.....
12, 12/00	Glare Reduction	N/A	Y	N	.....
13/00	Lighting (other than L-group)	N/A	Y	N	.....
14, 14/00, /01, /02	Rear Vision Mirrors	N/A	Y	N	.....
15, 15/00, /01	Demisting of Windows	N/A	Y	N	.....
16, 16/00, /01	W/screen Wipers Washers	N/A	Y	N	.....
17/00	Fuel System	N/A	Y	N	.....
18, 18A, 18/00, /01, /02	Instrumentation	N/A	Y	N	.....
19/00, /01, /02	Lighting on L-group Vehicles	N/A	Y	N	.....
20, 20/00	Safety Rims	N/A	Y	N	.....
21, 21/00	Instrument Panel	N/A	Y	N	.....

[Continued overleaf]

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

ADR	DESCRIPTION	ASSESSMENT			COMMENTS
22, 22A and 22/00	Head Restraints	N/A	Y	N	.....
23, 23A, 23B, 23/00, /01	Passenger Car Tyres	N/A	Y	N	.....
24, 24A, 24/00, /01, /02	Tyre and Rim Selection	N/A	Y	N	.....
25, 25A, 25/00, /01, /02	Anti-theft Locks	N/A	Y	N	.....
27, 27A, 27B, 27C	Emissions	N/A	Y	N	.....
28, 28A, 28/00, /01	External Noise	N/A	Y	N	.....
29, 29/00	Side Door Strength	N/A	Y	N	.....
30, 30/00	Diesel Emissions	N/A	Y	N	.....
31, 31/00	Light Vehicle Brake Systems	N/A	Y	N	.....
33, 33A, 33/00	Motor Cycle Brake Systems	N/A	Y	N	.....
34, 34A, 34/00, /01	Child Restraint Anchorages	N/A	Y	N	.....
35, 35A, 35/00, /01	Heavy Vehicle Brakes	N/A	Y	N	.....
36, 36A, 36/00	Emissions Heavy Vehicles	N/A	Y	N	.....
37, 37/00	Emissions Light Vehicles	N/A	Y	N	.....
38, 38/00, /01	Trailer Brakes	N/A	Y	N	.....
39, 39A, 39/00	Motor Cycle Noise	N/A	Y	N	.....
41, 41/00	Unleaded Petrol	N/A	Y	N	.....
42/00, /01, /02, /03, /04	General Safety Requirements	N/A	Y	N	.....
43/00, /01, /02, /03, /04	Configuration and Dimensions	N/A	Y	N	.....
44/00, /01, /02	Specific Purpose Requirements	N/A	Y	N	.....
56/00	Moped Noise	N/A	Y	N	.....
57/00	M/Cycle Requirements	N/A	Y	N	.....
60/00	High Level Brake Lights	N/A	Y	N	.....
61/00, /01, /02	Vehicle Marking	N/A	Y	N	.....

[Continued overleaf]

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

ADR	DESCRIPTION	ASSESSMENT			COMMENTS
62/00, /01	Mechanical Connections	N/A	Y	N	.....
69/00	Full Frontal Occ. Protection	N/A	Y	N	.....
70/00	Diesel Emissions	N/A	Y	N	.....
71/00	Temporary Use Spare Tyres	N/A	Y	N	.....
72/00	Dynamic Side Protection	N/A	Y	N	.....
73/00	Offset Frontal Protection	N/A	Y	N	.....
79/00, /01	Light Vehicle Emissions	N/A	Y	N	.....
80/00, /01	Heavy Vehicle Emissions	N/A	Y	N	.....
81/00	Fuel Consumption Labelling	N/A	Y	N	.....
82/00	Engine Immobilisers	N/A	Y	N	.....
83/00	External Noise	N/A	Y	N	.....

Note: If the answer to any question is **N (No)**, compliance cannot be certified under Code LO1.

CERTIFICATION DETAILS																			
Make						**Model**						**Year of Manufacture**							
VIN																			
Chassis Number (If applicable)																			
Brief Description of Modification/s																			
Vehicle Modified By																			
Certificate Number (If applicable)																			
Vehicle Certified By (*Print*)																			
Signatory's Employer (If applicable)																			
Signatory's Signature												**Date**							

CHECKLIST LO1-2

ADR SECOND EDITION COMPLIANCE
(All Vehicles Except Motor Cycles and Mopeds)

CODE LO1

This is a large checklist and needs to be downloaded separately from the DIT website located at:

<www.infrastructure.gov.au>

Its filename reference is <NCOP10D - Checklist LO1-2>.

CHECKLIST LO1-3

ICV MOTOR VEHICLE

ADR CATEGORY - MA MB AND MC

CODE LO1

This is a large checklist and needs to be downloaded separately from the DIT website located at:

<www.infrastructure.gov.au>

Its filename reference is <NCOP10A - Checklist LO1 3>.

CHECKLIST LO1-4

ICV MOTOR VEHICLE

ADR CATEGORY MD, NA AND NB VEHICLES

CODE LO1

This is a large checklist and needs to be downloaded separately from the DIT website located at:

<www.infrastructure.gov.au>

Its filename reference is <NCOP10B - Checklist LO1 4>.

ICV PASSENGER CARS AND DERIVATIVES

CODE LO2

SCOPE

Code LO2 covers the construction of ICVs other than motor cycles, tricycles and special purpose vehicles such as tow trucks and vehicles for the disabled.

CERTIFICATION COVERED UNDER CODE LO2

The following ICVs may be certified under Code LO2 – *Individually Constructed Vehicles*:

- The construction of ICVs not exceeding 4.5 tonnes GVM.

CERTIFICATION NOT COVERED UNDER CODE LO2

The following certifications are not covered under Code LO2:

- The construction of ICVs greater than 4.5 tonnes GVM (these vehicles are not covered by VSB 14);
- The construction of Street Rods (Code LH9 and LH10 in the Queensland Code of Practice – Vehicle Modifications applies);
- The construction of Motor Cycle ICVs (Code LO7 applies);
- The construction of individually constructed Tricycles (these vehicles are covered by Codes LO4 for LEM1 category tricycles and Code LO5 for LEP1 category tricycles); and
- The construction of special purpose ICVs, tow trucks and vehicles for the disabled.

  (Special purpose vehicles are vehicles built for a purpose other than for carrying a load, except for water in the case of concrete pumps and fire trucks).

  These vehicles are assessed by Registration Authorities on an individual basis.

Vehicles built to this code must comply with all applicable ADRs, AVSRs, VSBs, Acts and Regulations, as they apply to each vehicle according to its ADR category and date of manufacture.

Persons who build ICVs are deemed to be the manufacturer and are therefore responsible for the entire design and construction of their respective vehicles. This means that ICV builders do not need to utilise any of the other modification codes detailed in VSB 14. However, where ICV builders modify a part of an existing production vehicle for incorporation in their own vehicle, they should use the appropriate codes as a means of demonstrating continued compliance with the necessary provisions.

Note: Registration Authorities have specific administrative requirements for ICV approvals and builders of these vehicles need to familiarise themselves with these requirements before commencing work. Of particular importance is the determination of date of manufacture as this will affect the ADRs which must be complied with.

SPECIFIC REQUIREMENTS

1 ADR COMPLIANCE

ICVs must be built to comply with the ADRs as they apply according to ADR category and date of manufacture applicable to the vehicle in question.

Third Edition ADR definitions, ADR vehicle categories, ADR application dates and reasons for rejection are detailed in the appendices attached to this Section.

2 COMPLIANCE WITH GASEOUS EMISSION REQUIREMENTS

Emission standards in the various States and Territories are controlled by more than one set of regulations and hence are often administered by more than one Department.

It is therefore important that ICV builders check with the jurisdiction in which they wish to register their vehicle for information regarding acceptable engines and the jurisdiction's policy for determining date of manufacture for ICVs. These two factors together will largely determine the type and date of manufacture of acceptable engines and the degree to which they need to be tested.

Some jurisdictions may require an IM240 test to be carried out by a recognized facility to confirm compliance with gaseous emission standards.

3 COMPLIANCE WITH NOISE EMISSION REQUIREMENTS

3.1 Stationary Noise Test

All ICV applications must be accompanied by a stationary noise test carried out in accordance with the requirements specified in Section LT, Code LT4.

4 CHECKLISTS

The following checklists must be fully completed, signed, retained for audit purposes and/or submitted with each application as required by the administrative arrangements of the Registration Authority in which the vehicle is to be registered.

ICV ADR Category	Checklists Required
MA, MB and MC	LO1-1, NCOP10A - LO1-3
MD, NA and NB	LO1-1, NCOP10B - LO1-4

It is also necessary to retain the results of Beaming and Torsion tests, Handling tests, Fibreglass tests, copies of engineering drawing and other related paperwork for the same purpose as mentioned above.

PERSONALLY IMPORTED VEHICLE COMPLIANCE

CODE LO3

SCOPE

Code LO3 provides for the certification by visual inspection of compliance with the vehicle standards requirements of a *personally imported* vehicle which has a personal import approval document issued by the Administrator of the Motor Vehicle Standards Act.

CERTIFICATION COVERED BY CODE LO3

The following is a summary of the certification that may be issued under Code LO3 – Personally Imported Vehicle Compliance:

- Certification by visual inspection of compliance with the vehicle standards requirements of a personally imported vehicle which has a personal import approval document issued by the Administrator of the Motor Vehicle Standards Act.

CERTIFICATION NOT COVERED BY CODE LO3

The following work is not covered by Code LO3:

- Certification of compliance for a vehicle that, whilst meeting the definition of *personally imported* vehicle, does not have the appropriate authorisation from the Administrator of the Motor Vehicle Standards Act;
- Certification of compliance for any *personally imported* vehicle exceeding 4.5 tonnes GVM; and
- Certification of a vehicle that has an import approval from the Administrator of the Motor Vehicle Standards Act, but is not a *personally imported* vehicle (Code LO1 may apply or the vehicle may need to be processed by the DIT under the Registered Automotive Workshop Scheme (RAWS)).

The vehicle must be made to comply with all applicable AVSRs, VSBs, Acts and Regulations.

Outlined below in Table LO5 are ADRs that may apply to a personally imported vehicle, and may therefore require certification, testing and/or data to show compliance for that vehicle according to its ADR category and date of manufacture.

Table LO5 Summary of ADRs that may Apply to an Imported Vehicle

DETAIL	REQUIREMENTS
Seatbelt Mounting	ADR 5x, 5/…
Seatbelts	ADR 4x, 4/…
Child Restraint Anchorages	ADR 34x, 34/…, 5/…
Head Restraints	ADR 22x, 22/…

To determine the ADRs that apply to the vehicle in question, refer to the applicability tables in Section LO. Vehicles manufactured on or after 1 January 1969 and prior to 1 July 1988 need to comply with the Second Edition ADRs whilst vehicles manufactured after this date need to comply with the Third Edition ADRs. Section LO has separate applicability tables for each edition.

Alternatively, ADR applicability tables for individual vehicle categories may be referenced on the DIT *RVCS* website at the following address and under the section titled *ADR Applicability Tables*:

http://rvcs.dotars.gov.au/

The ADRs apply according to the vehicle's category and date of manufacture. It is the responsibility of the signatory to refer to the appropriate ADR applicable to the vehicle.

SPECIFIC REQUIREMENTS

Personally imported vehicles must be upgraded to meet minimum safety requirements as specified by the Administrator of Vehicle Standards. The provisions acceptable to the Administrator are now contained in the AVSR. Each State and Territory has an equivalent version of the AVSR in its legislation. In addition, personally imported vehicles must comply with the general provisions of the AVSRs.

Further information about imported vehicles may be obtained from the DIT website **www.infrastructure.gov.au** or by reference to the most recent version of VSB10 *Importing Vehicles to Australia*.

The following safety requirements apply to passenger cars and similar vehicles, such as station wagons. This is not an exhaustive list and other provisions may apply depending on the design of the vehicle under consideration.

1 SEATBELTS AND SEATBELT ANCHORAGES

Seatbelts and anchorages must be provided for each seating position in a vehicle other than an omnibus or motor cycle. The number of seating positions will be that number nominated by the vehicle manufacturer in the vehicle owner's handbook. Where seatbelt anchorage points are not provided in the vehicle as manufactured, additional points must be provided in accordance with Code LK1 requirements. In the case of each outboard seating position, seatbelts must be a combination lap and sash belt. The simple lap belt will be acceptable only in the case of a centre seating position.

Note: Later versions of the ADRs may require retractable seatbelts to be fitted.

Acceptable types of seatbelts are those bearing:

- the certification mark of the British Standards Institution; or
- the approved mark granted in accordance with ECE Regulation No.16; or
- the approved mark granted in accordance with EEC Directive 77/541; or
- Australian Standard 2596.

Note: The AVSR allows for seatbelts of equivalent performance to be used. In these cases an engineering report substantiating the claim needs to be presented to the Registration Authority.

2 CHILD RESTRAINT ANCHORAGES

Passenger cars with rear seating positions must be provided with a child restraint anchorage for each of these positions.

2.1 Safety Glazing Material and Applied Window Tinting

Requirements for safety glazing materials for windscreens, windows and internal partitions, together with information on window tinting by means of applied surface films are contained in Section LZ *Appendices* Appendix G *Safety Glazing Material and Applied Window Tinting*.

3 HEAD RESTRAINTS

- Head restraints must be provided for the driver and the front seat passenger nearest the door;
- Head restraints may be adjustable; and
- Headrests that clip onto the seat back are not acceptable.

4 HEADLIGHTS

- Vehicles must have at least two headlamps that emit white light; and
- Headlamps must have a dipping device that deflects the beam downwards and to the left (kerbside).

5 PARKING LIGHTS

- Vehicles must have at least two white side position (parking) lamps.

6 TURNING INDICATORS

- Vehicles must have two front and two rear direction turn signal lamps; and
- Lamps must be an amber colour.

7 REAR LIGHTS

- Vehicles must have at least two red rear lamps.

8 STOP LIGHTS

- Vehicles must have two red rear stop lamps; and
- These lamps may be incorporated in the rear lights.

9 REAR REFLECTORS

- Vehicles must have at least two red, reward facing reflectors.

10 LEFT HAND DRIVE VEHICLES

Unless otherwise approved by the Registration Authority that will register the vehicle, left hand drive vehicles must be converted to right hand drive as detailed in Section LS *Tyres, Rims, Suspension and Steering* and Vehicle Standards Bulletin Number 4, *Steering Conversions for Left Hand Drive Vehicles* (VSB 4). VSB 4 may be downloaded free of charge from the following DIT website:

http://www.infrastructure.gov.au

Headlamps must deflect the beam downwards and to the left (kerbside) when dipped.

Windscreen wipers must be capable of adequately wiping the area in front of the driver after conversion. VSB 4 specifies in detail the area of the windscreen that must be wiped. As an alternative, VSB 4 also allows for the practice of mirror imaging the left hand drive wiper sweep pattern.

11 NOISE EMISSIONS

Noise emissions must not exceed the stationary noise limits specified in the AVSR.

Section LT *Test Procedures* outlines procedures and minimum requirements for testing noise emissions of motor vehicles using the stationary noise test required by the AVSR.

12 VEHICLE DIMENSIONS

Vehicles must comply with AVSR vehicle dimensions.

CHECKLIST LO3

PERSONALLY IMPORTED VEHICLE COMPLIANCE

CODE LO3

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

1	**AUTHORITY**			
1.1	Does the vehicle have a *personal import* approval from the Administrator of Vehicle Standards?		Y	N
2	**SEATBELTS AND CHILD RESTRAINTS**			
2.1	Are all seating positions fitted with seatbelts as required?		Y	N
2.2	Do seatbelts have the correct standards marking?		Y	N
2.3	Do all new seatbelt anchorages meet the position and strength requirements of Code LK1?	N/A	Y	N
2.4	Are complying child restraint anchorages fitted to each rear seating position?	N/A	Y	N
3	**WINDSCREEN, WINDSCREEN WIPERS AND WINDOWS**			
3.1	Is the windscreen made of safety or laminated glass with an acceptable marking?		Y	N
3.2	Does the windscreen have adequate light transmittance?		Y	N
3.3	Is all other glazing of approved safety glass?		Y	N
3.4	Does any window tinting applied to the windscreen comply with the area and reflectance restrictions?	N/A	Y	N
3.5	Does any window tinting applied to the windows comply with the light transmission and reflectance requirements as detailed in Section LZ *Appendices* – Appendix G *Safety Glazing Material and Applied Window Tinting*?	N/A	Y	N
3.6	Does the windscreen wiper pattern provide adequate visibility for the driver?			
4	**LEFT HAND DRIVE VEHICLES**			
4.1	Has the vehicle been converted to LHD as per Section LS and VSB 4?	N/A	Y	N
4.2	Are all the necessary checklists attached as required by the Registration Authority?	N/A	Y	N
5	**NOISE EMISSIONS**			
5.1	Are noise levels within AVSR requirements?		Y	N
5.2	Are all the necessary checklists attached as required by the Registration Authority?	N/A	Y	N

[Continued overleaf]

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

6	**HEAD RESTRAINTS**			
6.1	Are permanent head restraints fitted to front outboard seating positions?		Y	N
7	**LIGHTING**			
7.1	Do headlamps dip to the left?		Y	N
7.2	Are parking lamps fitted?		Y	N
7.3	Are front and rear amber indicators fitted?		Y	N
7.4	Are rear red stop and brake lamps fitted?		Y	N
7.5	Are rear red reflectors fitted?			
8	**GENERAL**			
8.1	Is the quality of all workmanship to a satisfactory standard?		Y	N
8.2	Des the vehicle comply with all applicable AVSR vehicle dimensions?		Y	N

Note: If the answer to any question is **N (No),** compliance cannot be certified under Code LO3.

CERTIFICATION DETAILS																		
Make						**Model**						**Year of Manufacture**						
VIN																		
Chassis Number (If applicable)																		
Brief Description of Modification/s																		
Vehicle Modified By																		
Certificate Number (If applicable)																		
Vehicle Certified By (*Print*)																		
Signatory's Employer (If applicable)																		
Signatory's Signature											**Date**							

ICV LEM1 TRICYCLE

CODE LO4

SCOPE

Code LO4 provides for the certification of individually constructed ADR category LEM1 Tricycles.

CONSTRUCTION COVERED UNDER CODE LO4

The following ICV construction may be performed under Code LO4:

- The construction of individually constructed ADR category LEM1 Tricycles.

CONSTRUCTION NOT COVERED UNDER CODE LO4

Code LO4 does not cover the following:

- The construction of individually constructed LEP1 Tricycles. These are covered by Code LO5 for LEP1 category tricycles;
- ** The construction of any load carrying tricycles or any tricycle with two wheels mounted on the front – i.e. any LEG or LE2 category Tricycles;
- The construction of motor cycle ICVs (Code LO7 applies);
- The construction of ICVs not exceeding 4.5 tonnes GVM (Code LO2 applies);
- The construction of ICVs greater than 4.5 tonnes GVM (not covered by VSB 14);
- The construction of Street Rods (Codes LH9 and LH10 in the Queensland Code of Practice – Vehicle Modifications applies applies); and
- ** The construction of special purpose ICVs, tow trucks and vehicles for the disabled. Special purpose vehicles are vehicles built for a purpose other than for carrying a load, except for water in the case of concrete pumps and fire trucks.

  ** These vehicles are assessed by Registration Authorities on an individual basis.

Vehicles built to this code must comply with all applicable ADRs, AVSRs, VSBs, Acts and Regulations, as they apply to each vehicle according to its ADR category and date of manufacture.

Persons who build ICVs are deemed to be the manufacturer and are therefore responsible for the entire design and construction of their respective vehicles. This means that ICV builders do not need to utilise any of the other modification codes detailed in VSB 14. However, where ICV builders modify a part of an existing vehicle for incorporation in their own vehicle, they should use the appropriate codes as a means of demonstrating continued compliance with the necessary provisions.

Note: Registration Authorities have specific administrative requirements for ICV approvals and builders of these vehicles need to familiarise themselves with these requirements before commencing work. Of particular importance is the determination of date of manufacture as this will affect the ADRs which must be complied with.

SPECIFIC REQUIREMENTS

1 GUIDELINES

ICVs must be built to comply with the ADRs as they apply according to ADR category and date of manufacture applicable to the vehicle in question.

ICV Tricycles have their own set of guidelines known as the *National Guidelines for Individually Constructed LE1 Motor Tricycles (Other Than Goods Vehicles) in Australia.*

ADR definitions, ADR vehicle categories, ADR application dates and reasons for rejection are detailed in the Guidelines. The Guidelines also contain their own checklists.

2 CHECKLISTS

The following checklists must be fully completed, signed, retained for audit purposes and/or submitted with each application as required by the administrative arrangements of the Registration Authority in which the vehicle is to be registered.

ICV ADR Category	Checklists Required
LEM1 Tricycle	NCOP15A - LO4-LEM

3 ADDITIONAL REQUIREMENTS

3.1 Stationary Noise Test

All ICV applications must be accompanied by a stationary noise test carried out in accordance with the requirements specified in Section LT *Test Procedures*, Code LT4.

ICV LEP1 TRICYCLE

CODE LO5

SCOPE

Code LO5 provides for the certification of individually constructed ADR category LEP1 Tricycles.

CONSTRUCTION COVERED UNDER CODE LO5

The following ICV construction that may be performed under Code LO5:

- The construction of ICV ADR category LEP1 Tricycles.

CONSTRUCTION NOT COVERED UNDER CODE LO5

Code LO4 does not cover the following:

- The construction of Individually Constructed LEM1 Tricycles. These are covered by Code LO4 for LEM1 category tricycles;
- ** The construction of any load carrying tricycles or any tricycle with two wheels mounted on the front – i.e. any LEG or LE2 category Tricycles;
- The construction of ICVs not exceeding 4.5 tonnes GVM (Code LO2 applies);
- The construction of ICVs greater than 4.5 tonnes GVM (not covered by VSB 14);
- The construction of Street Rods (Codes LH9 and LH10 in the Queensland Code of Practice – Vehicle Modifications apply);
- The construction of motor cycle ICVs (Code LO7 applies); and
- ** The construction of special purpose ICVs, tow trucks and vehicles for the disabled. Special purpose vehicles are vehicles built for a purpose other than for carrying a load, except for water in the case of concrete pumps and fire trucks.

  ** These vehicles are assessed by registration authorities on an individual basis.

Vehicles built to this code must comply with all applicable ADRs, AVSRs, VSBs, Acts and Regulations, as they apply to each vehicle according to its ADR category and date of manufacture.

Persons who build ICVs are deemed to be the manufacturer and are therefore responsible for the entire design and construction of their respective vehicles. This means that ICV builders do not need to utilise any of the other modification codes detailed in VSB 14. However, where ICV builders modify a part of an existing vehicle for incorporation in their vehicle, they should use the appropriate codes as a means of demonstrating continued compliance with the necessary provisions.

Note: Registration Authorities have specific administrative requirements for ICV approvals and builders of these vehicles need to familiarise themselves with these requirements before commencing work. Of particular importance is the determination of date of manufacture as this will affect the ADRs which must be complied with.

SPECIFIC REQUIREMENTS

1 GUIDELINES

ICVs must be built to comply with the ADRs as they apply according to ADR category and date of manufacture applicable to the vehicle in question.

ICV Tricycles have their own set of guidelines known as the *National Guidelines for Individually Constructed LE1 Motor Tricycles (Other Than Goods Vehicles) in Australia.*

ADR definitions, ADR vehicle categories, ADR application dates and reasons for rejection are detailed in the Guidelines. The Guidelines also contain their own checklists.

2 CHECKLISTS

The following checklists must be fully completed, signed, retained for audit purposes and/or submitted with each application as required by the administrative arrangements of the Registration Authority in which the vehicle is to be registered.

ICV ADR Category	Checklists Required
LEP1 Tricycle	NCOP15B - LO5-LEP

3 ADDITIONAL REQUIREMENTS

3.1 Stationary Noise Test

All ICV applications must be accompanied by a stationary noise test carried out in accordance with the requirements specified in Section LT, Code LT4.

ICV MOTOR CYCLE

CODE LO7

SCOPE

Code LO7 provides for the construction of individually constructed ADR category LA, LB, LC and LD Motor cycles.

CONSTRUCTION COVERED BY CODE LO7

The following ICV motor cycles may be constructed under Code LO7:

- The construction of ICV – ADR category LA, LB, LC and LD Motor cycles.

CONSTRUCTION NOT COVERED BY CODE LO7

Code LO7 does not cover the following:

- The construction of individually constructed LEM1 Tricycles. These are covered by Code LO4 for LEM1 category tricycles;
- The construction of individually constructed LEP1 Tricycles. These are covered by Code LO5 for LEP1 category tricycles;
- ** The construction of any load carrying tricycles or any tricycle with two wheels mounted on the front – i.e. any LEG or LE2 category Tricycles;
- The construction of ICVs not exceeding 4.5 tonnes GVM. (Code LO2 applies);
- The construction of ICVs greater than 4.5 tonnes GVM (not covered by VSB 14);
- The construction of Street Rods. (Code LO6 applies); and
- ** The construction of special purpose ICVs, tow trucks and vehicles for the disabled. Special purpose vehicles are vehicles built for a purpose other than for carrying a load, except for water in the case of concrete pumps and fire trucks.

** These vehicles are assessed by Registration Authorities on an individual basis.

Vehicles built to this code must comply with all applicable ADRs and AVSRs, VSBs, Acts and Regulations, as they apply to each vehicle according to its ADR category and date of manufacture.

Persons who build ICVs are deemed to be the manufacturer and are therefore responsible for the entire design and construction of their respective vehicles. This means that ICV builders do not need to utilise any of the other modification codes detailed in VSB 14. However, where ICV builders modify a part of an existing vehicle for incorporation in their vehicle, they should use the appropriate codes as a means of demonstrating continued compliance with the necessary provisions.

Note: Registration Authorities have specific administrative requirements for ICV approvals and builders of these vehicles need to familiarise themselves with these requirements before commencing work. Of particular importance is the determination of date of manufacture as this will effect the ADRs which must be complied with.

SPECIFIC REQUIREMENTS

ICVs must be built to comply with the ADRs as they apply according to ADR category and date of manufacture applicable to the vehicle in question.

1 COMPLIANCE WITH GASEOUS EMISSION REQUIREMENTS

Emission standards in the various States and Territories are controlled by more than one set of regulations and hence are often administered by more than one Department.

It is therefore important that ICV builders check with the jurisdiction in which they wish to register their vehicle for information regarding acceptable engines and the jurisdiction's policy for determining date of manufacture for ICVs. These two factors together will largely determine the type and date of manufacture of acceptable engines and the degree to which they need to be tested.

Some jurisdictions may also require an IM240 test to be carried out by a recognized facility to confirm compliance with gaseous emission standards.

1.1 Stationary Noise Test

All Motor Cycle ICV applications must be accompanied by a stationary noise test carried out in accordance with the requirements specified in Section LT *Test Procedures*, Code LT4.

2 CHECKLISTS

This is a large checklist and needs to be downloaded separately from the DIT website located at:

<www.infrastructure.gov.au>

Its filename reference is <NCOP10C - Checklist LO7>.

APPENDIX LO1

SECOND EDITION ADRS VEHICLE CATEGORIES

The following ADR vehicle category definitions apply to vehicles built to comply with the Second Edition ADRs.

PASSENGER CAR

A motor vehicle, (other than a motor cycle, a moped, an omnibus or a multi-purpose passenger car) constructed principally for the conveyance of persons, and excludes a goods vehicle.

FORWARD-CONTROL PASSENGER VEHICLE (FC)

A passenger vehicle, not being an off road passenger vehicle, having up to nine seating positions, including that of the driver, and in which the centre of the steering wheel is in the forward quarter of the vehicles total length.

It has a gross vehicle mass not exceeding 3.5 tonnes and a maximum number of seating positions times 68 kg not less than 50% of the difference between GVM and the unladen mass.

The following subcategories are used for passenger cars:

FC1: Forward-control passenger vehicle up to 8 seats (including driver);

FC2: Forward-control passenger vehicle up to 9 seats (including driver); and

PC: Other passenger cars.

PASSENGER CAR DERIVATIVE (PD)

A motor vehicle of the kind known as a coupe, utility, or panel van of the same make as a factory produced passenger car, and in which the forward part of the body form and the greater part of the mechanical equipment are the same as those in the said passenger car.

MULTI-PURPOSE PASSENGER CAR (PM)

A motor vehicle, not being a forward control passenger vehicle, designed specifically for the conveyance of not more than eight persons and that is constructed either on a truck chassis or with special features for off-road operation.

OMNIBUS (OM)

A motor vehicle, not being a forward control passenger vehicle, constructed primarily for the carriage of passengers, equipped to seat more than nine adult passengers including the driver.

The following subcategories are used for omnibuses:

OM1: Omnibus up to 3.5 tonnes GVM and up to 12 seats;

OM2: Omnibus up to 3.5 tonnes GVM and over 12 seats; and

OM3: Omnibus up to 4.5 tonnes GVM.

MOTOR CYCLE (CY)

Any motor vehicle (other than a moped) that has two wheels, or where a side-car is attached thereto, has three wheels.

Note: Three-wheeled vehicles are not categorised in the Second Edition ADRs but should be considered to be motor cycles (CY).

MOPED (MP)

A motor vehicle with two wheels and an engine displacement not exceeding 50 ml, with a maximum moped speed of no more than 50 km/h, and no provision for the manual selection of gears. The mass of a moped with a full capacity of lubricating oil, coolant and fuel, but without goods, occupants or options, shall be not more than 65 kg.

SPECIALLY CONSTRUCTED VEHICLES (SC)

These vehicles are not specifically defined in the Second Edition ADRs, however are taken to mean all vehicles built specially to carry items of plant and equipment or for other specific purposes such as industrial or agricultural vehicles.

OTHER VEHICLES (NOT LISTED ABOVE)

These vehicles are not specifically defined in the Second Edition ADRs, however are taken generally to mean goods vehicles. The following subcategories are used:

LG: Other vehicles not listed above up to 4.5 tonne GVM; and

HG: Other vehicles not listed above over 4.5 tonne GVM.

APPENDIX LO2

SECOND EDITION ADRS APPLICATION DATES

Application dates for each ADR applicable to vehicles manufactured from 1 January 1969 to 30 June 1988 are contained in Table LO6 below.

Table LO6 Second Edition ADRs Application Dates

Vehicle Type	Australian Design Rule (ADR) Number										
	1	2	3	3A	4	4A	4B	4C	4D	5A	5B
Passenger Cars	1/72	1/71	1/71	1/77	1/69	1/74	1/75	1/76	1/84	1/69	1/75
Passenger Car Derivative	1/72	1/71	1/72		1/69	1/74	1/75	1/76		1/69	1/75
Multi-Purpose Passenger Car	1/73	1/73	1/73		1/71	1/74	1/75	1/76		1/71	1/75
Motor Vehicles up to 4.5 tonnes GVM	7/73	7/74	7/74		1/71	7/74	7/75	7/76		1/71	7/75
Motor Vehicles over 4.5 tonnes GVM	7/75	7/75									
Forward Control Passenger up to 8 seats	1/85	1/85	1/85	1/86				1/85	1/86		1/85
Forward Control Passenger up to 9 seats	1/85	1/85	1/85	1/86				1/85	1/86		1/85
Buses up to 3.5 t GVM and up to 12 seats	7/73	7/83	7/83	1/87				7/83	1/87		7/83
Buses up to 3.5 t GVM and over 12 seats	7/73	7/83	7/83					7/83			7/83
Buses from 3.5 to 4.5 tonnes GVM	7/73										
Buses over 4.5 tonnes GVM	7/75										
Motor Cycles and Mopeds											

[Continued overleaf]

Table LO6Second Edition ADRs Application Dates

Vehicle Type	Australian Design Rule (ADR) Number									
	6	**6A**	**7**	**8**	**9**	**10A**	**10B**	**11**	**12**	**14**
Passenger Cars	1/73		1/70	7/71	1/72	1/71	1/73	1/72	1/73	1/72
Passenger Car Derivative	1/73		1/70	7/71	1/72	1/71	1/73	1/72	1/73	1/72
Multi-Purpose Passenger Car	1/73		1/70	7/71	1/72			1/73	1/73	1/73
Motor Vehicles up to 4.5 tonnes GVM	7/73		1/70	7/71	1/72			7/73	7/73	
Motor Vehicles over 4.5 tonnes GVM	7/73	7/81	1/70	7/71	1/72				7/73	
Forward Control Passenger up to 8 seats	1/85		1/85	1/85	1/72			1/85	1/85	1/85
Forward Control Passenger up to 9 seats	1/85		1/85	1/85				1/85	1/85	1/86
Buses up to 3.5 t GVM and up to 12 seats	7/73		1/70	7/71				7/73	7/73	1/87
Buses up to 3.5 t GVM and over 12 seats	7/73		1/70	7/71	1/72			7/73	7/73	
Buses from 3.5 to 4.5 tonnes GVM	7/73		1/70	7/71	1/72			7/73	7/73	
Buses over 4.5 tonnes GVM	7/73	7/81	1/70	7/71	1/72				7/73	
Motor Cycles and Mopeds			7/75		1/72					

[Continued overleaf]

Table LO6 Second Edition ADRs Application Dates

Vehicle Type	Australian Design Rule (ADR) Number									
	15	**16**	**17**	**18**	**18A**	**20**	**21**	**22**	**22A**	**23**
Passenger Cars	1/71	1/73		1/73	1/81	7/70	1/73	1/72	1/75	1/74
Passenger Car Derivative	1/73	1/73		1/73	1/81	7/70	1/73	1/72	1/75	1/74
Multi-Purpose Passenger Car	1/73	1/74				1/73		1/74	1/75	1/74
Motor Vehicles up to 4.5 tonnes GVM	7/73									
Motor Vehicles over 4.5 tonnes GVM	7/76		7/75							
Forward Control Passenger up to 8 seats	1/85	1/85				1/85			1/85	
Forward Control Passenger up to 9 seats	1/85	1/86				1/86			1/86	
Buses up to 3.5 t GVM and up to 12 seats	7/83	1/87				1/87			1/87	
Buses up to 3.5 t GVM and over 12 seats	7/83									
Buses from 3.5 to 4.5 tonnes GVM										
Buses over 4.5 tonnes GVM										
Motor Cycles and Mopeds										

[Continued overleaf]

Table LO6 Second Edition ADRs Application Dates

Vehicle Type	Australian Design Rule (ADR) Number									
	23A	**23B**	**24**	**24A**	**25**	**25A**	**26**	**27**	**27A**	**27B**
Passenger Cars	1/84	1/86	1/73	1/86	1/72	1/78	1/72	1/74	7/76	1/82
Passenger Car Derivative	1/84	1/86	1/73	1/86	1/72	1/78			7/76	1/82
Multi-Purpose Passenger Car	1/84	1/86	1/73	1/86	1/73	1/78				
Motor Vehicles up to 4.5 tonnes GVM										
Motor Vehicles over 4.5 tonnes GVM										
Forward Control Passenger up to 8 seats	1/85	1/86	1/85	1/86		1/85				
Forward Control Passenger up to 9 seats		1/86		1/86		1/86				
Buses up to 3.5 t GVM and up to 12 seats		1/87		1/87		1/87				
Buses up to 3.5 t GVM and over 12 seats										
Buses from 3.5 to 4.5 tonnes GVM										
Buses over 4.5 tonnes GVM										
Motor Cycles and Mopeds										

[Continued overleaf]

Table LO6 Second Edition ADRs Application Dates

Vehicle Type	Australian Design Rule (ADR) Number										
	27C	**28**	**28A**	**29**	**30**	**31**	**32**	**32A**	**33**	**33A**	**34**
Passenger Car	1/83	1/74	1/81	1/77	7/76	1/77					7/76
Passenger Car Derivative	1/83	1/74	1/81		7/76						
Multi-Purpose Passenger Car		1/74	1/81		7/76						
Motor Vehicles up to 4.5 tonnes GVM		7/74	7/80		7/76						
Motor Vehicles over 4.5 tonnes GVM		7/74	7/80		7/76		7/77	7/80			
Forward Control Passenger up to 8 seats			1/85		1/85						
Forward Control Passenger up to 9 seats			1/85		1/85						
Buses up to 3.5 t GVM and up to 12 seats		7/74	7/80		7/76						
Buses up to 3.5 t GVM and over 12 seats		7/74	7/80		7/76						
Buses from 3.5 to 4.5 tonnes GVM		7/74	7/80		7/76			7/87			
Buses over 4.5 tonnes GVM		7/74	7/80		7/76			7/87			
Motor Cycles and Mopeds		7/75			7/76				3/76	3/88	

[Continued overleaf]

Table LO6 Second Edition ADRs Application Dates

Vehicle Type	Australian Design Rule (ADR) Number										
	34A	35	35A	36	36A	37	38	39	39A	40	41
Passenger Cars	1/85					1/86	See ADR for details				
Passenger Car Derivative		1/79	1/81			1/86					
Multi-Purpose Passenger Car		7/79	7/80	1/79	1/88					1/88	3/88
Motor Vehicles up to 4.5 tonnes GVM		7/79	7/80	7/78						7/88	7/88
Motor Vehicles over 4.5 tonnes GVM			7/80	7/79							7/88
Forward Control Passenger up to 8 seats	1/86		1/85	1/85	1/88					1/88	1/88
Forward Control Passenger up to 9 seats	1/86		1/85	1/85	1/88					1/88	1/88
Buses up to 3.5 t GVM and up to 12 seats	1/87	7/79	7/80	7/78	7/88					7/88	7/88
Buses up to 3.5 t GVM and over 12 seats		7/79	7/80	7/78	7/88					7/88	7/88
Buses from 3.5 to 4.5 tonnes GVM		7/79	7/80	7/78	7/88						7/88
Buses over 4.5 tonnes GVM			7/80	7/79	7/88						7/88
Motor Cycles and Mopeds								3/85	3/88		3/88

APPENDIX LO3

SECOND EDITION ADRS – REASONS FOR REJECTION

When vehicles are examined for registration purposes, they may be rejected for any one of the *reasons for rejections* specified in each of the following ADRs. Builders and modifiers may use this information as a supplementary checklist following completion of their work to ensure all requirements have been met.

It is important to note that the *reasons for rejection* identified below are not exhaustive and the information is provided as a guide only.

ADR 1 Reversing Signal Lamps

- The lamp colour is not amber or white;
- The lamps are not continuously lit when the gear selector is in the *reverse* position and the ignition is *on*;
- The lamps are lit in any situation other than when the gear selector is in the *reverse* position and the ignition is *on*; and
- The lamps are not clearly visible from an observation point to the rear of the vehicle.

ADR 2 Door Latches and Hinges

- The latches do not have both primary and secondary latch positions;
- The latches do not provide both longitudinal and transverse restraint in both primary and secondary latch positions;
- Any side door does not have a locking mechanism with a means of operation in the interior of the vehicle;
- With its locking mechanism engaged, any front door can be opened from outside the vehicle (other than by using a key); and
- With its interior locking mechanism engaged, any rear door can be opened from inside or outside the vehicle.

ADR 3 Seat Anchorages for Motor Vehicles

- Any seat can be removed from its anchorages or guides without either the removal of fasteners or the operation of an adjuster mechanism;
- Hinged or folding seats or seat backs are not equipped with a self-locking restraining device and a control for releasing that device; and

- Where a seat must fold or hinge to permit access to another seat, a release device is not readily accessible to both the occupant of the seat and a person to the rear (more than one release device may be used).

ADRs 4 and 5 Seatbelts and Seatbelt Anchorage Points

- Unless exempted, a lap-sash or harness seatbelt is not provided for all outboard seating positions; (4, 4A, 4B, 4C, 4D);
- No seatbelt is provided for all inboard seating positions (ADRs 4, 4A, 4B, 4C, or 4D);
- Any seatbelt assemblies are not marked in accordance with the requirements of Australian Standard E35 or Australian Standard 2596 or with any of the following standards:
    - New Zealand NZS 1662;
    - British BS 3254, BS AU160, BS AU160A;
    - Swedish SIS.88.28.51B, SIS.88.28.53B; or
    - European ECE R15;

  Note: Seatbelts or retractors that bear any mark other than the above may be accepted only if evidence is available to show that they are from a vehicle that is known to comply with ADRs 4A, 4B, 4C, or 4D.
- The seatbelt fitted to either of the outboard front seating positions, except in the case of four wheel drive vehicles, does not incorporate an emergency locking retractor (ELR) (ADRs 4B, 4C,or 4D); and
- In the case of a bucket seat, the seatbelt buckle is not mounted on a stalk or similar device to prevent it falling to the floor (ADRs 4B, 4C, or 4D).

ADR 6 Direction Turn Signal Lamps

- The turn signals are not amber in colour;
- The turn signals do not flash simultaneously on one side of the vehicle when the switch is moved to indicate a turn in that direction;
- The front or rear signal lenses cannot be sighted by an observer standing within the shaded area shown on the relevant ADR diagram; and
- A vehicle over 7.5m in length does not have signal lamps that are:
    - located forward of the centre of the vehicle; and
    - visible to an observer located anywhere on the observation lines as shown in the relevant ADR diagram.

ADR 7 Hydraulic Brake Hoses

- End connections are corroded; and
- Any hose assembly is not marked with the name or trademark of its manufacturer or the manufactured standard.

ADR 8 Safety Glass

- Any window glass fitted does not bear a permanent mark indicating that it is of a safety type, for example:
  - AS R1-1968;
  - AS 2080-1977;
  - BS 857:1967;
  - BS 5282:1975;
  - ECE R43;
  - BS AU178:1980;
  - JIS R3211-1979;
  - ANSI Z26.1-1980; or
  - NZS 325-1967.

ADR 9 STANDARD CONTROLS FOR AUTOMATIC TRANSMISSIONS

- Location of *neutral* not between *reverse* and *drive* positions;
- Location of *park* not adjacent to *reverse* position;
- No starter interlock in the *reverse* and *neutral* position; and
- No transmission braking effect in any of the *drive* positions other than the highest drive ratio position (applies only if there is more than one forward driving position).

ADR 10A, 10B Steering Columns

- The steering column shaft has no collapsible joints or sections between the steering wheel and the steering box/rack.

ADR 11 Internal Sun Visors

- The sun visors are not padded.

ADR 12 Glare Reduction in Field of View

- Windscreen wiper arms have a gloss finish such as chrome plating.

ADR 14 Rear Vision Mirrors

- An external mirror is not fitted on the driver's side of the vehicle;
- The external mirror, on the driver's side of the vehicle, is not adjustable from the driver's seating position; and
- Where there is no internal rear vision mirror or the construction of the body is such as to prevent its use, an externally mounted mirror is not fitted on the left side of the vehicle.

ADR 15 Demisting of Windscreens

- No provision exists for demisting the windscreen.

ADR 16 Windscreen Wipers and Washers

- Power operated windscreen wipers are not fitted;
- Single speed wipers are fitted;
- Wiper speeds are not independent of engine speed and load; and
- A windscreen washer system is not fitted.

ADR 18 Location and Visibility of Instruments

- Provision is not made for instruments to be illuminated; and
- Any instrument that informs the driver of the state of the vehicle (speedometer, fuel gauge, etc.) is on the passenger's side of the vehicle.

ADR 21 Instrument Panels

- The instrument panel to the left of the steering wheel is not firmly padded.

ADR 22 Head Restraints

- Head restraints are not provided for each outboard front seating position;
- Any head restraint is of the clip-on type (these are likely to be dislodged in a crash);
- Any head restraint is less than 170mm in width for individual seats and 250mm for bench seats;

- The top of any head restraint is less than 750mm in height from the junction of the seat backrest and seating cushion, for any position of adjustment (refer to ADR for more exact measurements where dimensions are borderline or contested); and
- Any head restraint is less than 115mm in height (refer to relevant ADR diagram).

ADR 23 New Pneumatic Passenger Car Tyres

- Tread-wear indicators are not incorporated in the tread pattern of every tyre (raised blocks in the centre groove); and
- Any tyre is not labelled with tyre size designation and manufacturer's identification.

ADR 24 Tyre Selection

- For production vehicles, a tyre selection placard is not affixed to an accessible location.

ADR 25 Anti-Theft Locks

- The vehicle is not fitted with an ignition lock that incorporates an anti-theft setting;
- When engaged, the anti-theft lock does not prevent at least one of the following actions;
  - steering the vehicle, or
  - engaging the forward drive gears, or
  - releasing of brakes;
- The key can be removed with the lock in any position except the *anti-theft* position; and

Note: Some European vehicles are provided with a *garage* position on the lock. The key can be removed in this position without engaging the *anti-theft* action. A *garage* lock position is not cause for rejection if the vehicle concerned has been personally imported or has been imported for an Engineering or Market Evaluation.

- Movement of the locking control from the engine on position to the anti-theft position is possible by a single motion of the key.

ADR 26 Vehicle Engine Emission

- The engine is not of the same specifications as an engine from a vehicle that is known to comply with ADR 26 or more stringent standards.

ADR 27 Vehicle Emission Control

- The engine is not of the same specifications as an engine from a vehicle that is known to comply with ADR 27 or more stringent standards

ADR 27A, 27B, 27C Vehicle Emission Control

- The fuel tank is fitted with a vented cap (Note: the cap may incorporate a pressure relief valve);
- The fuel tank is vented directly to the atmosphere; and
- The engine is not of the same specifications as an engine from a vehicle that is known to comply with the appropriate ADR or more stringent standards or does not comply with any acceptable overseas standards. This does not apply to exhaust extractors.

ADR 28 Motor Vehicle Noise

- The engine and exhaust systems are not of the same specifications as those from a vehicle that is known to comply with ADR 28 or 28A or ECE Regulation 9. This does not apply to exhaust extractors.

ADR 29 Side Door Strength

Note: No absolute checks are practical for this ADR. Manufacturers must fit structural members to each door to achieve compliance with this ADR – in some cases this is achieved in the design of the door and in these cases there is no need for an intrusion bar. Therefore, in the absence of any visible intrusion bar, a vehicle may be rejected subject to the provision of a report from a signatory that confirms the door design is satisfactory.

ADR 30 Diesel Engine Exhaust Smoke Emissions

- Any diesel engine does not bear a durable label that indicates that the engine was manufactured to comply with either ADR 30 or any one of the following standards, (30.2.3):
  - USA, Environmental Protection Agency;
  - Federal Regulations, Part 8, Subpart I;
  - British Standard AU 141 a:1971; and
  - ECE Regulation 24.

ADR 31 Hydraulic Braking Systems

- No service brake failure indicator lamp is provided;
- The service brake failure indicator lamp fails to operate when:
  - the ignition or electrical control switch is turned from the *engine off* position to the *engine on* position, and the engine is not operating and it does not deactivate when the engine is running; or

- the ignition or electrical control switch is in the *engine start* position, and it does not deactivate after the return of the ignition or electrical control switch to the *engine on* position; or

- the ignition or electrical control switch is in a position between the *engine on* position and the *engine start* position, that is designated by the manufacturer as a check position, and it does not deactivate after the return of the ignition or electrical control switch to the *engine on* position;

Note: For the purpose of this check, on vehicles equipped with an automatic transmission, the transmission control lever should be set to the *neutral* or *park* position.

If the indicator fails to deactivate it means that either a brake failure exists or the indicator system is defective. In either case the vehicle should be rejected.

- No parking brake indicator lamp is provided (this may be common with the service brake failure indicator lamp);
- The parking brake lamp does not activate when the ignition is on and the parking brake is engaged; and
- The design of the service brake system is such that it will become inoperative or ineffective in the event of a single failure of any component in the system.

ADR 32 Seatbelts for Heavy Vehicles

Applies only to the driver's seating position of omnibuses with a GVM over 3.5 tonnes and up to 4.5 tonnes. Vehicles that comply with ADRs 4A, 4B, 4C or 5A and 5B need not comply with this ADR.

- The minimum requirement of a lap seatbelt is not provided for the driver; and
- Any seatbelt assemblies do not comply or are are not marked in accordance with the requirements of Australian Standard E35 or with any of the following standards:

  - FMVSS 209; or
  - European ECE R16.

ADR 33 Motor Cycle and Moped Braking Systems

- The service brake system consists of a single circuit that operates both front and rear wheels (dual circuit systems are acceptable); and
- The brake pads or linings cannot be visually inspected without removal of the brake caliper or drum.

ADR 34 Child Restraint Anchorages

- An upper anchorage for use with a child restraint system is not provided for each rear seating position.

Note: At least 3 child restraint anchorages are required if there are 3 or more rear seating positions.

A child restraint anchorage point is not required on the centre seat of a split folding rear seat.

ADR 35 Commercial Vehicle Braking Systems

Note: These requirements do not apply to the semi-trailer portion of articulated vehicles (refer to ADR 38).

- The service brake system does not operate on all road wheels;
- The service brake system is not actuated by a single pedal;
- In the case of air operated service brake systems, there is no air pressure gauge for each separate supply system;
- No parking brake system is provided;
- No parking brake indicator lamp is provided (not applicable to spring brake systems);
- The parking brake uses pneumatic, electric or hydraulic devices to hold the brakes on;
- No device is incorporated in the service brake system as a visible indicator of brake failure;
- The service brake failure indicator device fails to operate when in the case of air brake systems, the ignition switch is on and pressure in any one brake power unit drops below 65% of the average operating pressure;
- The service brake failure visible indicator fails to operate when:
    - the ignition or electrical control switch is turned from the *engine off* position to the *engine on*, position, and the engine is not operating, and the device does not deactivate when the engine is running; or
    - the ignition or electrical control switch is in the *engine start* position, and the device does not deactivate after the return of the ignition or electrical control switch to the *engine on* position; or
    - the ignition or electrical control switch is in a position between the *engine on* position and the *engine start* position, that is designated by the manufacturer as a check position, and the device does not deactivate after the return of the ignition or electrical control switch to the *engine on* position; or

- the engine start circuit is energised and the device does not deactivate when the engine start circuit is not energised;

  Note: For the purpose of this check, on vehicles equipped with an automatic transmission, the transmission control lever should be set to the *neutral* or *park* position.

  If the indicator fails to deactivate, it means that either a brake failure exists or the indicator system is defective. In either case the vehicle should be rejected. Note that some systems may take up to ten seconds to deactivate. This is acceptable.

- No secondary brake system is provided;

  Note: A secondary brake system provides emergency braking in the event of a single fluid failure in the service brake system. It may be:

  - independent of service and parking brake systems (that is, a third system); or
  - part of a split service brake system; or
  - part of a parking brake system;

- The secondary brake system becomes inoperative in the event of a pressure failure in the service brake system (in the case of split service brake systems the secondary brake system must remain operative when one half of the service brake system fails);

- In the case of spring brakes, there is no air reservoir for release of the spring brakes in the event of a failure of the air supply; and

  Note: The air reservoir should provide for at least two releases of the spring brakes.

  A separate reservoir, for release of the spring brakes, is not required in the case of vehicles with dual circuit service brake systems.

- Any control for operation of the service brakes, secondary brakes or the parking brakes is out of reach of the driver.

ADR 36, 36A Exhaust Emission Control for Heavy Duty Vehicles

- The engine does not bear a durable label that identifies the engine, gives tune-up specifications and indicates that the engine was built to comply with either ADR 36 or 36A or the USA Environmental Protection Agency's Emission Regulation 85 or 86.

ADR 37 Vehicle Emission Control

- The fuel tank is fitted with a vented cap (Note: The cap may incorporate a pressure relief valve);
- The fuel tank is vented directly to the atmosphere;
- The engine is not of the same specifications as an engine from a vehicle that is known to comply with the appropriate ADR or more stringent standards;
- The vehicle is not designed to operate on Unleaded Petrol;
- A label with the words *UNLEADED PETROL ONLY* is not affixed adjacent to the fuel filler inlet (now only a recommendation); and
- The fuel filler inlet allows the insertion of a nozzle having a diameter of 23.6 or greater (now only a recommendation).

ADR 39, 39A Motor Cycle and Moped Noise

- The engine and exhaust system are not of the same specifications as those of a vehicle that is known to comply with ADR 39 or 39A;
- The silencing system components are not marked with the manufacturer's name or trademark; and
- A stationary noise test label is not fitted to the cycle, with this information:
    - Tested dB(A) at XXXX rpm;
    - Silencing System (manufacturer);
    - Identification (trade description).

ADR 40 Light Duty Vehicle Emission Control

- The fuel tank is fitted with a vented cap (Note: the cap may incorporate a pressure relief valve);
- The fuel tank is vented directly to the atmosphere;
- The engine is not of the same specifications as an engine from a vehicle that is known to comply with the appropriate ADR or more stringent standards;
- The vehicle is not designed to operate on Unleaded Petrol;
- A label with the words *UNLEADED PETROL ONLY* is not affixed adjacent to the fuel filler inlet (now only a recommendation); and

- The fuel filler inlet allows the insertion of a nozzle having a diameter of 23.6 or greater (now only a recommendation).

ADR 41 Mandatory Operation On Unleaded Petrol

- Vehicle is not designed for operation on unleaded petrol;
- A label with the words *UNLEADED PETROL ONLY* (or equivalent) is not affixed adjacent to the fuel filler inlet (now only a recommendation); and
- The fuel filler inlet allows the insertion of a nozzle having a diameter of 23.6mm or greater (now only a recommendation).

APPENDIX LO4

THIRD EDITION ADRS VEHICLE CATEGORIES

A two-character vehicle category code is shown for each vehicle category. This code is used to designate the relevant vehicles in the national standards, as represented by the ADRs, and in related documentation.

TWO-WHEELED AND THREE-WHEELED VEHICLES

Pedal Cycle (AA)

A vehicle designed to be propelled through a mechanism solely by human power.

Power - Assisted Pedal Cycle (AB)

A pedal cycle to which is attached one or more auxiliary propulsion motors having a combined maximum power output not exceeding 200 watts.

Moped – 2 Wheels (LA)

A 2-wheeled motor vehicle, not being a power-assisted pedal cycle, with an engine cylinder capacity not exceeding 50 ml and a *Maximum Motor Cycle Speed* not exceeding 50 km/h; or

A 2-wheeled motor vehicle with a power source other than a piston engine and a *Maximum Motor Cycle Speed* not exceeding 50 km/h.

Moped – 3 Wheels (LB)

A 3-wheeled motor vehicle, not being a power-assisted pedal cycle, with an engine cylinder capacity not exceeding 50 ml and a *Maximum Motor Cycle Speed* not exceeding 50 km/h; or

A 3-wheeled motor vehicle with a power source other than a piston engine and a *Maximum Motor Cycle Speed* not exceeding 50 km/h.

Motor Cycle (LC)

A 2-wheeled motor vehicle with an engine cylinder capacity exceeding 50 ml or a *Maximum Motor Cycle Speed* exceeding 50 km/h.

Motor Cycle and Side - Car (LD)

A motor vehicle with 3 wheels asymmetrically arranged in relation to the longitudinal median axis, with an engine cylinder capacity exceeding 50 ml or a *Maximum Motor Cycle Speed* exceeding 50 km/h.

Side-Car

A car, box or other receptacle attached to the side of a motor cycle and for the support of which a wheel is provided.

Motor Tricycle (LE)

A motor vehicle with 3 wheels symmetrically arranged in relation to the longitudinal median axis, with a *Gross Vehicle Mass* **not exceeding 1.0 tonne** and either an engine cylinder capacity exceeding 50 ml or a *Maximum Motor Cycle Speed* exceeding 50 km/h.

PASSENGER VEHICLES (OTHER THAN AN OMNIBUS)

Passenger Car (MA)

A passenger vehicle, not being an off-road passenger vehicle or a forward-control passenger vehicle, having up to 9 seating positions, including that of the driver.

Forward-Control Passenger Vehicle (MB)

A passenger vehicle, not being an off-road passenger vehicle, having up to 9 seating positions, including that of the driver, and in that the centre of the steering wheel is in the forward quarter of the vehicle's *Total Length*.

Off-Road Passenger Vehicle (MC)

A passenger vehicle having up to 9 seating positions, including that of the driver and being designed with special features for off-road operation. A vehicle with special features for off-road operation is a vehicle that:

- Unless otherwise *approved* has four wheel drive; and
- Has at least 4 of the following 5 characteristics calculated when the vehicle is at its *Unladen Mass* on a level surface, with the front wheels parallel to the vehicle's longitudinal centreline, and the tyres inflated to the *Manufacturer's* recommended pressure:
    - *Approach Angle* of not less than 28 degrees;
    - *Break-over Angle* of not less than 14 degrees;
    - *Departure Angle* of not less than 20 degrees;
    - *Running Clearance* of not less than 200mm; and
    - *Front Axle Clearance*, *Rear Axle Clearance* or *Suspension Clearance* of not less than 175mm each.

OMNIBUS

A passenger vehicle having more than 9 seating positions, including that of the driver.

An omnibus comprising 2 or more non-separable but articulated units shall be considered as a single vehicle.

Light Omnibus (MD)

An omnibus with a *Gross Vehicle Mass* not exceeding 5.0 tonnes.

Heavy Omnibus (ME)

An omnibus with a *Gross Vehicle Mass* exceeding 5.0 tonnes.

GOODS VEHICLES

A motor vehicle constructed primarily for the carriage of goods and having at least 4 wheels; or 3 wheels and a *Gross Vehicle Mass* exceeding 1.0 tonne.

A vehicle constructed for both the carriage of persons and the carriage of goods shall be considered to be primarily for the carriage of goods if the number of seating positions times 68 kg is less than 50 percent of the difference between the *Gross Vehicle Mass* and the *Unladen Mass*.

The equipment and installations carried on certain *special purpose* vehicles not designed for the carriage of passengers (crane vehicles, workshop vehicles, publicity vehicles, etc.) are regarded as being equivalent to goods for the purposes of this definition.

A goods vehicle comprising 2 or more non-separable but articulated units shall be considered as a single vehicle.

Light Goods Vehicle (NA)

A goods vehicle with a *Gross Vehicle Mass* not exceeding 3.5 tonnes.

Medium Goods Vehicle (NB)

A goods vehicle with a *Gross Vehicle Mass* exceeding 3.5 tonnes but not exceeding 12.0 tonnes.

Heavy Goods Vehicle (NC)

A goods vehicle with a *Gross Vehicle Mass* exceeding 12.0 tonnes.

TRAILER

A vehicle without motive power constructed to be drawn behind a motor vehicle.

Very Light Trailer (TA)

A single-axled trailer with a *Gross Trailer Mass* not exceeding 0.75 tonne.

Light Trailer (TB)

A trailer with a *Gross Trailer Mass* not exceeding 3.5 tonnes, other than a trailer of Category TA.

Medium Trailer (TC)

A trailer with a *Gross Trailer Mass* exceeding 3.5 tonnes but not exceeding 10 tonnes.

Heavy Trailer (TD)

A trailer with a *Gross Trailer Mass* exceeding 10 tonnes.

APPENDIX LO5

THIRD EDITION ADRS VEHICLE SUB-CATEGORIES

THREE WHEELED L-GROUP VEHICLES (LB)

Sub-category

LB1	• one wheel at front, 2 at rear (Moped).
LB2	• 2 wheels at front, one at rear (Moped).

THREE WHEELED L-GROUP VEHICLES (LE)

Sub-category

LE1	• one wheel at front, 2 at rear.
LE2	• 2 wheels at front, one at rear.
LEM1	• up to 450 kg *Unladen Mass;* and • the driver's *Seat* is of a saddle type; and • one wheel at the front, 2 at rear.
LEM2	• up to 450 kg *Unladen Mass;* and • the driver's *Seat* is of a saddle type; and • two wheels at front, one at rear.
LEP1	• over 450 kg *Unladen Mass;* and/or • the driver's *Seat* is not of a saddle type; and/or • has more than two seating positions; and/or • has a permanent structure to the rear; and • 200mm above the undeformed upper surface of the driver's *Seat* cushion; and • one wheel at the front, 2 at rear.
LEP2	• over 450 kg *Unladen Mass;* and/or • the driver's *Seat* is not of a saddle type; and/or • has more than two seating positions; and/or • has a permanent structure to the rear; and

- 200mm above the un-deformed upper surface of the driver's *Seat* cushion; and
- 2 wheels at front, one at rear.

Sub-category

LEG1

- over 450 kg *Unladen Mass;* and
- constructed primarily for the carriage of goods; and
- one wheel at front, 2 at rear; and
- a vehicle constructed for both the carriage of persons and the carriage of goods shall be considered to be primarily for the carriage of goods if the number of seating positions times 68 kg is less than 50 per cent of the difference between the *Gross Vehicle Mass* and the *Unladen Mass*.

LEG2

- over 450 kg *Unladen Mass;* and
- constructed primarily for the carriage of goods; and
- 2 wheels at front, one at rear; and
- a vehicle constructed for both the carriage of persons and the carriage of goods shall be considered to be primarily for the carriage of goods if the number of seating positions times 68 kg is less than 50 per cent of the difference between the *Gross Vehicle Mass* and the *Unladen Mass*.

FORWARD-CONTROL PASSENGER VEHICLE (MB)

Sub-category

MB1* up to 2.7 tonnes *GVM.*

MB2* over 2.7 tonnes *GVM.*

OFF-ROAD PASSENGER VEHICLE (MC)

Sub-category

MC1* up to 2.7 tonnes *GVM.*

MC2* over 2.7 tonnes *GVM.*

LIGHT OMNIBUS (MD)

Sub-category

MD1	up to 3.5 tonnes *GVM*, up to 12 *Seats.*
MD2	up to 3.5 tonnes *GVM*, over 12 *Seats.*
MD3	over 3.5 tonnes, up to 4.5 tonnes *GVM.*
MD4	over 4.5 tonnes, up to 5 tonnes *GVM.*
MD5*	up to 2.7 tonnes *GVM.*
MD6*	over 2.7 tonnes *GVM.*

LIGHT GOODS VEHICLE (NA)

Sub-category

NA1*	up to 2.7 tonnes *GVM.*
NA2*	over 2.7 tonnes *GVM.*

MEDIUM GOODS VEHICLE (NB)

Sub-category

NB1	over 3.5 tonnes, up to 4.5 tonnes *GVM.*
NB2	over 4.5 tonnes, up to 12 tonnes *GVM.*

* **Note**: These sub-categories are only used in pollution ADRs 36/… ,37/… and 41/….

APPENDIX LO6

THIRD EDITION ADRS SUMMARY

ADRs marked with an asterisk have been repealed and do not apply to newly manufactured vehicles.

In-service vehicles built to comply with these repealed ADRs must continue to comply with these requirements. Similarly vehicles built to comply with these repealed ADRs must continue to comply these ADRs after modification.

However it also acceptable to meet the standards of the ADR or provisions that superseded the repealed ADR. For example a vehicle built to comply with ADR 16/00 *Windscreen Wipers and Washers* that has its wipers and washers modified, will still be deemed to comply if the completed modification complies with the *windscreen and washer* provisions of ADR 42/04 *General Safety Requirements*.

ADR 1 REVERSING LAMPS

Lamps that are switched on automatically whenever reverse gear is selected and the ignition is *on* to signal the driver's intention to reverse and to aid the driver in reversing manoeuvres at night. These lamps must only operate when the vehicle is in reverse gear and must be amber or white.

ADR 2 SIDE DOOR LATCHES AND HINGES

Side door latch and striker assemblies and hinges that are able to resist accidental opening through crash impact or distortion. When locked by controls inside the vehicle, outside door handles must be inoperative. When locked, regardless of operation of other child-proof locking systems, if fitted, the rear doors must not open by movement of the inner door handle. There must also be a fully latched and a secondary latched position.

ADR 3 SEATS AND SEAT ANCHORAGES

Requirements for seats and seat attachment assemblies and installation to reduce failure in crashes. Hinged or folding seats must be self-locking with the lock release within reach of the seat occupant or any other person seated immediately behind the seat. ADR 3A specifies additional requirements for seats intended to be fitted with child restraints.

ADR 4 SEATBELTS

Requirements for seatbelts for all adult seating positions to restrain vehicle occupants under impact conditions. Specifies the type of belt, material properties and buckle design features. Compliance with Australian Standards is necessary but not sufficient proof of compliance with this Design Rule.

ADR 5 ANCHORAGES FOR SEATBELTS

Requirements for seatbelt anchorage points to ensure that seatbelt assemblies are securely fixed to the vehicle structure in specified areas and provide a safe and comfortable restraint system.

ADR 6 DIRECTION INDICATORS

Specifies flashing amber lamps at front and rear with specified levels of brightness and fields of view and readily distinguishable to warn other road users of the driver's intention to turn to the right or left.

*ADR 7 HYDRAULIC BRAKE HOSES

Repealed: This standard ceased to have effect for new vehicles as from 9 December 2003, the requirements have been incorporated in ADR 42/04.

Specifies minimum standards of performance and durability for flexible hoses and end fittings in hydraulic brake systems to reduce risk of failure. Hose assemblies marked SAE J 1401 are acceptable.

ADR 8 SAFETY GLAZING MATERIAL

Requires glass in motor vehicle windscreens, windows and interior partitions to be of an automotive safety type such as toughened or laminated (and be so marked). Windscreens must be clear glass and transmit at least 75% of visible light in the primary vision area. Tinted bands are permissible outside this area.

ADR 9 STANDARD CONTROLS FOR AUTOMATIC TRANSMISSION

Repealed: However, the requirements for automatic transmission controls are now in ADR 42, which includes the requirement that the engine of a vehicle fitted with an automatic transmission must not be capable of being started in any forward or reverse gear.

ADR 10 STEERING COLUMN

Requires that steering wheel and column assemblies must collapse under specified forces to reduce injuries to drivers on impact and limits the horizontal intrusion of the steering column into the cabin.

ADR 11 INTERNAL SUN VISORS

If fitted, sun visors must be suitably padded and without dangerous projections or noticeable internal frames in order to reduce head injury on impact with the visor or panel work or windscreen glass behind it.

* ADR 12 GLARE REDUCTION IN FIELD OF VIEW

Repealed: This standard ceased to have effect for new vehicles as from 9 December 2003.

Requires a low reflective finish on windscreen wiper arms and blades, interior windscreen mouldings, horn rings and steering wheel components. Interior rear vision frames and mountings, steering column mounted control lever and gear selection quadrants to minimise glare from these features in the driver's field of view.

ADR 13 INSTALLATION OF LIGHTING AND LIGHT-SIGNALLING DEVICES ON OTHER THAN L-GROUP VEHICLES

Defines requirements to ensure that the installation of lighting and light-signalling devices on the vehicle is such that the effective operation of these devices is not impaired.

ADR 14 REAR VISION MIRRORS

Defines requirements for the type, location, field of view, reflecting capabilities and mounting details of rear vision mirrors.

*ADR 15 DEMISTING OF WINDSCREENS

Repealed: This standard ceased to have effect for new vehicles as from 9 December 2003. Similar provisions are now contained in ADR 42/04.

Specifies requirements for demisting equipment to maintain the driver's forward vision clear of mist.

*ADR 16 WINDSCREEN WIPERS AND WASHERS

Repealed: This standard ceased to have effect for new vehicles as from 9 December 2003. Similar provisions are now contained in ADR 42/04.

Wipers to have two operating speeds and be capable of wiping defined areas of the windscreen, with washers able to supply sufficient fluid to the wipers over ten wiping cycles.

*ADR 17 FUEL SYSTEMS

Repealed: This standard ceased to have effect for new vehicles as from 2 August 2005.

Specifies requirements to facilitate safe operation and reduce the risk of fire during filling operations or as a result of impacts. Applies to all trucks and buses having a gross vehicle mass of or over 4.5 tonne.

ADR 18 INSTRUMENTATION

Defines positions of certain important instruments and warning lamps and requirements for their illumination at variable brightness levels.

ADR 19 INSTALLATION OF LIGHTING AND LIGHT-SIGNALLING DEVICES ON L GROUP VEHICLES

Ensures that the installation of lighting and light-signalling devices on motor cycles and mopeds is such that the effective operation of these devices is not impaired.

*ADR 20 SAFETY RIMS

Repealed: This standard ceased to have effect for new vehicles as from 9 December 2003.

Specifies that wheel rims on passenger cars will retain a deflated tyre in the event of sudden loss of pressure as in a blow-out.

ADR 21 INSTRUMENT PANEL

Provides for instrument panels to be suitably padded and free of any sharp projections and edges to reduce head injury on impact.

ADR 22 HEAD RESTRAINTS

Specifies devices built onto the top of each outer front seating position to reduce *whiplash* type injuries in rear end collisions. When seated, the top of the head restraint must be at about eye level. A clip-on type is unacceptable.

ADR 23 PASSENGER CAR TYRES

Specifies standards of strength, construction and performance and requires this information to be indicated on labels on the side walls of tyres manufactured for passenger cars and their derivatives.

*ADR 24 TYRE AND RIM SELECTION

Repealed: This standard ceased to have effect for new vehicles as from 9 December 2003. Similar provisions are now contained in ADR 42/04.

Requires vehicles to be fitted with tyres and wheel rims suitable for the vehicle's speed, mass and usage. Also requires vehicles to have a placard showing the range of tyres and wheels, together with inflation pressures, which the vehicle manufacturer has certified as being suitable.

ADR 25 ANTI-THEFT LOCK

When the ignition is locked and the key is removed, it must be impossible either to steer the vehicle or alternatively, to engage a forward gear or to release a brake without removing or destroying the lock mechanism. Also minimises the chances of a key fitting more than one lock to less than 1 in 2,000.

*ADR 26 VEHICLE ENGINE EMISSION CONTROL

Repealed: Defines limits of carbon monoxide emissions from passenger car engine exhausts under idling conditions.

ADR 27 VEHICLE ENGINE EMISSION CONTROL

Repealed: Additional to the requirements of ADR 26, defines limits of passenger car and passenger car derivative engine emissions of carbon monoxide and hydrocarbons (also oxides of nitrogen in ADR 27A) in all phases of operation.

*ADR 28 EXTERNAL NOISE OF MOTOR VEHICLE

Repealed: This standard ceased to have effect for new vehicles as from 1 October 2006. This standard has been superseded by ADR 83/ for new vehicles as from 1 October 2006.

Specifies maximum levels of external noise that motor vehicles other than motor cycles may emit.

ADR 29 SIDE DOOR STRENGTH

Specifies strength and stiffness requirements for side doors as protection in case of side impact. Generally requires a reinforcing beam to be fitted in the doors.

*ADR 30 DIESEL ENGINE EXHAUST SMOKE EMISSIONS

Repealed: Superseded by ADR 79. This standard ceased to have effect for new vehicles as from 1 October 2006.

Limits the smoke density emitted from diesel engine exhausts.

*ADR 31 BRAKE SYSTEMS FOR PASSENGER CARS

Repealed: 31/00 This standard ceased to have effect for new vehicles as from 29 September 2006 and has been replaced by ADR31/01.

Requires split hydraulic braking systems and brake failure warning devices, and specifies stopping performance of passenger cars to ensure safe braking under normal and emergency conditions.

*ADR 32 SEATBELTS – HEAVY VEHICLES

Repealed: Defines requirements for seatbelts and their mounting points for the front outer seating positions for trucks having a gross vehicle mass of more than 4.5 tonnes. Minimum requirement is a lap belt in both front outboard seating positions.

ADR 33 BRAKE SYSTEMS FOR MOTOR CYCLES AND MOPEDS

Specifies independent or split service brakes to ensure safe braking under normal and emergency conditions. Must also provide a visual indication of the brake pad or shoe wear.

ADR 34 CHILD RESTRAINT ANCHORAGES AND CHILD RESTRAINT ANCHOR FITTINGS

Specifies requirements for anchorage points behind each rear seating position of passenger cars to facilitate the satisfactory installation of child restraint systems.

ADR 35 COMMERCIAL VEHICLE BRAKING SYSTEMS.

Specifies braking requirements for heavy commercial vehicles under both normal and emergency conditions. Also requires a brake-failure warning device.

*ADR 36 EXHAUST EMISSION CONTROL FOR HEAVY DUTY VEHICLES.

Repealed: This standard has been superseded by ADR 80/ for new vehicles as from 1 October 2006..

Requirements to limit exhaust emissions for petrol fuelled heavy-duty vehicles in order to reduce air pollution. ADR 36A also requires operation on unleaded petrol.

*ADR 37 EMISSION CONTROL FOR LIGHT VEHICLES

Repealed: Superseded by ADR 79 for new vehicles as from 1 October 2006.

Limits fuel evaporation and exhaust emissions from motor vehicles in order to reduce air pollution, and requires operation on unleaded petrol.

ADR 38 TRAILER BRAKE SYSTEMS.

Specifies braking requirements for trailers.

*ADR 39 EXTERNAL NOISE OF MOTOR CYCLES

Repealed: This standard has been superseded by ADR 83/ for new vehicles as from 1 October 2006.

Specifies maximum levels of external noise that motor cycles and mopeds may emit.

ADR 40 NOT YET ALLOCATED

*ADR 41 MANDATORY OPERATION ON UNLEADED PETROL

Repealed: This standard ceased to have effect for new vehicles as from 13 February 2001.

Requires vehicles to be manufactured to operate on *Unleaded Petrol* and have certain associated features such as labels and a small filler tube neck to prevent misfuelling.

ADR 42 GENERAL SAFETY REQUIREMENTS.

Specifies a wide variety of general design and construction requirements to ensure safe operation of the vehicle, e.g. mudguards. Windows, bonnet latches, engine and transmission controls.

ADR 43 VEHICLE CONFIGURATION AND DIMENSIONS.

Specifies a wide variety of requirements for vehicle configurations, dimensions, marking, number plate mountings, label holders, etc..

ADR 44 SPECIFIC PURPOSE VEHICLE REQUIREMENTS

Defines special requirements for the construction of vehicles designed for a specific purpose, e.g. taxis, tow trucks, road trains ; Requirements include some for the mechanical coupling of vehicles. The requirements of ADR 44 are related to specific requirements of the particular vehicle. A *specific purpose vehicle* can belong to one or more of the vehicle categories.

ADR 45 LIGHTING AND LIGHT-SIGNALLING DEVICES NOT COVERED BY ECE REGULATIONS

Specifies the photometric requirements for lighting and light devices to ensure adequate illumination for the driver of the vehicle and signal to other road users the position, orientation, intention and movement of the vehicle without producing undue glare. Includes requirements for rear marker plates, cabin lamps etc..

ADR 46 HEADLAMPS

Specifies the photometric requirements for headlamps to provide adequate illumination for the driver of vehicles other than motor cycles without producing undue glare for other road users. Specifies the maximum and minimum wattage and light output and distribution.

ADR 47 RETOREFLECTORS

Specifies the dimensional, photometric and stability requirements for reflex reflectors to ensure that they effectively warn of the presence of the vehicle and continue to do so in normal use.

ADR 48 DEVICES FOR ILLUMINATION OF REAR REGISTRATION PLATES

Specifies the photometric requirements for rear registration plate illuminating devices for vehicles other than motor cycles, to ensure that the rear registration plate is adequately illuminated.

ADR 49 FRONT AND REAR POSITION (SIDE) LAMPS, STOP LAMPS AND END-OUTLINE MARKER LAMPS.

Specifies the photometric requirements for vehicle light- signalling devices to signal to other road users the position, orientation and movement of the vehicle without producing undue glare for other road users.

ADR 50 FRONT FOG LAMPS

Specifies the photometric requirements for front fog lamps to provide adequate illumination for the driver of the vehicle without producing undue glare for other road users.

ADR 51 FILAMENT LAMPS

Specifies the dimensional and photometric requirements for filament globes to ensure interchange ability and correct functioning when installed in a lamp.

ADR 52 REAR FOG LAMPS

Specifies the photometric requirements for rear fog lamps that signal to other road users the position, orientation and movement of the vehicle without producing undue glare for other road users.

ADR 53 FRONT AND REAR POSITION LAMPS, STOP LAMPS, DIRECTION INDICATORS AND REAR REGISTRATION PLATE LAMPS FOR L GROUP VEHICLES

Specifies the photometric requirements for light-signalling devices fitted to motor cycles and mopeds that signal to other road users the position, orientation and movement of the vehicle without producing undue glare for other road users.

ADR 54 HEADLAMPS FOR MOPEDS

Specifies the photometric requirements for headlamps fitted to mopeds that provide adequate illumination for the driver of the vehicle without producing undue glare for other road users.

ADR 55 HEADLAMPS FOR MOTOR CYCLES.

Specifies the photometric requirements for headlamps fitted to motor cycles that provide adequate illumination for the driver of the vehicle without producing undue glare for other road users.

*ADR 56 MOPED NOISE

Repealed: This standard has been superseded by ADR 83/ for new vehicles as from 1 October 2006.

The function of this Australian Design Rule is to specify limits on external noise emitted from mopeds in order to limit the contribution by these vehicles to community noise.

ADR 57 SPECIAL REQUIREMENTS FOR L GROUP VEHICLES.

Defines special requirements for the construction of motor cycles and mopeds in addition to requirements set out in individual ADRs. Covers a wide variety of requirements – e.g. sidecars, controls, chain guards, stands, ;

ADR 58 REQUIREMENTS FOR OMNIBUSES DESIGNED FOR HIRE AND REWARD.

Defines special requirements for the construction of buses designed for hire and reward. Additional to requirements for buses set out in individual ADRs. Covers a wide variety of requirements, e.g. steps, hand grips, loading, doors, luggage racks, ;

ADR 59 STANDARDS FOR OMNIBUS ROLLOVER STRENGTH.

Ensures the strength of a bus superstructure is adequate to withstand forces encountered in rollover crashes.

ADR 60 CENTRE HIGH-MOUNTED STOP LAMP

Requires a supplementary Centre High-Mounted Stop Lamp on the rear of the vehicle to provide an additional indication to other road users that the driver of the vehicle is applying the service brakes.

ADR 61 VEHICLE MARKING

Specifies vehicle marking requirements, such as identification numbers which were previously contained in ADR 42.

ADR 62 MECHANICAL CONNECTIONS BETWEEN VEHICLES

Specifies requirements for connections between vehicles including couplings, drawbars and safety chains.

ADR 63 TRAILERS DESIGNED FOR USE IN ROAD TRAINS

Specifies additional requirements for trailers designed for use in road train operation.

ADR 64 HEAVY GOODS VEHICLES DESIGNED FOR USE IN ROAD TRAINS AND B – DOUBLES

Specifies requirements for vehicles designed to be used in Road Train and B – Double operation but does not exclude compliance with any other applicable design rule.

ADR 65 MAXIMUM ROAD SPEED LIMITING FOR HEAVY GOODS VEHICLES AND HEAVY OMNIBUSES

Specifies devices or systems used to limit the maximum road speed of heavy goods vehicles and heavy omnibuses.

*ADR 66 SEAT STRENGTH, SEAT ANCHORAGE STRENGTH AND PADDING IN OMNIBUSES

This standard has been superseded by ADR 68/… for new MD3 vehicles as from 1 July 1995.

Specifies requirements for the strength of seats, seat anchorages, of certain omnibuses; and for protecting occupants from accessories on the seats and armrests.

ADR 67 INSTALLATION OF LIGHTING AND LIGHT-SIGNALLING DEVICES ON THREE-WHEELED VEHICLES

Specifies requirements to ensure the effective operation of lighting and light signalling devices fitted to three wheeled vehicles.

ADR 68 OCCUPANT PROTECTION IN BUSES

Specifies requirements for seatbelts, the strength of seats, seat anchorages, seatbelt anchorages and child restraints anchorages. Also contains provisions for protecting occupants from impact with seat back and accessories on the seats or armrests.

ADR 69 FULL FRONTAL IMPACT OCCUPANT PROTECTION

Specifies the level of vehicle crashworthiness to be met in a full frontal barrier crash test to minimise the likelihood of injury to vehicle occupants.

*ADR 70 EXHAUST EMISSION CONTROL FOR DIESEL ENGINED VEHICLES

Repealed: This standard has been superseded by ADR 79/ for new light vehicles and ADR 80/ for new heavy vehicles as from 1 October 2006.

Limits exhaust emissions on diesel-engine vehicles.

*ADR 71 TEMPORARY USE SPARE TYRES

Repealed: Specifies requirements for temporary use spare tyres.

ADR 72 DYNAMIC SIDE IMPACT OCCUPANT PROTECTION

Specifies the level of crashworthiness to be met in a dynamic side impact crash to minimise the likelihood of injury to vehicle occupants in a side impact.

ADR 73 OFFSET FRONTAL IMPACT OCCUPANT PROTECTION

Specifies the level of crashworthiness to be met in an offset frontal impact crash to minimise the likelihood of injury to vehicle occupants in an offset frontal impact**.**

ADR 74 SIDE MARKER LAMPS

Specifies the photometric requirements of side marker lamps used to increase motor vehicle and trailer visibility. Details for whether side marker lamps are compulsory, optional or prohibited are set out in ADR 13/…, 19/… or 67/….

ADR 75 HEADLAMP CLEANERS

Specifies the installation and testing of headlamp cleaners that are fitted to motor vehicles. Details for whether headlight cleaning devices are compulsory, optional or prohibited are set out in ADR 13/…, 19/… or 67/….

ADR 76 DAYTIME RUNNING LAMPS

Specifies the photometric requirements of daytime running lamps that are intended to increase the conspicuity of a vehicle during daylight. Details for whether daytime running lamps are compulsory, optional or prohibited are set out in ADR 13/..., 19/... or 67/....

ADR 77 GAS DISCHARGE HEADLAMPS

Specifies the photometric requirements of motor vehicle headlamps that are fitted with gas discharge type headlamps. Details for whether gas discharge headlamps are compulsory, optional or prohibited are set out in ADR 13/..., 19/... or 67/....

ADR 78 GAS DISCHARGE LIGHT SOURCES

Specifies the dimensional, photometric and electrical requirements of gas discharge light sources to ensure such light sources are interchangeable between different gas discharge headlamps and so that they function properly when installed in gas discharge headlamps.

ADR 79 EMISSION CONTROL FOR LIGHT VEHICLES

Specifies the exhaust and evaporative gas emissions of light vehicles (less than or equal to 3.5 tonnes GVM) fuelled by both leaded and unleaded petrol, diesel and LP Gas in order to reduce air pollution.

ADR 80 EMISSION CONTROL FOR HEAVY VEHICLES

Specifies exhaust emissions of engines used in heavy vehicles greater than 3.5 tonnes GVM in order to reduce air pollution.

*ADR 81 FUEL CONSUMPTION LABELLING FOR LIGHT VEHICLES

This standard ceased to have effect for new vehicles as from 1 July 2003.

Details the requirements for how fuel consumption of light vehicles is measured, and the format and position that fuel consumption labels are to be attached to vehicles. Vehicles that comply with ADR 81/01 need not comply with 81/00.

ADR 82 ENGINE IMMOBILISERS

Details the requirements of vehicle engine immobiliser (anti theft) devices that are fitted to passenger vehicles to prevent the vehicle from being driven under its own power.

ADR 83 EXTERNAL NOISE

Defines limits for external noise generated by motor vehicles, motor cycles and mopeds to reduce the contribution of motor traffic on urban and community noise levels.

APPENDIX LO7

THIRD EDITION ADRS APPLICATION DATES

Application dates for the Third Edition ADRs applying to vehicles manufactured on or after 1 July 1988 are set out in Table LO7. Alternatively, ADR applicability tables for individual vehicle categories may be referenced on the DIT *RVCS* website at the following address and under the section titled *ADR Applicability tables*:

http://rvcs.dotars.gov.au

Table LO7 Third Edition ADRs Application Dates

Application Data for Third Edition Australian Design Rules													
Vehicle Category Code	Australian Design Rule (ADR) Number												
	1/00	2/00	3/00	3/01	3/02	4/00	4/01	4/02	5/00	5/01	5/02	5/03	6/00
LA													OPT
LB	10/91												OPT[C]
LC													OPT[C]
LD	10/91												OPT[C]
LEM	10/91												OPT[C]
LEP	7/92[A]	3/91		7/92[B]	3/95		3/91	7/96			7/92[B]	7/96	7/92
LEG	7/92[A]	3/91		7/92[B]	3/95		7/92	7/96			7/92[B]	7/96	7/92
MA	10/91	7/88	7/88	1/91	1/95	7/88	1/91	7/96	7/88	7/90	1/91	7/96	10/91
MB1	10/91	7/88	7/88	1/91	1/95	7/88	1/91	7/96	7/88	7/90	1/91	7/96	10/91
MB2	10/91	7/88	7/88	1/91	1/95	7/88	1/91	7/96	7/88	7/90	1/91	7/96	10/91
MC1	10/91	7/88	7/88	1/91	1/95	7/88	1/91	7/96	7/88	7/90	1/91	7/96	10/91
MC2	10/91	7/88	7/88	1/91	1/95	7/88	1/91	7/96	7/88	7/90	1/91	7/96	10/91
MD1	10/91	7/88	7/88	7/91	7/95	7/88	7/91	7/96	7/88	7/90	7/91	7/96	10/91
MD2	10/91	7/88	7/88	7/92		7/88	7/92	7/96	7/88	7/90	7/92	7/96	10/91
MD3	10/91					7/88	7/92	7/96	7/88	7/90	7/92	7/96	10/91
MD4	10/91					7/88	7/92	7/96	7/88	7/90	7/92	7/96	10/91
ME	10/91					7/88	7/92	7/96	7/88	7/90	7/92	7/96	10/91
NA1	10/91	7/88	7/88	7/91	7/95	7/88	7/91	7/96	7/88	7/90	7/91	7/96	10/91
NA2	10/91	7/88	7/88	7/91	7/95	7/88	7/91	7/96	7/88	7/90	7/91	7/96	10/91
NB1	10/91	7/88	7/88	7/91		7/88	7/91	7/96	7/88	7/90	7/91	7/96	10/91
NB2	10/91	7/88				7/88	7/92	7/96	7/88	7/90	7/92	7/96	10/91
NC	10/91	7/88				7/88	7/92	7/96	7/88	7/90	7/92	7/96	10/91
TA	OPT[C]												10/91
TB	OPT[C]												10/91
TC	OPT[C]												10/91
TD	OPT[C]												10/91

(A) Applies from 10/91 if the vehicle is fitted with reverse gear.
(B) Also applies to enclosed LEP & LEG vehicles manufactured on or after 1/3/91.
(C) Optional fitment or compliance.

Application Data for Third Edition Australian Design Rules													
Vehicle Category Code	Australian Design Rule (ADR) Number												
	7/00	8/00	8/01	9/00	10/00	10/01	11/00	12/00	13/00	14/00	14/01	14/02	15/00
LA	7/88	7/88	3/94							7/88	3/91	3/93	
LB	7/88	3/91	3/94							7/88	3/91	3/93	
LC	7/88	7/88	3/94							7/88	3/91	3/93	
LD	7/88	7/88	3/94							7/88	3/91	3/93	
LEM	7/88	3/91	3/94								3/91	3/93	3/91[C]
LEP	7/88	3/91	3/94			7/92	7/92[A]	7/92[A]			3/91	7/92	3/91[C]
LEG	7/88	3/91	3/94			7/92	7/92[A]	7/92[A]			3/91	7/92	3/91[C]
MA	7/88	7/88	1/94		7/88	7/90	7/88	7/88	10/91	7/88	1/91	1/93	7/88
MB1	7/88	7/88	1/94			7/90	7/88	7/88	10/91	7/88	1/91	1/93	7/88
MB2	7/88	7/88	1/94			7/90	7/88	7/88	10/91	7/88	1/91	1/93	7/88
MC1	7/88	7/88	1/94			7/90[B]	7/88	7/88	10/91	7/88	1/91	1/93	7/88
MC2	7/88	7/88	1/94			7/90[B]	7/88	7/88	10/91	7/88	1/91	1/93	7/88
MD1	7/88	7/88	7/94			7/90[B]	7/88	7/88	10/91	7/88	7/90	7/92	7/88
MD2	7/88	7/88	7/94			7/90[B]	7/88	7/88	10/91	7/88	7/90	7/92	7/88
MD3	7/88	7/88	7/94				7/88	7/88	10/91	7/88	7/90	7/92	7/88
MD4	7/88	7/88	7/94					7/88	10/91	7/88	7/90	7/92	7/88
ME	7/88	7/88	7/94					7/88	10/91	7/88	7/90	7/92	7/88
NA1	7/88	7/88	7/94			7/90[B]	7/88	7/88	10/91	7/88	7/90	7/92	7/88
NA2	7/88	7/88	7/94			7/90[B]	7/88	7/88	10/91	7/88	7/90	7/92	7/88
NB1	7/88	7/88	7/94				7/88	7/88	10/91	7/88	7/90	7/92	7/88
NB2	7/88	7/88	7/94					7/88	10/91	7/88	7/90	7/92	7/88
NC	7/88	7/88	7/94					7/88	10/91	7/88	7/90	7/92	7/88
TA	7/88								10/91				
TB	7/88								10/91				
TC	7/88								10/91				
TD	7/88								10/91				

(A) Also applies to enclosed LEP & LEG vehicles manufactured from 3/91.
(B) Applies only to Forward Control Vehicles in this category.
(C) Only applies to vehicles fitted with windscreens.

Application Data for Third Edition Australian Design Rules													
Vehicle Category Code	**Australian Design Rule (ADR) Number**												
	15/01	**16/00**	**16/01**	**17/00**	**18/00**	**18/01**	**18/02**	**19/00**	**19/01**	**19/02**	**20/00**	**21/00**	**22/00**
LA								10/91	3/92	1/97			
LB								10/91	3/92	1/97			
LC					7/88	3/93	7/95	10/91	3/92	1/97			
LD					7/88	3/93	7/95	10/91	3/92	1/97			
LEM		3/91[A]	3/93[A]		3/91	3/93	7/95	10/91	3/92	1/97		3/91[B]	
LEP	7/92	3/91[A]	7/92		3/91	7/92	7/95	10/91	3/92	1/97	7/92	7/92	3/91[C]
LEG	7/92	3/91[A]	7/92		3/91	7/92	7/95	10/91	3/92	1/97	7/92	7/92	7/92[D]
MA	1/93	7/88	1/93		7/88	1/93	7/95[E]				7/88	7/88	7/88
MB1	1/93	7/88	1/93		7/88	1/93	1/95				7/88		7/88
MB2	1/93	7/88	1/93		7/88	1/93	1/95				7/88		7/88
MC1	1/93	7/88	1/93		7/88	1/93	1/95				7/88		7/88
MC2	1/93	7/88	1/93		7/88	1/93	1/95				7/88		7/88
MD1	7/92	7/88	7/92		7/88	7/92	7/95				7/88		7/88
MD2	7/92	7/88	7/92		7/88	7/92	7/95						
MD3	7/92	7/88	7/92		7/88	7/92	7/95						
MD4	7/92	7/88	7/92		7/88	7/92	7/95						
ME	7/92	7/88	7/92		7/88	7/92	7/95						
NA1	7/92	7/88	7/92		7/88	7/92	7/95						7/96
NA2	7/92	7/88	7/92		7/88	7/92	7/95						7/96
NB1	7/92	7/88	7/92		7/88	7/92	7/95						
NB2	7/92	7/88	7/92	7/88	7/88	7/92	7/95						
NC	7/92	7/88	7/92	7/88	7/88	7/92	7/95						
TA													
TB													
TC													
TD													

(A) Only applies to enclosed vehicles.
(B) Applies to enclosed vehicles fitted with an instrument panel and includes LEP & LEG vehicles.
(C) Enclosed vehicles only including LEG vehicles.
(D) Includes LEP vehicles.
(E) 7/95 applies to new models, 1/96 applies to existing models

Application Data for Third Edition Australian Design Rules													
Vehicle Category Code	Australian Design Rule (ADR) Number												
	23/00	23/01	24/00	24/01	24/02	25/00	25/01	25/02	26/00	27/00	28/00	28/01	29/00
LA			7/88	1/90	3/93								
LB				1/90	3/93								
LC			7/88	1/90	3/93								
LD			7/88	1/90	3/93								
LEM				1/90	3/93								
LEP		7/92		1/90	7/92			7/92				7/92	7/92
LEG		7/92		1/90	7/92			7/92				7/92	
MA	7/88	1/90	7/88	1/90	1/93	7/88	1/91	1/92			7/88	1/92	7/88
MB1	7/88	1/90	7/88	1/90	1/93	7/88	1/91	1/92			7/88	1/92	7/96
MB2	7/88	1/90	7/88	1/90	1/93	7/88	1/91	1/92			7/88	1/92	7/96
MC1	7/88	1/90	7/88	1/90	1/93	7/88	1/91	1/92			7/88	1/92	7/97
MC2	7/88	1/90	7/88	1/90	1/93	7/88	1/91	1/92			7/88	1/92	7/97
MD1	7/88	1/90	7/88	1/90	7/92	7/88	1/91	7/92			7/88	7/92	
MD2			7/88	1/90	7/92			7/92			7/88	7/92	
MD3			7/88	1/90	7/92						7/88	7/92	
MD4			7/88	1/90	7/92						7/88	7/92	
ME			7/88	1/90	7/92						7/88	7/92[A]	
NA1		7/90	7/88	1/90	7/92			7/92			7/88	1/93	7/97[B]
NA2		7/90	7/88	1/90	7/92			7/92			7/88	1/93	
NB1			7/88	1/90	7/92						7/88	7/92	
NB2			7/88	1/90	7/92						7/88	7/92	
NC			7/88	1/90	7/92						7/88	7/92[A]	
TA		7/90	7/88	1/90	7/92								
TB		7/90	7/88	1/90	7/92								
TC			7/88	1/90	7/92								
TD			7/88	1/90	7/92								

(A) 7/93 for vehicles over 270kw.
(B) For NA vehicles this rule is limited to vehicles that are not Forward Control Vehicles and have two wheel drive and a front row of seats only.

Application Data for Third Edition Australian Design Rules													
Vehicle Category Code	Australian Design Rule (ADR) Number												
	30/00	31/00	32/00	33/00	34/00	34/01	35/00	35/01	36/00	37/00	37/01	38/00	38/01
LA	7/88			7/88									
LB	3/91			3/91									
LC	7/88			7/88									
LD	7/88			7/88									
LEM	3/91			7/92									
LEP	3/91	7/92[A]		7/92[B]	1/93	1/95				7/92[C]	1/97[D]		
LEG	3/91			7/92[B]			7/92[A]	7/98[A]		7/92[C]	7/98[D]		
MA	7/88	7/88			1/93	1/95				7/88	1/97[D]		
MB1	7/88				1/93	1/95	7/88	7/98		7/88	1/98		
MB2	7/88				1/93	1/95	7/88	7/98	7/88				
MC1	7/88				1/93	1/95	7/88	7/98		7/88	1/98		
MC2	7/88				1/93	1/95	7/88	7/98	7/88				
MD1	7/88				7/93	7/94	7/88	7/98					
MD2	7/88						7/88	7/98					
MD3	7/88				7/95[D]	7/95[D]	7/88	7/98		7/88[F]			
MD4	7/88				7/95[D]	7/95[D]	7/88	7/98	7/88[E]		7/98		
ME	7/88				7/94[D]	7/94[D]	7/88	7/98	7/88				
NA1	7/88						7/88	7/98		7/88	7/98[D]		
NA2	7/88						7/88	7/98	7/88				
NB1	7/88						7/88	7/98	7/88				
NB2	7/88						7/88	7/98	7/88				
NC	7/88						7/88	7/98	7/88				
TA													
TB												7/88	7/95
TC												7/88	7/95
TD												7/88	7/95

(A) Applies to LEP vehicles fitted with a single foot pedal which controls both front and rear service brakes, other LEP vehicles should comply with ADR 33/..
(B) Applies to LEP & LEG vehicles fitted with seperate controls for front and rear service brakes, other LEP vehicles should comply with ADR 31/.. and other LEG vehicles with ADR 35/00.
(C) Applies to vehicles with engines originally designed for use in M and N group vehicles.
(D) See ADR for further information regarding circumstances under which this design rule is mandatory.
(E) Applies to MD6 vehicles over 2.7 tonnes to 5 tonnes GVM.
(F) Applies to MD5 vehicles up to 2.7 tonnes GVM

Application Data for Third Edition Australian Design Rules													
Vehicle Category Code	Australian Design Rule (ADR) Number												
	38/02	39/00	40/00	41/00	42/00	42/01	42/02	42/03	43/00	43/01	43/02	43/03	43/04
LA				7/88	7/88	3/91	3/93	3/98	7/88	1/89	3/92	3/94	3/98
LB				3/91	3/91	3/91	3/93	3/98	3/91	3/91	3/92	3/94	3/98
LC		7/88		7/88	7/88	3/91	3/93	3/98	7/88	1/89	3/92	3/94	3/98
LD		7/88		7/88	7/88	3/91	3/93	3/98	7/88	1/89	3/92	3/94	3/98
LEM		7/88		3/91	3/91	3/91	7/92	3/98	3/91	3/91	3/92	3/94	3/98
LEP				3/91	3/91	3/91	7/92	3/98	3/91	3/91	3/92	3/94	3/98
LEG				3/91	3/91	3/91	7/92	3/98	3/91	3/91	3/92	3/94	3/98
MA					7/88	1/92	1/93	1/98	7/88	1/89	1/92	1/94	1/98
MB1					7/88	1/92	1/93	1/98	7/88	1/89	1/92	1/94	1/98
MB2				7/88	7/88	1/92	1/93	1/98	7/88	1/89	1/92	1/94	1/98
MC1					7/88	1/92	1/93	1/98	7/88	1/89	1/92	1/94	1/98
MC2				7/88	7/88	1/92	1/93	1/98	7/88	1/89	1/92	1/94	1/98
MD1					7/88	7/92	7/92	7/98	7/88	1/89	7/91	7/94	7/98
MD2					7/88	7/92	7/92	7/98	7/88	1/89	7/91	7/94	7/98
MD3					7/88	7/92	7/92	7/98	7/88	1/89	7/91	7/94	7/98
MD4				7/88[A]	7/88	7/92	7/92	7/98	7/88	1/89	7/91	7/94	7/98
ME				7/88	7/88	7/92	7/92	7/98	7/88	1/89	7/91	7/94	7/98
NA1					7/88	7/92	7/92	7/98	7/88	1/89	7/91	7/94	7/98
NA2				7/88	7/88	7/92	7/92	7/98	7/88	1/89	7/91	7/94	7/98
NB1				7/88	7/88	7/92	7/92	7/98	7/88	1/89	7/91	7/94	7/98
NB2				7/88	7/88	7/92	7/92	7/98	7/88	1/89	7/91	7/94	7/98
NC				7/88	7/88	7/92	7/92	7/98	7/88	1/89	7/91	7/94	7/98
TA					7/88	7/92	7/92	7/98	7/88	1/89	7/91	1/94	7/98
TB	7/98				7/88	7/92	7/92	7/98	7/88	1/89	7/91	1/94	7/98
TC	7/98				7/88	7/92	7/92	7/98	7/88	1/89	7/91	1/94	7/98
TD	7/98				7/88	7/92	7/92	7/98	7/88	1/89	7/91	1/94	7/98

(A) Applies to MD6 vehicles over 2.7 tonnes GVM and up to 5 tonnes GVM.

Application Data for Third Edition Australian Design Rules													
Vehicle Category Code	Australian Design Rule (ADR) Number												
	44/00	44/01	44/02	45/00	45/01	46/00	47/00	48/00	49/00	50/00	51/00	52/00	53/00
LA	7/88	3/92	3/93				10/91			10/91[D]	10/91	10/91[C]	10/91
LB	3/91	3/92	3/93	10/91	3/92	OPT[A]	10/91			10/91[D]	10/91	10/91[C]	10/91
LC	7/88	3/92	3/93		3/92	OPT[A]	10/91			10/91[D]	10/91	10/91[C]	10/91
LD	7/88	3/92	3/93		3/92	OPT[A]	10/91			10/91[D]	10/91	10/91[C]	10/91
LEM	3/91	3/92	3/93	10/91	3/92	OPT[A]	10/91			10/91[D]	10/91	10/91[C]	10/91
LEP	3/91	3/92	3/93	10/91	3/92	7/92[B]	10/91	7/92	7/92	10/91[D]	10/91	10/91[C]	10/91
LEG	3/91	3/92	3/93	10/91	3/92	7/92[B]	10/91	7/92	7/92	10/91[D]	10/91	10/91[C]	10/91
MA	7/88	1/92	1/93	10/91	1/92	10/91	10/91	10/91	10/91	10/91[D]	10/91	10/91[C]	
MB1	7/88	1/92	1/93	10/91	1/92	10/91	10/91	10/91	10/91	10/91[D]	10/91	10/91[C]	
MB2	7/88	1/92	1/93	10/91	1/92	10/91	10/91	10/91	10/91	10/91[D]	10/91	10/91[C]	
MC1	7/88	1/92	1/93	10/91	1/92	10/91	10/91	10/91	10/91	10/91[D]	10/91	10/91[C]	
MC2	7/88	1/92	1/93	10/91	1/92	10/91	10/91	10/91	10/91	10/91[D]	10/91	10/91[C]	
MD1	7/88	7/91	7/93	10/91	7/92	10/91	10/91	10/91	10/91	10/91[D]	10/91	10/91[C]	
MD2	7/88	7/91	7/93	10/91	7/92	10/91	10/91	10/91	10/91	10/91[D]	10/91	10/91[C]	
MD3	7/88	7/91	7/93	10/91	7/92	10/91	10/91	10/91	10/91	10/91[D]	10/91	10/91[C]	
MD4	7/88	7/91	7/93	10/91	7/92	10/91	10/91	10/91	10/91	10/91[D]	10/91	10/91[C]	
ME	7/88	7/91	7/93	10/91	7/92	10/91	10/91	10/91	10/91	10/91[D]	10/91	10/91[C]	
NA1	7/88	7/91	7/93	10/91	7/92	10/91	10/91	10/91	10/91	10/91[D]	10/91	10/91[C]	
NA2	7/88	7/91	7/93	10/91	7/92	10/91	10/91	10/91	10/91	10/91[D]	10/91	10/91[C]	
NB1	7/88	7/91	7/93	10/91	7/92	10/91	10/91	10/91	10/91	10/91[D]	10/91	10/91[C]	
NB2	7/88	7/91	7/93	10/91	7/92	10/91	10/91	10/91	10/91	10/91[D]	10/91	10/91[C]	
NC	7/88	7/91	7/93	10/91	7/92	10/91	10/91	10/91	10/91	10/91[D]	10/91	10/91[C]	
TA	7/88	7/91	7/93	10/91	7/92		10/91	10/91	10/91		10/91	10/91[C]	
TB	7/88	7/91	7/93	10/91	7/92		10/91	10/91	10/91		10/91	10/91[C]	
TC	7/88	7/91	7/93	10/91	7/92		10/91	10/91	10/91		10/91	10/91[C]	
TD	7/88	7/91	7/93	10/91	7/92		10/91	10/91	10/91		10/91	10/91[C]	

(A) This ADR may be used for these vehicles as an alternative to ADR 55/..
(B) This ADR may be used as an alternative to ADR 55/.. For LEP and LEG vehicles manufactured before 7/92.
(C) Rear fog lamps must comply with this ADR if fitted to vehicles manufactured on or after 1/10.91
(D) Optional

Application Data for Third Edition Australian Design Rules													
Vehicle Category Code	Australian Design Rule (ADR) Number												
	54/00	55/00	56/00	57/00	58/00	59/00	60/00	61/00	61/01	61/02	62/00	62/01	63/00
LA	10/91		7/88	7/88				3/92	3/93	7/95	3/92	3/98	
LB	10/91		7/88					3/92	3/93	7/95	3/92	3/98	
LC		10/91		7/88				3/92	3/93	7/95	3/92	3/98	
LD		10/91		7/88				3/92	3/93	7/95	3/92	3/98	
LEM		10/91						3/92	3/93	7/95	3/92	3/98	
LEP		10/91					7/92[A]	3/92	3/93	7/95	3/92	3/98	
LEG		10/91						3/92	3/93	7/95	3/92	3/98	
MA							7/89	1/92	1/93	7/95	1/92	1/98	
MB1							7/96	1/92	1/93	7/95	1/92	1/98	
MB2							7/96	1/92	1/93	7/95	1/92	1/98	
MC1							7/96	1/92	1/93	7/95	1/92	1/98	
MC2							7/96	1/92	1/93	7/95	1/92	1/98	
MD1					7/88			7/91	7/92	7/95	7/91	7/98	
MD2					7/88	7/93[B]		7/91	7/92	7/95	7/91	7/98	
MD3					7/88	7/93[B]		7/91	7/92	7/95	7/91	7/98	
MD4					7/88	7/93[B]		7/91	7/92	7/95	7/91	7/98	
ME					7/88	7/92[C]		7/91	7/92	7/95	7/91	7/98	
NA1								7/91	7/92	7/95	7/91	7/98	
NA2								7/91	7/92	7/95	7/91	7/98	
NB1								7/91	7/92	7/95	7/91	7/98	
NB2								7/91	7/92	7/95	7/91	7/98	
NC								7/91	7/92	7/95	7/91	7/98	
TA								7/91	7/92	7/95	7/91	1/98	
TB								7/91	7/92	7/95	7/91	1/98	
TC								7/91	7/92	7/95	7/91	7/98	7/91
TD								7/91	7/92	7/95	7/91	7/98	7/91

(A) The manufacturing date of 3/91 applies to enclosed LEP vehicles only, 7/92 applies to all LEP vehicles.
(B) See ADR for more information on application requirements.
(C) Route Service Buses built before 7/93 need not comply with this rule.

Application Data for Third Edition Australian Design Rules												
Vehicle Category Code	Australian Design Rule (ADR) Number											
	64/00	65/00	66/00	67/00	68/00	69/00	70/00	71/00	72/00	73/00	74/00	75/00
LA											*F	*F
LB				7/92							*F	*F
LC											*F	*F
LD											*F	*F
LEM				7/92							*F	*F
LEP				7/92			1/95[D]				*F	*F
LEG				7/92			7/95[D]				*F	*F
MA						7/95[A]	1/95[D]	7/97	1/99[D]	1/00[E]	*F	*F
MB1						1/98[A]	1/95[D]	7/97	1/00[D]		*F	*F
MB2						1/98[A]	1/95[D]	7/97	1/00[D]		*F	*F
MC1						1/98[A]	1/95[D]	7/97	1/00[D]		*F	*F
MC2						1/98[A]	1/95[D]	7/97	1/00[D]		*F	*F
MD1							7/95[D]				*F	*F
MD2							7/95[D]				*F	*F
MD3			1/93[C]		7/95[C]		7/95[D]				*F	*F
MD4			1/93[C]		7/95[C]		7/95[D]				*F	*F
ME		7/91[B]	7/92[C]		7/94[C]		7/95[D]				*F	*F
NA1						7/98[A]	7/95[D]				*F	*F
NA2							7/95[D]				*F	*F
NB1							7/95[D]				*F	*F
NB2							7/95[D]				*F	*F
NC	7/91	7/91[B]					7/95[D]				*F	*F
TA											*F	*F
TB											*F	*F
TC											*F	*F
TD											*F	*F

(A) See ADR for more detail on application dates.
(B) 1/91 applies for Heavy Buses over 14.5 tonnes GVM and Heavy Goods Vehicles over 300 HP.
(C) This ADR does not apply to Route Service Buses or buses with less than 17 seats or buses in which all passenger seats have a Reference Height of less than 1 metre. Vehicles complying with ADR 68/.. need not comply with ADR 66/..
(D) Dates apply for New Model vehicles. See ADR for more detail.
(E) 1/00 Applies to new models, 1/04 applies to existing models.
(F) Details for whether side marker lamps are compulsory, optional or prohibited are set out in ADRs 13/…, 19/… or 67/…

[Continued overleaf]

Application Data for Third Edition Australian Design Rules

Vehicle Category Code	Australian Design Rule (ADR) Number											
	76/00	77/00	78/00	79/00	79/01	80/00	80/01	81/00	81/01	82/00	83/00	
LA	*	*	*								1/05[C]	
LB	*	*	*								1/05[C]	
LC	*	*	*								1/05[C]	
LD	*	*	*								1/05[C]	
LEM	*	*	*								1/05[C]	
LEP	*	*	*								1/05[C]	
LEG	*	*	*								1/05[C]	
MA	*	*	*	1/02[G]	1/06[H]	1/03[E]	1/06[F]	1/01[A]	7/03[D]	7/01	1/05[B]	
MB1	*	*	*	1/02[G]	1/06[H]			1/01[A]	7/03[D]	7/01	1/05[B]	
MB2	*	*	*	1/02[G]	1/06[H]	1/03[E]	1/06[F]		7/03[D]	7/01	1/05[B]	
MC1	*	*	*	1/02[G]	1/06[H]			1/01[A]	7/03[D]	7/01	1/05[B]	
MC2	*	*	*	1/02[G]	1/06[H]	1/03[E]	1/06[F]		7/03[D]	7/01	1/05[B]	
MD1	*	*	*	1/02[G]	1/06[H]				7/03[D]		1/05[B]	
MD2	*	*	*	1/02[G]	1/06[H]				7/03[D]		1/05[B]	
MD3	*	*	*			1/03[E]	1/06[F]				1/05[B]	
MD4	*	*	*			1/03[E]	1/06[F]				1/05[B]	
MD5	*	*	*	1/02[G]	1/06[H]			1/01[A]	7/03[D]		1/05[B]	
MD6	*	*	*	1/02[G]	1/06[H]	1/03[E]	1/06[F]		7/03[D]		1/05[B]	
ME	*	*	*			1/03[E]	1/06[F]				1/05[B]	
NA1	*	*	*	1/02[G]	1/06[H]			1/01[A]	7/03[D]		1/05[B]	
NA2	*	*	*	1/02[G]	1/06[H]	1/03[E]	1/06[F]		7/03[D]		1/05[B]	
NB1	*	*	*			1/03[E]	1/06[F]				1/05[B]	
NB2	*	*	*			1/03[E]	1/06[F]				1/05[B]	
NC	*	*	*			1/03[E]	1/06[F]				1/05[B]	
TA	*	*	*									
TB	*	*	*									
TC	*	*	*									
TD	*	*	*									

* The circumstances under which this ADR is mandatory, optional, or prohibited are set out in either ADRs 13/…, 19/…, or 67/…

(A) Applies only to petrol fuelled vehicles

(B) 1/05 applies to new model petrol vehicles, and new model LPG, Diesel and natural gas powered vehicles with a GVM of less than or equal to 3.5 tonnes. 1/06 applies to new model diesel vehicles, and new model LPG or natural gas vehicles greater than 3.5 tonnes GVM. 1/07 applies to existing models. Refer to ADR for further explanation.

(C) 1/05 Applies to new models. 1/06 applies to existing models. Refer to ADR for further explanation.

(D) Applies to vehicles with a GVM not exceeding 3.5 tonnes. 7/03 Applies to new models. 1/04 applies to existing models.

(E) Applies to vehicles with a GVM over 3.5 tonnes. 1/03 Applies to new model petrol vehicles. 1/04 applies to all petrol models. 1/02 applies to new model diesel, LPG and natural gas powered vehicles. 1/03 applies to all other diesel, LPG and natural gas powered vehicles. Refer to ADR for further explanation, and applicability to special omnibuses produced after 7/03

1 1/06 applies to new vehicles operating on diesel, LP Gas or natural gas. 1/07 to existing vehicles operating on diesel, LP Gas or natural gas.1/05 applies to new petrol vehicles. 1/06 applies to existing petrol vehicles.

2 For vehicles up to 3.5 tonnes GVM. 1/02 applies to new diesel powered vehicles. 1/03 for existing diesel vehicles, and new petrol, LP Gas and Natural gas powered vehicles. 1/04 applies to existing petrol, LP Gas and Natural gas powered vehicles. Refer to ADR for further explanation.

3 For vehicles up to 3.5 tonnes GVM. 1/06 applies to new diesel powered vehicles. 1/07 for existing diesel vehicles. 1/05 applies to new petrol, LP Gas and Natural gas powered vehicles. 1/06 applies to existing petrol, LP Gas and Natural gas powered vehicles. Refer to ADR for further explanation.

APPENDIX LO8

THIRD EDITION ADRS - REASONS FOR REJECTION

When vehicles are examined for registration purposes, they may be rejected for any one of the *reasons for rejections* specified in each of the following ADRs. Builders and modifiers may use this information as a supplementary checklist following completion of their work to ensure all requirements have been met.

It is important to note that the *reasons for rejection* identified below are not exhaustive and the information is provided as a guide only.

TYPICAL REASONS FOR REJECTION

ADR 1/... REVERSING LAMPS

In the Third Edition ADRs, reversing lamps are required under ADR 13/00. Checks for non-compliance with the relevant section of that ADR are included below. Values of light intensity and angles of visibility are specified in the ADRs but are not included in the following checks.

- There is not at least one reversing lamp clearly visible from an observation point at the rear of the vehicle. A maximum number of two lamps may be used;
- The reversing lamp(s) are not continuously lit when the gear selector is in the *reverse* position and the ignition is *on*;
- The lamps are alight in any situation other than above;
- The lamp colour is not white; and
- Any illuminated part of the lens of a compulsory reversing lamp is more than 1.2m or less than 250mm from the ground.

ADR 2/... SIDE DOOR LATCHES AND HINGES

This ADR only applies if the vehicle is fitted with side doors. Side doors primarily intended for loading goods are not subject to the following first, third, fourth and fifth causes for rejection. Sliding doors are not subject to any of these checks;

- The side door latches do not have both primary and secondary latch positions;
- The side door latches do not provide both longitudinal and transverse restraint in both primary and secondary latch positions;
- Any side door does not have a locking mechanism with a means of operation from the interior of the vehicle;
- With its locking mechanism engaged, any front door can be opened from outside the vehicle (ie without the use of a key or security device); and

- With its locking mechanism and child safety lock engaged, any rear side door of a passenger car (MA) can be opened from inside or outside the vehicle.

ADR 3/… SEATS AND SEAT ANCHORAGES

- Any passenger seat can be removed from its anchorages or guide without either disassembly or operation of an adjuster mechanism;
- Hinged or folding seats or seat backs are not equipped with a self-locking restraining device and a control for releasing that device (continuously adjustable controls are acceptable provided that the seat or seat back is restrained in all positions); and
- Where a seat must fold or hinge to permit access to another seat, a release device is not readily accessible to both the occupant of the seat and a person to the rear (more than one release device may be used).

ADR 4/… SEATBELTS

This sub-section includes checks for ADR 5/….

- Unless exempted, any seating position does not have a seatbelt (ADRs 5/00, 5/01, 5/02), (ADRs 4/00, 4/01) Exemptions may include:
    - Any passenger seat on a route service bus;
    - *Protected* passenger seats on buses with more than 12 seats (a protected seat has a seat or similar energy absorbing structure directly ahead);
    - Any centre seat on a bus with more than 12 seats manufactured prior to 1 July 1992;
    - Seats in rows rearward of the driver on a bus with more than 12 seats manufactured prior to 1 July 1992;
    - Any bus with a GVM in excess of 3.5t manufactured prior to 1 July 1987;
- Unless exempted, a lap-sash seatbelt is not provided for any outboard seating position (5/00, 5/01, 5/02), (4/00, 4/01). Exemptions may include:
    - As for any of the five exemptions above plus;
        - Where there is no permanent structure above the height of the seat cushion;
        - Any bus with a GVM in excess of 5t;
        - Any side facing seat;
        - Any seat that is adjustable for conversion to goods space and is behind the second row of seats;
        - A harness type seatbelt is fitted (this should be avoided where possible);

- Unless exempted, the seatbelt for any outboard seating position does not have an emergency locking retractor (ELR) (or automatic length adjusting and locking retractor (ALALR)). Exemptions may include:
    - Seats in rows rearward of the driver on MC vehicles, N-group vehicles (trucks) and buses with more than 12 seats (light buses);
- Any seatbelt or retractor is not marked in accordance with the requirements of Australian Standard E35 or Australian Standard 2596 or with any of the following standards (4/00, 4/01):
    - New Zealand NZS 1662;
    - British BS 3254, BS AU.160, BS AU.160A;
    - Swedish SIS.88.28.51B, SIS.88.28.53B;
    - European ECE R15;

    Note:

    Seatbelts or retractors that bear any mark other than the above may be accepted only if evidence is available to show that they are from a vehicle that is known to comply with the relevant ADR.
- In the case of a bucket seat, the seatbelt buckle is not mounted on a stalk or similar device to prevent it falling to the floor;
- Any manually adjusted seatbelt (ie no retractor) requires more than a single action for proper adjustment or the adjustment device is not readily accessible; and
- In the case of ADR 4/…, an upper anchorage for use with a child restraint system is not provided for each rear seating position equipped with an adult seatbelt. (5/00, 5/01, 5/02).

    Note:
    - ADR 34 originally applied to pre-1988 vehicles;
    - For MB, MC and MD1 vehicles at least 3 child restraint anchorages are required if there are 3 or more rear seating positions;
    - A child restraint anchorage point is not required on the centre seat of a split folding rear seat;
    - Each anchorage point must have a fitting to take a 5/16” 18 UNC bolt;
    - See ADR 4/… for other special provisions.

ADR 5/… ANCHORAGES FOR SEATBELTS

See checks for ADR 4.

ADR 6/… DIRECTION INDICATORS (OTHER THAN L-GROUP)

Direction indicator lamps are compulsory lamps at the front and rear of the vehicle that flash to indicate to other motorists the driver's intention to turn or change lanes.

- Any direction turn indicator lamp is not amber in colour (ADR 13/00);
- The lamps do not flash simultaneously on one side of the vehicle when the switch is moved to indicate a turn in that direction (ADR 13/00);
- The front or rear signal lens cannot be sighted by an observer standing within the areas shown in the relevant ADR diagram (ADR 13/00);
- A vehicle over 7.5m in length or a prime mover does not have signal lamps that:
    - Are located forward of the centre of the vehicle; and
    - Are visible to an observer located anywhere on the observation lines as shown in the relevant ADR diagram. (ADR 13/00);

Note:

This ADR also specifies upper and lower limits on angles of visibility but it is not practical to include such checks here. The angles shown in the relevant ADR diagram should be checked with the observer's eyes at the same height as the lamps.

- Any illuminated part of the lens of a compulsory direction indicator lamp is less than 350mm or more than 1.5m from the ground. (ADR 13/00);
- No illuminated part of the lens of a compulsory direction indicator lamp is within 400mm of the extreme width of the vehicle. (ADR 13/00);
- Any illuminated part of a compulsory direction indicator lamp is closer than 600mm to the corresponding lamp on the other side of the vehicle. (ADR 13/00); and
- The flashing rate is less than 60 or more than 120 times per minute (ADR 13/00).

ADR 13/00 requires the direction indicator lamp system to have a tell-tale visual and/or optical indicator to warn the driver of a failure in the system.

ADR 7/… HYDRAULIC BRAKE HOSES

- Any brake hose end connections are corroded; and
- Any hose assembly is not marked with the name or trademark of its manufacturer or the manufactured standard.

ADR 8/… SAFETY GLAZING MATERIAL

- Any window glass fitted does not bear a permanent mark indicating that it is of a safety type, for example:
    - AS 2080;
    - ECE R43;
    - BS AU178;
    - JIS R3211;
    - ANSI Z26.1; or
    - NZ 5443.

ADR 10/… STEERING COLUMNS

- The steering column shaft has no collapsible joints or sections between the steering wheel and the steering box/rack; and
- The centre boss or spokes of the steering wheel have sharp edges or hazardous projections.

ADR 11/… INTERNAL SUN VISORS

- The sun visors are not padded.

ADR 12/… GLARE REDUCTION IN FIELD OF VIEW

- Windscreen wiper arms have a gloss finish such as chrome plating.

ADR 13/… INSTALLATION OF LIGHTING AND LIGHT SIGNALLING DEVICES ON OTHER THAN L-GROUP VEHICLES

Lamp colour and intensity requirements are contained in ADRs 45/…, 49/…, 50/… and 52/…. The requirements of those ADRs are included below, where appropriate. Measurement of intensity is not practical.

COMPULSORY LAMPS

- Reversing lamps – See checks for ADR 1/….
- Direction turn indicator lamps – See checks for ADR 6/….
- Headlamps -
    - There is not at least one pair of high-beam headlamps;

- There is not at least one pair of dipped-beam headlamps (these may be combined with the high-beam headlamps);
- The colour of the light emitted by the headlamps is other than white;
- No illuminated part of a dipped-beam lens is within 400mm of the extreme outer edge of the vehicle;
- The inner illuminated edge of a dipped-beam lens is closer than 600mm to the opposite corresponding headlamp;
- Any illuminated part of a dipped-beam lens is less than 500mm or more than 1.2m above the ground;
- Any illuminated part of the high-beam lens is closer to the extreme width of the vehicle than the outer point of a dipped-beam headlamp;
- The high-beam switch is not within reach of the driver (it may be a hand or foot switch);
- Any high-beam headlamp (or component of a dual headlamp) remains illuminated when the driver switches to dipped beam;
- A blue tell-tale lamp is not visible to the driver when high-beam is on;
- Any dipped-beam headlamp swivels with the steering system; and
- Where a pair of high-beam headlamps swivels with the steering system there is not at least one other pair of high-beam headlamps that remain in the straight-ahead position;

- Stop lamps – are compulsory lamps at the rear of the vehicle that illuminate when the service brakes are applied.
  - Less than two stop lamps are fitted at the rear;
  - Any stop lamp is not red;
  - Any illuminated part of the lens of a compulsory stop lamp is less than 350mm or more than 1.5m from the ground. (Note: 2.1m is acceptable if lower dimension is not practical);
  - In the case of a vehicle more than 1.3m in width, any illuminated part of the lens of a compulsory stop lamp is closer than 600mm to the corresponding lamp on the other side of the vehicle;
  - The stop lamps do not illuminate when the ignition is *on* and the service brake pedal is applied; and
  - The stops lamps are not noticeably brighter than the rear position lamps. (ADR 49/00);

- Rear registration plate lamp
    - No lamp is provided to illuminate the rear registration plate; and
    - Any registration plate lamp is not white;
- Front position (side) lamps – are compulsory lamps to mark the front corners of the vehicle.
    - Lamps are not provided on each side at the front of the vehicle. (Note: they are optional on trailers not more than 1.6m in overall width);
    - The lamps are not white;
    - No part of the illuminated lens of a compulsory front position lamp is within 400mm of the extreme outer edge of the vehicle (180mm in the case of trailers);
    - Any part of the illuminated lens of a compulsory front position lamp is less than 350mm or more than 1.5m from the ground (Note: 2.1m is acceptable if dimension is not practical); and
    - Any compulsory front position lamp is not visible within the corresponding shaded area shown in the relevant ADR diagram;
- Rear position (side) lamps – are compulsory lamps to mark the rear corners of the vehicle.
    - Lamps are not provided on each side at the rear of the vehicle;
    - The lamps are not red;
    - No part of the illuminated lens of a compulsory rear position lamp is within 400mm of the extreme outer edge of the vehicle;
    - Any part of the illuminated lens of a compulsory rear position lamp is less than 350mm or more than 1.5m from the ground. (Note: 2.1m is acceptable if lower dimension is not practical); and
    - Any compulsory rear position lamp is not visible within the corresponding shaded area shown in the relevant ADR diagram;
- Reflectors – Devices that reflect incident light in order to make the vehicle conspicuous when its lights are not illuminated. Reflectors may be incorporated in lamp lenses.
    - Any vehicle does not have at least two red reflectors at the rear; and
    - Any vehicle (other than MA, MB or MC) with an overall length more than 6m or any trailer that does not have at least one amber reflector on each side. (Note: the ADR requires several reflectors on long vehicles but this is not a reason for rejection); and
- Any compulsory reflector is less than 350mm or more than 900mm above the ground;

Note:

Compulsory front and side reflectors may be up to 1.5m from the ground if made necessary by the construction of the vehicle.

- No part of a compulsory rear reflector lens is within 400mm of the extreme outer edge of the vehicle;
- No part of a compulsory front reflector lens is within 400mm of the extreme width of the vehicle (150mm in the case of trailers); and
- Any reflectors show other than white light to the front, red light to the rear or amber light to the side. (Note: emergency vehicles are exempt for this requirement).

ADDITIONAL COMPULSORY LAMPS ON COMMERCIAL VEHICLES

- Side marker lamps – On wide or long vehicles, compulsory lamps to mark the sides of the vehicle. Optional extra lamps may be fitted.
  - Any side marker lamp does not show amber to the front and red to the rear;
  - Any truck or bus with an overall length over 7.5m does not have at least one side marker lamp on each side at rear;
  - Any part of the illuminated lens of any compulsory side marker lamp is less than 600mm or higher than 1.5m from the ground (2.1m is acceptable if lower dimension is not practical);
  - No part of the illuminated lens of any compulsory side marker lamp is within 150mm of the extreme outer edge of the vehicle;
  - Any compulsory side marker lamp at the rear is more than 300mm forward of the rear of the vehicle, at that side; and
  - Any compulsory side marker lamp at the front of a trailer is more than 300mm rearward of the bodywork of the trailer at that side;
- End-outline marker lamps – are compulsory high-mounted lamps at the front and rear of commercial vehicles.
  - Any truck, bus or trailer exceeding 2.1m in overall width is not fitted with two end-outline marker lamps that are visible on each side at the front and on each side at the rear (lamps visible from the rear are not compulsory on cab-chassis vehicles);
  - Any end-outline marker lamp visible from the front is not white;
  - Any end-outline marker lamp visible from the rear is not red;
  - Any illuminated part of the lens of a compulsory end-outline marker lamp visible at the front is lower than the top of the windscreen, unless it is mounted on an external mirror; and

- Any illuminated part of an end-outline marker lamp that is mounted on an external mirror is visible to the driver.

Note:

The end-outline marker lamp visible at the rear of the vehicle should be mounted as high as is practicable for the construction and use of the vehicle. This is not a reason for rejection.

The front and rear end-outline marker lamps may be combined in one device, provided that the visibility requirements are met. This is usually only practical in the case of trailers.

OPTIONAL LAMPS

- Search lamp -. Optional, for the temporary purpose of reading signs, making repairs or checking loads.
  - Any search lamp has other than white light;
- Passenger car side marker lamps. – Optional, on each side of a passenger car, to improve conspicuity from the side. These lamps are additional to the front (side) position marker lamps and rear (side) position marker lamps.
  - Any passenger side marker lamp at the front is other than amber;
  - Any passenger side marker lamp at the rear is other than red; and
  - Any illuminated part of the lens of a passenger car side marker lamp is lower than 350mm from the ground or higher than 1.5m from the ground;
- Daytime running lamps – are relatively bright lamps at the front of the vehicle that are alight whenever the ignition is on and the headlamps or parking lamps are off. They are optional.
  - Any daytime running lamp is not white;
  - Any daytime running lamp fails to extinguish when the headlamps or parking lamps are switched on;
  - Any part of the illuminated lens of a daytime running lamp is less than 500mm or more than 1.5m from the ground;
  - No part of the illuminated lens of a daytime running lamp is within 400mm inboard from the extreme outer edge of the vehicle); and
  - Only one of a pair of daytime running lamps is operative (vehicles should not be rejected if both optional lamps are in-operative);
- Cornering lamps – are lamps that illuminate to the side when the headlamps AND direction indicators are on. They are optional.
  - Any cornering lamp is other than white or amber;

- Any cornering lamp is alight when either the headlamps are off or the direction turn indicators on that side are off; and
- Any cornering lamp is higher than the dipped-beam headlamp;

- External cabin lamps – are optional lamps fitted across the top of a truck cabin to show amber light to the front.
  - Any vehicle less than 2.1m overall width is fitted with external cabin lamps;
  - Any external cabin lamps are other amber;
  - More than five external cabin lamps are fitted; and
  - The centres of any two external cabin lamps are closer than 120mm apart;
- Front fog lamps – Front fog lamps are optional pairs of lamps at the front of the vehicle with a fan shaped beam to assist visibility in fog.
  - Any front fog lamp is other than white or yellow;
  - No part of the illuminated lens of a front fog lamp is within 400mm of the extreme side edge of the vehicle;
  - Any part of the illuminated lens of a front fog lamp is higher than the top of the highest dipped-beam headlamp or it is less than 250mm from ground; and
  - Any front fog lamp cannot be switched off separately from the headlamps;
- Rear fog lamps – Optional, (one or two) at the rear of the vehicle to improve rearward conspicuity in fog.
  - Any rear fog lamp is other than red (ADR 52/00)
  - Any part of the illuminated lens of a rear fog lamp is higher than 1.0m or less than 250mm from the ground; and
  - Any rear fog lamp cannot be switched off separately from the headlamps;
- Parking lamps – optional, at front and rear to provide conspicuity when the vehicle is parked on the street. They may be used in place of front and rear position marker lamps when the vehicle is stationary (parking lamps must not be fitted to vehicles exceeding 6m in overall length or 2m in overall width);
  - Any parking lamp shows other than white light to front or red light to the rear, unless it is part of an amber direction indicator lamp.

ADR 14/… REAR VISION MIRRORS

Some jurisdictions have additional requirements for two external mirrors on all vans and utilities and on vehicles seating more than eight persons.

- An external mirror is not fitted on the driver's side of the vehicle;
- The external mirror, on the driver's side of the vehicle is not adjustable from the driver's seating position;
- Where there is no internal rear vision mirror or the construction of the vehicle is such that it prevents its use, an externally mounted mirror is not fitted on the left side of the vehicle; and
- The reflecting surface on the driver's side mirror is not flat (Note that vehicles may have external passenger side mirror that are slightly convex in accordance with ADR 14/01).

ADR 15/… DEMISTING OF WINDSCREENS

- No provision exists for demisting the windscreen.

ADR 16/… WINDSCREEN WIPERS AND WASHERS

- Power-operated windscreen wipers are not fitted;
- Single speed only wipers are fitted;
- Wiper speeds are not independent of engine speed and load; and
- A windscreen washer system is not fitted.

ADR 18/… INSTRUMENTATION

- Provision is not made for instruments to be illuminated (Note: ADR 18 requires the instrument light intensity to be adjustable but that lack of a dimmer is not a reason for rejection under these checks);
- Any instrument that informs the driver of the state of the vehicle (speedometer, fuel gauge, etc) is on the passenger's side of the vehicle; and
- A speedometer calibrated in km is not fitted.

ADR 19/… INSTALLATION OF LIGHTING AND LIGHT-SIGNALLING DEVICES ON L-GROUP VEHICLES

REVERSING LAMP

Any LB, LC or LD vehicle that has a reverse gear is not fitted with one or two white reversing lamps.

CONSPICUITY LAMPS

No longer mandatory. If fitted do not reject.

DRIVING LAMPS, PASSING LAMPS AND HEADLAMPS

- In the case of LC, LD and LE vehicles, at least one high-beam headlamp is not provided (Note: Tricycle configuration vehicles with two wheels at the front are required to have two headlamps);
- At least one dipped-beam headlamp is not provided;
- Any headlamp is other than white; and
- No single control is provided to switch from high-beam to dipped-beam, where both types of lamp are fitted.

DIRECTION INDICATOR LAMPS

Flashing amber lamps to indicate the intention to turn or change lanes.

- Less than four direction indicator lamps (two at the front and two at the rear) are provided;
- The direction indicator lamps are not amber;
- Any part of the illuminated lens of a front direction indicator lamp is within 300mm of the other front lamp;
- Any part of the illuminated lens of a rear direction indicator lamp is within 240mm of the other rear lamp;
- Any part of the illuminated lens of a compulsory direction indicator lamp (front or rear) is less than 350mm or more than 1.2m from the ground;
- Any rear direction indicator lamp is more than 300mm forward of the extreme rear of the vehicle;
- The lamps on one side are not operated by use of a single control; and
- In the case of systems powered by a DC electrical supply, the flashing rate is not in the range 60 to 120 times per minute.

STOP LAMP

A red rearward-facing lamp to indicate when the service brakes have been applied.

- No stop lamp is provided (Note: tricycle configurations with two wheels at the rear require two stop lamps);
- Any stop lamp is not red;
- Any illuminated part of the lens of a compulsory stop lamp is less than 350mm or more than 1.2m from the ground; and
- The stop lamp(s) fails to illuminate when the service brake is applied and the engine is running.

REAR REGISTRATION PLATE LAMP

A white lamp to illuminate the rear registration plate is not provided.

FRONT POSITION LAMP

A white lamp that marks the front of the vehicle. It may be incorporated in headlamps. A moped or a vehicle fitted with conspicuity lamps does not require a front position lamp.

- Except for mopeds and vehicles fitted with conspicuity lamps, at least one front position lamp is not provided (tricycle configuration vehicles with two wheels at the front and motor cycles with sidecars require two front position lamps);
- Any front position lamp is not white;
- Any illuminated part of the lens of a compulsory front position lamp is less than 350mm or more than 1.2m from the ground; and
- A green non-flashing tell-tale lamp, to indicate to the rider that the lamp is alight, is not provided.

REAR POSITION LAMP

A red lamp that marks the rear of the vehicle.

- At least one rear position lamp is not provided (tricycle configuration vehicles with two wheels at the rear and motor cycles with sidecars require two rear position lamps);
- Any rear position lamp is not red; and
- Any illuminated part of the lens of a compulsory rear position lamp is less than 350mm or more than 1.2m from the ground.

REFLECTORS

- At least one rear-facing reflector is not provided on the vehicle;
- Any rearward facing reflector is not red;
- Any compulsory rearward facing reflector is less than 350mm or higher than 900mm from the ground;
- Any (optional) side facing reflector is not amber; and
- Any (optional) forward facing reflector is not white or silver.

FOG LAMPS – OPTIONAL

- Any front fog lamp is not white or yellow;
- Any rear fog lamps are not red;
- Any illuminated part of the lens of a front fog lamp is less than 250mm from the ground or is more than the highest dipped-beam headlamp;
- Any illuminated part of the lens of a rear fog lamp is less than 350mm or higher than 900mm from the ground;
- Any rear fog lamp is closer than 100mm to the stop lamp; and

- Any rear fog lamp remains alight when all other lamps are switched *off*.

ADR 21/… INSTRUMENT PANELS

- The instrument panel to the left of the steering wheel is not firmly padded.

ADR 22/… HEAD RESTRAINTS

- Head restraints are not provided for each outboard front seating position.
- Any head restraint is of the clip-on type (these are likely to be dislodged in a crash);
- Any head restraint is less than 170mm in width for individual seats or 250mm for bench seats;
- The top of any head restraint is less than 750mm in height from the junction of the seat backrest and seating cushion, for any position of adjustment (refer to ADR for more exact measurements where dimensions are borderline or contested); and
- Any head restraint is less than 115mm in depth.

ADR 23/… PASSENGER CAR TYRES

- Tread-wear indicators are not incorporated in the tread pattern of every tyre (a minimum of 4 raised blocks in the centre groove); and
- Any tyre is not labelled with a tyre size, speed, and load designation and the manufacturer's identification.

ADR 24/… TYRE AND RIM SELECTION

- A tyre and rim selection placard is not affixed in an accessible location.

ADR 25/… ANTI-THEFT LOCK

- The vehicle is not fitted with an ignition lock that incorporates an anti-theft setting;
- When engaged, the anti-theft lock does not prevent at least one of the following actions:
    - Steering the vehicle; or
    - Engaging the forward drive gears; or
    - Releasing of brakes;
- The key can be removed with the lock in any position other than the anti-theft position (imported vehicles and Engineering/Market evaluation vehicles are exempted); and
- Movement of the locking control from the engine on position to the anti-theft position is possible by a single motion of the key.

ADR 28/… EXTERNAL NOISE OF MOTOR VEHICLES

- The exhaust system is not of the same specifications as an exhaust system from a vehicle that is known to comply with ADR 28 or a more stringent standard. Catalytic convertors may be incorporated in the exhaust systems of ADR 37 vehicles and must be retained.

Note: The fitting of exhaust extractors is not a reason for rejection.

ADR 29/… SIDE DOOR STRENGTH

Note: No absolute checks are practical for this ADR. Manufacturers must fit structural members to each door to achieve compliance with this ADR – in some cases this is achieved in the design of the door and in these cases there is no need for an intrusion bar. Therefore, in the absence of any visible intrusion bar, a vehicle may be rejected subject to the provision of a report from a signatory that confirms the door design is satisfactory.

ADR 30/… SMOKE EMISSION CONTROL FOR DIESEL VEHICLES

- Any diesel engine does not bear a durable label that indicates that the engine was manufactured to comply with ADR 30 and shows the month and year of its manufacture or any one of the following standards:
    - USA, Environmental Protection Agency;
    - Federal Regulations, Part 8, Sub part I;
    - British Standard AU 141 a:1971; or
    - ECE Regulation 24.

ADR 31/… BRAKE SYSTEMS FOR PASSENGER CARS

- No service brake failure indicator lamp is provided;
- The service brake failure indicator lamp fails to operate when:
    - The ignition or electrical control switch is turned from the *engine off* position to the *engine on* position, and the engine is not operating and it does not deactivate when the engine is running; or
    - The ignition or electrical control switch is in the engine start position, and it does not deactivate after the return of the ignition or electrical control switch to the engine on position; or
    - The ignition or electrical control switch is in a position between the engine on position and the engine start position, that is designated by the manufacturer as a check position, and it does not deactivate after the return of the ignition or electrical control switch to the *engine on* position;

Note: For the purpose of this check, on vehicles equipped with an automatic transmission, the transmission control lever should be set to the neutral or park position.

If the indicator fails to deactivate it means that either a brake failure exists or the indicator system is defective. In either case the vehicle should be rejected.

- No parking brake indicator lamp is provided (this may be common with the service brake failure indicator lamp);
- The parking brake lamp does not activate when the ignition is on and the parking brake is engaged; and
- The design of the service brake system is such that it will become inoperative or ineffective in the event of a single failure of any non-mechanical component in the system.

ADR 33/… BRAKE SYSTEMS FOR MOTOR CYCLES AND MOPEDS

- The service brake system consists only of a single circuit that operates both front and rear wheels (dual circuit systems are acceptable); and
- The brake pads or linings cannot be visually inspected without removal of the brake calliper or drum.

ADR 35/… COMMERCIAL VEHICLE BRAKE SYSTEMS

The service brake system does not operate on all road wheels;

- The service brake system is not actuated by a single pedal;
- In the case of air operated service brake systems, there is no air pressure gauge for each separate supply system;

- No parking brake system is provided;
- No parking brake indicator lamp is provide (not applicable to spring brake systems);
- The parking brake uses non-mechanical ie pneumatic, electric or hydraulic devices to hold the brakes on;
- No device is incorporated in the service brake system as a visible indicator of brake failure;
- The service brake failure indicator device fails to operate when in the case of air brake systems, the ignition switch is on and pressure in any one brake power unit drops below 65% of the average operating pressure;
- The service brake failure visible indicator fails to operate when:
    - The ignition or electrical control switch is turned from the *engine off* position to the *engine on*, position, and the engine is not operating, and the device does not deactivate when the engine is running; or
    - The ignition or electrical control switch is in the *engine start* position, and the device does not deactivate after the return of the ignition or electrical control switch to the *engine on* position; or
    - The ignition or electrical control switch is in a position between the *engine on* position and the *engine start* position, that is designated by the manufacturer as a check position, and the device does not deactivate after the return of the ignition or electrical control switch to the *engine on* position; or
    - The engine start circuit is energised and the device does not deactivate when the engine start circuit is not energised; and

      Note:

      For the purpose of this check, on vehicles equipped with an automatic transmission, the transmission control lever should be set to the *neutral* or *park* position.

      If the indicator fails to deactivate, it means that either a brake failure exists or the indicator system is defective. In either case the vehicle should be rejected. Note that some systems may take up to ten seconds to deactivate.
- No secondary brake system is provided;

  Note:

  A secondary brake system provides emergency braking in the event of a single fluid failure in the service brake system. It may be:
    - Independent of service and parking brake systems (that is, a third system) or
    - Part of a split service brake system, or
    - Part of a parking brake system;

- The secondary brake system becomes inoperative in the event of a pressure failure in the service brake system (in the case of split service brake systems the secondary brake system must remain operative when one half of the service brake system fails; and
- In the case of spring brakes, there is no air reservoir for release of the spring brakes in the event of a failure of the air supply.

  Note:

  - The air reservoir should provide for at least two releases of the spring brakes;
  - A separate reservoir, for release of the spring brakes, is not required in the case of vehicles with dual circuit service brake systems (this assumes that either circuit can release the spring brakes); and
  - Any control for operation of the service brakes, secondary brakes or the parking brakes is out of reach of the driver.

ADR 36/… EXHAUST EMISSION CONTROL HEAVY DUTY VEHICLES

- The engine does not bear a durable label that identifies the engine, gives tune-up specifications and indicates that the engine was built to comply with ADR 36/… or the USA Environmental Protection Agency's Emission Regulation 85 or 86.9;
- Vehicle is not designed for operation on unleaded petrol;
- A label with the words *UNLEADED PETROL ONLY*, is not affixed adjacent to the fuel filler inlet;
- The fuel filler inlet allows the insertion of a nozzle having a diameter of 23.6mm or greater.

ADR 37/… EMISSION CONTROL FOR LIGHT VEHICLES

- The fuel tank is fitted with a vented cap (Note, the tank cap may incorporate a pressure relief valve);
- The fuel tank is vented directly to atmosphere;
- The engine is not of the same specification as an engine from a vehicle that is known to comply with this ADR or a more stringent standard;
- The vehicle is not designed to operate on unleaded petrol;
- A label with the words *UNLEADED PETROL ONLY* is not affixed adjacent to the fuel filler inlet (now only a recommendation); and
- The fuel filler inlet allows the insertion of a nozzle having a diameter of 23.6 or greater (now only a recommendation).

ADR 39/… EXTERNAL NOISE OF MOTOR CYCLES

- The engine and exhaust system are not of the same specifications as those of a vehicle that is known to comply with ADR 39/00;
- The silencing system components are not marked with manufacturers name or trademark; and
- A stationary noise test label is not fitted to the cycle.

ADR 41/… MANDATORY OPERATION ON UNLEADED PETROL

- Vehicle is not designed for operation on unleaded petrol;
- A label with the words *UNLEADED PETROL ONLY* (or equivalent) is not affixed adjacent to the fuel filler inlet (now only a recommendation); and
- The fuel filler inlet allows the insertion of a nozzle having a diameter of 23.6mm or greater (now only a recommendation).

ADR 42/… GENERAL SAFETY REQUIREMENTS

Applicable ADR categories:

- A forward opening bonnet is not fitted with two latch positions/systems;
- For diesel-engined vehicles, there is no engine start switch;
- The steering wheel is located on the left-hand side of the vehicle;
- The steering system is of a construction that would become inoperative in the event of a failure of a non-mechanical component (note that power assisted steering is acceptable provided it is fail-safe);
- Electrical wiring is not insulated, supported at least every 600mm or protected from chafing or heat;
- If fitted, the electrical socket for connection to a trailer is not one of those listed below (note that an adaptor plug may be fitted but the permanent wiring must be one of the following):
    - Circular 7-pin 13mm PCD socket;
    - Straight 7-pin socket;
    - Straight 12-pin socket; or
    - Circular 7-pin 20mm PCD socket;
- Any 240 V AC wiring is not completely separate from the automotive wiring, (note that AS 3001-1981 applies to 240 V AC systems);
- Any exhaust outlet discharges to the left-hand side of the vehicle;

- Any non-vertical exhaust outlet extends substantially beyond the perimeter of the vehicle, when viewed in plan;
- The direction of discharge (i.e. centreline of the discharge) is not within the range:
    - For horizontal exhaust systems:
        - MA, MB, MC, and enclosed LE vehicles with side exhausts

          15^{o} below - 45^{o} below the horizontal;
        - MA, MB, MC and enclosed LE vehicles with rear exhausts

          10^{o} above - 45^{o} below the horizontal;
    - For other non-vertical exhausts:
        - horizontal – 45^{o} below the horizontal;
- Vertical Exhaust Systems;
    - In the case of MD and N-group vehicles (trucks), the exhaust outlet is not rearward of the rearmost seating position;

Note:

Vehicles may also be rejected if there are any holes in the floorpan that are not adequately sealed to prevent exhaust emissions from entering the passenger compartment.

- In the case of N-group vehicles, the exhaust outlet is higher than 750mm from the ground but not higher than 150mm above the maximum height of the cab (the latter requirement applies to vertical exhausts. Note that additional requirements apply in NSW under the Clean Air Act);
- Any object that is likely to injure any person due to protrusions or sharp edges;
- Any toilet discharges directly onto the roadway;
- In the case of MA vehicles, any wheel is unprotected by a mudguard and/or bodywork that meets the specifications of Figure 1 in ADR42/…;
- In the case of MA vehicles, the point at the centre of the lower, rearmost edge of a rear-wheel mudguard is higher than 150mm above the axle of the wheel;
- In the case of MB, MC, MD, and N-group vehicles, any wheel is unprotected by a mudguard and/or bodywork that meets the specifications of figure 42.2 (note that where two or more axles are fitted, the mudguard may provide continuous protection from Area A of the foremost wheel to Area B of the rearmost wheel);
- In the case of L-group vehicles, any wheel is unprotected by a mudguard and/or bodywork that meets the specifications of Figure 3 in ADR 42/…;
- Any tubing/pipes for air, vacuum or hydraulic brake system is not intended for this purpose (e.g. garden hose not acceptable);
- Any vehicle (other than L-group and T-group) is not provided with a reverse gear;

- Where an N-group vehicle is provided with a sleeper berth that is separate from the driver's cab, that berth has less than two exits or does not have a means of communication with the driver or is unventilated or is likely to become filled with exhaust gases;

- Unless used as a driver's aid, any television screen is visible to the driver from the normal driving position;

- In the case of MA, MB, MC and enclosed LE vehicles, less than half of the windows open to permit ventilation and there is no alternative means of ventilation;

- In the case of MD and N-group vehicles, there is no alternative to windows as a means of ventilation;

- In the case of MA, MB and MC vehicles, power window switches, other than the driver's door window, are other than momentary type switches;

- For all vehicles other than T-group vehicles, no audible warning device (horn) is available to the driver;

- A device that emits a sound resembling an emergency vehicle audible warning device (e.g. siren, alternating dual tone horn) is fitted to other than an emergency vehicle;

- Where an audible reversing alarm is fitted, that alarm operates at any time other than when the reverse gear is selected or it emits excessive noise;

- Where an automatic transmission has a park position, it is not at the end of the selector sequence; and

- Where an automatic transmission is fitted, it is possible to start the engine in either forward or reverse gear.

ADR 43/… VEHICLE CONFIGURATION AND DIMENSIONS

DIMENSIONS AND CONFIGURATION

Dimension limits are based on ADR 43/02.

Various exemptions and special provisions apply to vehicle dimensions. If a vehicle is to be rejected on the grounds of dimensions, check whether an exemption applies.

The *centre* of an axle group depends on the number of tyres fitted to each axle.

- The turning circle, measured from the outer edge of the front tyre, exceeds 25.0m in diameter (43.2);

- Overall length exceeds dimensions listed in ADR43/03:

    - 12.5m in the case of a bus;

    - 12.5m in the case of other rigid vehicles;

    - 19m in the case of non-rigid vehicles (motor vehicle towing a trailer);

- The distance from the front of a rigid vehicle to the centre of the rear axle group exceeds 8.3m or, in the case of a bus, 8.3m plus the amount by which the bus overall length exceeds 11m;
- The rear overhang exceeds the lesser of:
    - 3.2m or 60% of the wheelbase, in the case of a rigid truck up to 9.5m overall length or a bus with a single rear axle;
    - 3.7m or 60% of the wheelbase, in the case of a rigid truck over 9.5m overall length or a bus with more than one rear axle;

Note: Wheelbase is measured from the front axle to the centre of the rear axle group.

- Overall height exceeds 4.3m;
- Ground clearance is less than 100mm for any point within 1.0m fore or aft of an axle;
- Ground clearance at a point midway between any two consecutive axles is less than 33.33 x (distance between axles, in metres)mm (Note: the ADR also has a ramp clearance requirement but it is not practical to carry out check of this requirement);
- Overall width exceeds:
    - 1.0m in the case of a two wheel vehicle;
    - 1.85m in the case of a three wheel vehicle; or
    - 2.5m for other vehicles;
- The number of axle groups exceeds:
    - 2 in the case of rigid vehicles; or
    - 1 in the case of semi-trailers;
- Except as indicated below, an axle group with more than one axle does not have a *loadsharing* suspension system (linkage between the axles to enable them to follow an uneven road profile). Exceptions may include:
    - Twin steer axle groups;
    - Tandem axle groups with axles 1.0m or less apart on vehicles up to 4.5t GVM;
    - Tri-axle groups with extreme axles 2.0m or less apart on vehicles up to 4.5t GVM; and
    - Axle groups with 4 or more axles with extreme axles 3.2m or less apart on vehicles up to 4.5t GVM.

MARKING AND IDENTIFICATION (INCORPORATES ADR 61/…)

- No Vehicle Identification Number (VIN);

- Unless exempt under administrative provisions, no ADR Identification Plate is fitted;
- No readily visible *engine number* stamped, cast or engraved on the engine block;
- There is no provision for mounting a registration (number) plate at the rear of the vehicle;
- Except in the case of L-group vehicles, there is no provision for mounting a registration plate at the front of the vehicle (ADR 61/00);
- In the case of L-group vehicles (motor cycles), the centre of the registration plate is less than 300mm from the ground;
- In the case of other vehicles, the top of the registration plate is higher than 1.3m above the ground or the registration plate is obscured by any other component (Note: it is acceptable to re-locate the registration plate provided that applicable requirements are met);
- In the case of any vehicle without a windscreen, there is no registration label holder provided; and
- In the case of a vehicle with an extreme width of 2.2m or more that does not have rear marking plates and that has a tray type body, does not have a horizontal strip of white or silver paint/material that is at least 75mm in height across the full width of the tray (ADR 61/00).

ADR 45/… LIGHTING AND LIGHT SIGNALLING DEVICES NOT COVERED BY ECE REGULATIONS

(Refer ADR 13/…).

ADR 46/… HEADLAMPS

(Refer ADR 13/…).

ADR 47/… RETROREFLECTORS

(Refer ADR 13/…).

ADR 48/… DEVICES OF ILLUMINATION OF REAR REGISTRATION PLATES

(Refer ADR 13/…).

ADR 49/… FRONT AND REAR POSITION (SIDE) LAMPS, STOP LAMPS AND END-OUTLINE MARKER LAMPS)

(Refer ADR 13/…).

ADR 50/… FRONT FOG LAMPS

(Refer ADR 13/…).

ADR 51/… FILAMENT LAMPS

No practical checks

ADR 52/… REAR FOG LAMPS

(Refer ADR 13/…).

ADR 53/… FRONT AND REAR POSITION LAMPS, STOP LAMPS, DIRECTION INDICATORS AND REAR REGISTRATION PLATE LAMPS FOR L-GROUP VEHICLES

(Refer ADR 19/…).

ADR 54/… HEADLAMPS FOR MOPEDS

(Refer ADR 19/…).

ADR 55/… HEADLAMPS FOR MOTOR CYCLE

(Refer ADR 19/…).

ADR 56/… MOPED NOISE

The engine and exhaust system are not of the same specifications as those of a vehicle that is known to comply with ADR 56/ or 39/.

ADR 57/… SPECIAL REQUIREMENTS FOR L-GROUP VEHICLES

- The width of the handlebars is more than 900mm or less than 500mm;
- The vertical distance between the lowest part of the handgrip on the handlebars and the lowest part of the top surface of the driver's seat is more than 380mm;
- The horizontal distance from the steering axis, at a point mid-way between the head stem bearings, to the centre of the front wheel is more than 550mm;
- The handlebars are not symmetrical on either side of the front wheel;
- Vehicle Controls:
    - In the case of a manual transmission, the clutch control is not a lever located on the left handlebar;
    - A headlamp dip switch is not provided on the left handlebar;
    - A horn button is not provided on the left handlebar;
    - A direction indicator switch is not provided on either the left or right handlebar;

- The throttle control is not a twist grip on the right handlebar;
- An engine cut-out button/switch is not provided on the right handlebar;
- A front wheel brake control lever is not provided on the right handlebar;
- In the case of motor cycles with manual transmissions, a right foot pedal is not provided for applying the rear wheel brake;
- In the case of motor cycles with an automatic transmission, the rear wheel brake control is not a right foot pedal or a left handlebar lever;
- In the case of mopeds, a lever on the left handlebar is not provided for applying the rear brake;
- In the case of manual transmissions, the gear change control is not a left foot pedal or part of the clutch control (on the left handlebar);
- In the case of a manual transmission, no clutch or equivalent device is provided;
- No electrical generator is provided;
- No footrests are provided for the driver;
- No footrest is provided for any passenger seat if fitted;
- Any two-wheeled vehicle is not provided with a stand capable of supporting the stationary vehicle; and
- No provision is made to avoid the possibility of the vehicle being ridden with the stand in its extended position (various means of achieving this are specified, including automatic retraction, interconnection with the ignition system or an audible alarm).

ADR 58/… REQUIREMENTS FOR OMNIBUSES DESIGNED FOR HIRE AND REWARD

These requirements only apply to buses used for hire and reward and the ADR should be consulted.

ADR 60/… CENTRE HIGH-MOUNTED STOP LAMP

Only applicable to MA and LEP category vehicles.

- A rearward-facing brake lamp, that is additional to those required under ADR 13/…, is not provided;
- The lamp is not red;
- The lamp flashes or is not steady;

- The lamp is not mounted on the longitudinal centreline of the vehicle;
- Any illuminated part of the lens is more than 152mm below the bottom edge of the rear window (maximum of 77mm preferred);
- There is no provision for conveniently changing the globe; and
- Any interior mounted lamp is not shrouded to minimise the entry of light to the vehicle interior.

ADR 61/... VEHICLE MARKING

- any vehicle does not have a 17 character ISO VIN;
- any vehicle is not fitted with an approved *identification plate* (compliance plate);
- a vehicle's engine is not uniquely numbered or that number is not stamped, cast or otherwise permanently impressed onto the block or crankcase;
- the visibility of any VIN, engine number, identification (compliance) plate, number plate or rego label is obscured in any way by any vehicle component or fitting;
- any vehicle that does not have provision to fit a rear number plate and (except for L category vehicles) a front number plate;
- (for L category vehicles) the centre of the number plate is less than 300mm high;
- (for all other vehicles) the top of the number plate is more than 1.3m high;
- (for any vehicle without a windscreen) a registration label holder is not fitted; and
- a white or silver horizontal strip at least 75mm high is not marked across the full width of any tray (2.2m or more wide) on any vehicle without rear marker plates.

ADR 62/… MECHANICAL CONNECTION BETWEEN VEHICLES

CHECKS OF TOWING VEHICLE – TRUCKS

Only applicable to Towing Vehicles.

- In the case of MB vehicles, the height of the centre of the towball is less than 350mm when the vehicle is unladen (Note: The ADR requires the tow ball height to be in the range 350mm to 420mm when the vehicle is laden but a laden test is not required for these checks);
- In the case of vehicles fitted with 50mm PIN coupling or 127mm ball coupling, the height of the centre of the coupling is not within the ranges 800mm to 950mm or 550mm to 650mm when the vehicle is unladen;
- 50mm pin couplings are not marked to indicate identification (compliance) with Australian Standard AS 2213-2001;

- The tow bar and its attachment points have any cracks, breaks or distortion that indicates inadequate strength and/or any attachments fastenings are missing or insecure;
- There is no provision for the attachment of safety chains to the tow bar (rams horn type attachments are not acceptable);
- The tow bar is not permanently marked with the following information:
    - Manufacturer's name or trade mark;
    - Make and Model of vehicle for which it is designed; and
    - Maximum rated capacity (Aggregate Trailer Mass);
- Where the information specified above is not readily visible with the tow bar installed on the vehicle, a separate label, showing the maximum rated capacity, is not affixed to the vehicle adjacent to the tow bar, in a clearly visible position.

CHECKS OF TOWING VEHICLE – TOWBARS (WHERE FITTED)

Only applicable to towing vehicles (MA and MB category).

- In the case of MA and MB vehicles, the height of the centre of the ball coupling is less than 350mm when the vehicle is laden (Note: The ADR requires the tow ball height to be in the range 350mm to 420mm when the vehicle is laden but a laden test is not required for these checks);
- The tow bar and its attachment points have any cracks, breaks or distortion that indicates inadequate strength and/or any attachments fastenings are missing or insecure;
- There is no provision for the attachment of safety chains to the tow bar (rams horn type attachments are not acceptable);
- The tow bar is not permanently marked with the following information:
    - Manufacturer's name or trademark; and
    - Make and Model of vehicle for which it is designed;
- Where the information specified above is not readily visible with the tow bar installed on the vehicle, a separate label, showing the maximum rated capacity, is not affixed to the vehicle adjacent to the tow bar, in a clearly visible position.

ADR 66/... SEAT STRENGTH, SEAT ANCHORAGE STRENGTH AND PADDING IN BUSES

ADR 67/... INSTALLATION OF LIGHTING AND LIGHT-SIGNALLING DEVICES ON THREE-WHEELED VEHICLES

1 GENERAL REQUIREMENTS

Any lamp or reflector does not comply with the relevant requirements if:

- Any lamp flashes (except for hazard warning or turn indicator lamps);
- Any compulsory lamp or reflector is partly or fully obscured by any fitting or label/decal; and
- A painted or adhesive film has been applied to the lens of any lamp or reflector.

2 COMPULSORY LAMPS

2.1 Reversing lamps - See ADR 1/...

2.2 Direction turn indicator lamps - See ADR 6/...

2.3 Headlamps

- Any dipped or main-beam headlamp cannot be adjusted;
- a switch is not provided to change the headlamp(s) from main to dipped beam;
- any headlamp works independently of the front/rear (position) side lamps;
- the light emitted by any driving lamp or headlamp is not white;
- Main-beam headlamps (High beam) - this includes driving lamps;
- there is not at least one pair of main-beam headlamps;
- any illuminated part of the main-beam lens is closer to the extreme width of the vehicle than the outer point of a dipped-beam headlamp;
- if a pair of main-beam headlamps swivel with the steering system, there is not at least one other pair of main-beam headlamps that remain pointing straight-ahead;
- a main-beam warning lamp does not emit a steady blue light or is not clearly visible to the driver;
- the main-beam/dipped-beam switch is not within reach of the driver (it may be a hand or foot switch);
- the beam of any main-beam headlamp projects above the centre of the headlamp or to the right of the centre of the headlamp; and
- any main-beam headlamp (or component of a dual headlamp) remains illuminated when the driver switches to dipped beam,

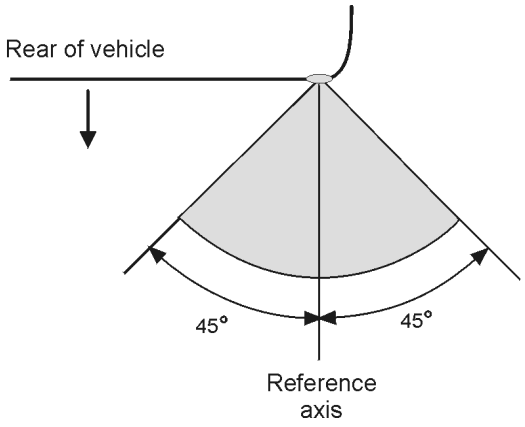
2.3.1 Dipped-beam headlamps (Low beam)

(These may be combined with the main-beam headlamps).

- (for LB1/LE1 category vehicles) one or two dipped-beam headlamps are not fitted;
- (for LB2/LE2 category vehicles) two dipped-beam headlamps are not fitted;
- more than two dipped-beam headlamps are fitted;
- the beam of any dipped-beam headlamp does not dip down below the centre of the headlamp or down and to the left of the centre of the headlamp; and
- (for any LB2 or LE2 category vehicle) any dipped-beam headlamp swivels with the steering system.

2.4 Stop lamps

- (for LB1 or LE1 vehicles) a pair of stop (i.e. brake) lamps are not fitted;
- the brake lamps are not symmetrically fitted about the vehicle centreline at the rear or are less than 600mm apart (400mm if overall width is less than 1300mm);
- (for LB2 or LE2 vehicles) at least one brake lamp is not fitted;
- any single brake lamp is not fitted at the rear of the vehicle on its centreline;
- any brake lamp is less than 350mm or more than 1200mm above the ground;
- any stop lamps fails to illuminate when any brake control is operated to apply the service brakes and the ignition switch is in the *on* position;
- any brake lamp is not visible within the shaded areas shown in the diagrams below;



also 15º up and 15º down if lamp height is 750mm or higher or 5º down if lamp height is less than 750mm.

- the brake lamps are not noticeably brighter than any rear lamp; and
- the emitted light is not red.

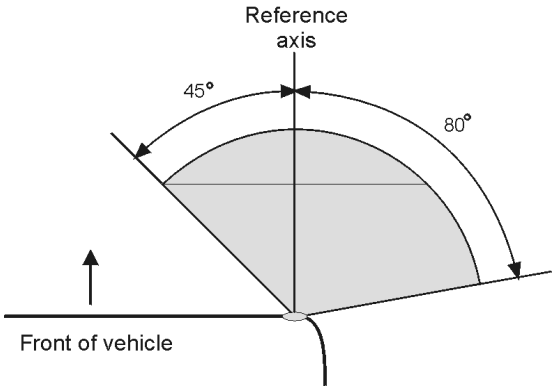
2.5 Rear registration plate lamp(s)

- lamp (or lamps) are not fitted which illuminate the rear registration plate;
- the surface of the registration (number) plate is not fully illuminated;

- the emitted light is not white; and
- any light emitted is directly visible to the rear of the vehicle.

2.6 Front position (side) lamps

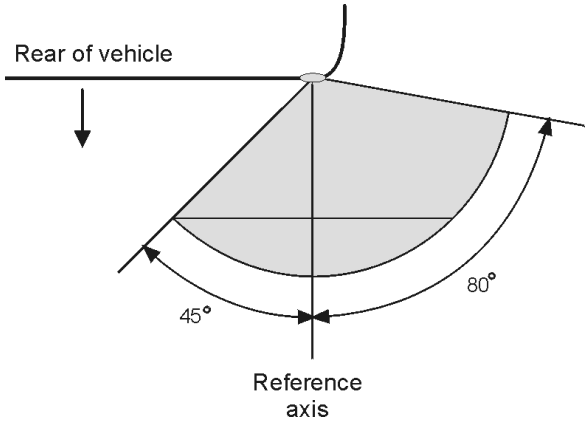
- a lamp is not fitted at the front of any LB1 or LEM1 category vehicle;
- (for LB1 or LEM1 vehicles) this lamp is not on the vehicle's centreline;
- a pair of lamps (i.e. two) are not fitted at the rear of any other LB or LE vehicle,
- any pair of lamps are not fitted symmetrically about the vehicle centreline or are less than 400mm apart or more than 400mm from the edge of the vehicle;
- any lamp is mounted less than 350mm or more than 1500mm above the ground;
- any lamp is not visible within the shaded areas shown in the diagrams below;



- the visible illuminating surface of each lamp is less than 12.5cm^2; and
- the emitted light is not white.

2.7 Rear position (side) lamps

- a lamp is not fitted at the rear of any LB2 or LEM2 category vehicle;
- (for LB2 or LEM2 vehicles) this lamp is not on the vehicle's centreline;
- a pair of lamps (i.e. two) are not at the rear of any other LB or LE vehicle;
- any pair of lamps are not fitted symmetrically about the vehicle centreline or are less than 400mm apart or more than 400mm from the edge of the vehicle;
- any lamp is mounted less than 350mm or more than 1500mm above the ground;
- any lamp is not visible within the shaded areas shown in the diagrams below;



- the visible illuminating surface of each lamp is less than 12.5cm^2; and
- the emitted light is not red.

2.8 Reflectors - *are compulsory devices that reflect incident light to make a vehicle conspicuous when its lights are not illuminated (they can be incorporated into lamp lenses)*

- (for LB1, LE1, LEP and LEG vehicles) a pair of reflectors are not fitted;
- the reflectors are not fitted symmetrically about the vehicle centreline at the rear or are less than 400mm apart or more than 400mm from the edge of the vehicle;
- (for LB2 or LE2 vehicles) at least one red reflector is not fitted;
- any single reflector is not fitted at the rear of the vehicle on its centreline;
- any reflector is mounted less than 350mm or more than 900mm above the ground; and
- any reflector is not visible within the shaded areas shown in the diagrams below

2.9 Side marker lamps - *are compulsory lamps for LB and LE category vehicle that are more than 2.1m wide and more than 7.5m long.*

- The emitted light is not amber to the front or red to the rear.

2.10 End-outline marker lamps - *are compulsory lamps for LB and LE category vehicle that are more than 2.1m wide.*

- at least one pair of end-outline marker lamps which are visible on each side at the front and on each side at the rear (lamps visible from the rear are not compulsory on cab-chassis vehicles);
- the emitted light is not white to the front or red to the rear;
- (except for lamps mounted on external mirrors) any part of the lens on a compulsory lamp is lower than the top of the windscreen; and
- any part of the lens is directly visible to the driver.

Note*:*

The end-outline marker lamp visible at the rear of the vehicle should be mounted as high as is practicable for the construction and use of the vehicle. This is not a reason for rejection.

The front and rear end-outline marker lamps may be combined in one lamp provided the visibility requirements for each lamp are still met. It is likely that only trailers will have this type *of combined lamp.*

3. OPTIONAL LAMPS

3.1 Fog lamps

Are optional front or rear lamps that emit a fan shaped beam of light to improve driver's vision in fog or adverse driving conditions.

3.2 Front Fog Lamps

- cannot be operated independently from the headlamps (i.e. not through a separate switch) or operate automatically whenever the headlamps are operated;
- any lamp is less than 250mm above the ground or higher than any dipped beam headlamp;
- (except for LB1 and LE1 vehicles) any lamp moves with the steering;
- any lamp cannot be adjusted or aimed;
- any lamp is not properly aimed; and
- the emitted light is not yellow or white.

3.3 Rear Fog Lamps

- any lamp is mounted less than 350mm or more than 900mm above the ground;
- any lamp is less than 100mm from a brake lamp;
- the lamp does not work independently of any front fog lamp;
- any rear fog lamp remains alight when all other lamps are switched off;
- the emitted light is not red; and
- a fog-lamp warning lamp emitting a steady amber light is not fitted or is not clearly visible to the driver.

3.4 Internal lamp(s)

Are optional lamps fitted across the top of a truck cabin.

- The emitted light is not amber.

3.5 Search lamp

Are optional lamps fitted to allow a driver to read street signs, etc, making repairs or to check loads.

- The emitted light is not white.

3.6 Parking lamps

Are optional lamps fitted at front and rear to improve a vehicle's conspicuity when it is parked. They may be used in place of front or rear position marker lamps whenever the vehicle is stationary (NB: parking lamps must not be fitted on vehicles exceeding 6m in overall length or 2m in overall width).

- The emitted light is not white to the front or red to the rear (unless combined with a direction indicator lamp).

3.7 Conspicuity lamps

Are optional lamps at the front of the vehicle which can operate whenever the ignition is on and the headlamps or parking lamps are off.

- the lamps are not at the front of the vehicle or equidistant from its centreline;
- any lamp is mounted less than 250mm or more than 1200mm above the ground;
- (except for LB1 and LE1 vehicles) any lamp moves with the steering;
- any lamp fails to light when the engine is started; and
- The emitted light is not white.

3.8 Cornering lamps

Are optional lamps which show to the side of a vehicle when the direction indicator lamps to that side are operated and the headlamps are on.

- any cornering lamp operates when the direction turn indicators on that side are off;
- any cornering lamp operates when the headlamps are off;
- any cornering lamp is higher than the dipped-beam headlamp;
- any cornering lamp illuminates the road to both sides of its centreline (ie a lamp on the right can only illuminate to the right and a left lamp only to the left); and
- The emitted light is not white or amber.

ADR 68/... Occupant Protection in Buses

This sub-section applies to all buses over 3.5 tonnes GVM (MD3) manufactured after 1 July 1995. (Only a small number of buses are covered by VSB 14. These vehicles may also fall under the scope of VSB 6).

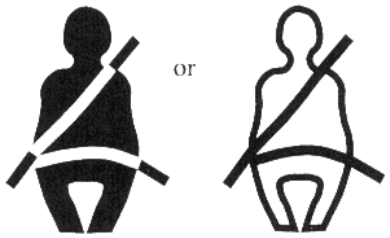
It does not apply to route service buses or buses with less than 17 seats including the driver and crew, or vehicles in which all passenger seats have a reference height of less than 1.0 metres.

- any side facing seats are fitted;
- at least six seating positions are not provided with child restraint anchorages;
- any front facing seat is not fitted with a retractable lap-sash seatbelt in accordance with ADR 4/…;
- any rear facing seat is not fitted with at least a retractable lap seatbelt in accordance with ADR 4/…; and
- any replacement seat or seatbelt is not equivalent to that provided by the manufacturer of the vehicle.

ADR 69/... Full Frontal Impact Occupant Protection

This Rule applies to all new model MA category vehicles from 1/1/1995, all MA category vehicles from 1/1/1996 and to all MA category ICVs from 1/1/2001.

- The vehicle is not fitted with a seatbelt warning system;
- The warning system is not a visual indicator;
- The visual indicator does not activate or flash for at least four (4) seconds when the vehicles ignition switch is switched to the *ON* or *START* position;
- The visual indicator does not display the words *Fasten Seatbelts* or *Fasten Belts* or the seatbelt telltale below; and



- (for ICVs) A permanent label bearing the following statement is not affixed to the dash in front of the passenger's seating position (so as to be clearly visible to the vehicle's occupants):

  This vehicle has not been tested to ADR 69/00 Full Frontal Protection, ADR 72/00 Dynamic Side Impact Occupant Protection or *ADR 73/00 Offset Front Impact Protection required by these ADRs.*

ADR 70/... Exhaust Emission Control for Diesel Engined Vehicles

This Rule applies to all new model LEP, MA, MB and MC category vehicles from 1/1/1995 and all LEP, MA, MB and MC category vehicles from 1/1/1996.

It also applies to all new model LEG, MD, and N category vehicles from 1/1/1996 and all LEG, MD and N category vehicles from 1/7/1996.

Note: A *new model* is a vehicle model first produced with a date of manufacture on or after the specified date.

Generally, there are no physical checks able to be carried out in the field to determine compliance with this ADR.

ADR 71/... Temporary –use Spare Tyres

This Rule applies to all *MA, MB and MC category vehicles* from 1/7/1997 that are supplied by their manufacturers with temporary-use spare tyre/wheel assemblies.

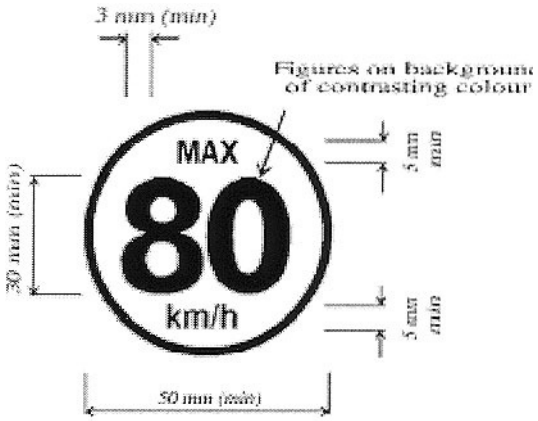
- A durable label or placard showing the following information is not permanently affixed to the glove compartment door or an equally accessible location:
    - the tyre size designation and rim profile of the temporary-use spare tyre/wheel assembly;
    - the recommended inflation pressure;
    - a warning instruction to drive with caution when the *Temporary-Use Spare Unit* is fitted and to re-install a *Standard Unit* as soon as possible; and
    - the statement: *Temporary spare tyres fitted to this vehicle must have a maximum load rating of not less than **xxx** kg, or a load index of **xx** and speed category symbol of not less than * (**F** km/h);*

    where ***xxx*** kg is the maximum load rating, ***xx*** is the equivalent load index, ***** is the speed category symbol and **F** is the equivalent speed.

Note:

The statement shown in Item dot point 4 above may alternatively be displayed on the ADR.24/... Tyre/Rim placard.

- The outward facing surface of each temporary spare tyre/wheel assembly does not display a distinctive colour or pattern, clearly different from the standard wheels; and
- the maximum speed warning symbol shown below is not moulded, stamped or otherwise permanently marked on the outer face of each temporary spare tyre/wheel assembly in a prominent position.



ADR 72/... Dynamic Side Impact Occupant Protection

This Rule applies to: all new model MA category vehicles from 1/1/1999 (MA category ICVs from 1/1/2001), all new model MB, MC and NA category vehicles from 1/1/2000, all MA, MB and MC category vehicles from 1/1/2004 and all NA category vehicles from 1/7/2005.

Generally, there are no physical checks able to be carried out in the field to determine compliance with this ADR.

However for ICVs there is a labelling requirement, see ADR 69/... fifth dot point.

ADR 73/... Offset Frontal Impact Occupant Protection

This Rule applies to: all new model MA category vehicles from 1/1/2000 (MA category ICVs from 1/1/2001), with a GVM of less than 2.5 tonnes and all MA category vehicles from 1/1/2004 with a GVM of less than 2.5 tonnes.

For ICVs there is a labelling requirement, see ADR 69/... fifth dot point.

If a vehicle is equipped with a driver's air bag:

- the word *AIRBAG* is to be displayed on the steering wheel.

If air bags are provided for any other seating position:

- appropriate labels are to be affixed that warn passengers to the dangers of using rear facing child restraints in those seats; and
- (as a minimum) the following pictogram label must be displayed:

There are no physical checks able to be carried out in the field to determine compliance with this ADR.

ADR 74/... Side Marker Lamps

This Rule applies to: all new model MA category vehicles from 1/1/1999, all new model MB, MC and NA category vehicles from 1/1/2000, all MA, MB and MC category vehicles from 1/1/2004, and all NA category vehicles from 1/7/2005.

There are no physical checks able to be carried out in the field to determine compliance with this ADR.

ADR 75/... Headlamp Cleaners

This Rule applies to: all new model MA category vehicles from 1/1/2000 with a GVM of less than 2.5 tonnes and all MA category vehicles from 1/1/2004 with a GVM of less than 2.5 tonnes.

- any part of the headlamp cleaning device is pointed or sharp or has any projections likely to increase the risk or severity of injury to any person coming into contact with the device.

ADR 76/... Daytime Running Lamps

These lamps are optional on all motor vehicles and prohibited on trailers.

- only one lamp or more than two are fitted;
- the DRLs are not fitted symmetrically at the front of the vehicle;
- any lamp operates or does not automatically extinguish when the vehicle's headlamps are operated;

  also 10º up and 5º down;
- the visible illuminating surface of each lamp is less than 40.0cm^2; and
- the light emitted by each lamp is not white.

ADR 77/... Gas Discharge Headlamps

This Rule applies to: all new model MA category vehicles from 1/1/2000 with a GVM of less than 2.5 tonnes and all MA category vehicles from 1/1/2004 with a GVM of less than 2.5 tonnes.

There are no physical checks able to be carried out in the field to determine compliance with this ADR.

ADR 78/... Gas Discharge Light Sources

This Rule applies to: all new model MA category vehicles from 1/1/2000 with a GVM of less than 2.5 tonnes and all MA category vehicles from 1/1/2004 with a GVM of less than 2.5 tonnes.

There are no physical checks able to be carried out in the field to determine compliance with this ADR.

ADR 79/... Emission Control for Light Vehicles

This Rule applies to the following M and N category vehicles with a GVM of 3.5 tonnes or less:

For vehicles with engines operating on diesel,

All new model vehicles built on or after 1 January 2002.

All vehicles built on or after 1 January 2003.

For vehicles with engines operating on petrol, LP Gas or CNG,

All new model vehicles built on or after 1 January 2003.

All vehicles built on or after 1 January 2004.

For engines operating on unleaded petrol; unleaded petrol and LP Gas or CNG; LP Gas or CNG only:

- Vehicle or engine is not designed or constructed to operate on unleaded petrol; or unleaded petrol and LP Gas or CNG; or LP Gas or CNG;
- for vehicles operating on unleaded petrol, the fuel filler allows insertion of a fuel pump nozzle with a diameter of 23.6mm or greater, (now a recommendation only);
- for vehicles operating on unleaded petrol, any part of the fuel tank or its fittings are not equivalent to the original equipment, (now a recommendation only); and
- the vehicle is not marked (adjacent to the vehicle manufacturer's data plate) with the *E* mark and *R-B* or *R-C* according to the following rules:

  B if complying with the requirements for an engine designed to operate on unleaded petrol, or on unleaded petrol and LP Gas or CNG; or

  D if complying with the requirements for an engine designed to operate exclusively on LP Gas or CNG.

For engines operating exclusively on diesel:

- the vehicle is not marked (adjacent to the vehicle manufacturer's data plate) with the *E* mark and *R-C.*

ADR 80/... Emission Control For Heavy Vehicles

This Rule applies to the following M and N category vehicles with a GVM exceeding 3.5 tonnes.

For vehicles with engines operating on petrol,

Any new model vehicle built on or after 1 January 2003.

Any other vehicle built on or after 1 January 2004.

For vehicles with engines operating on diesel, LP Gas or CNG,

Any new model vehicle built on or after 1 January 2002.

Any MA, MB, MC or MD category vehicle built on or after 1 January 2004.

- Engines must be marked with the manufacturer's name or trademark, the engine family and the *E* (if accepted for this ADR under ECE Regulations);
- For engines operating on LP Gas or CNG, a label is not affixed in a visible location on a part of the engine not normally replaced during engine life;
- The label is not self-adhesive or durable with characters at least 4mm high;
- For engines operating on LP Gas, the label does not state:

  Only for use with Liquid Petroleum Gas specification …;

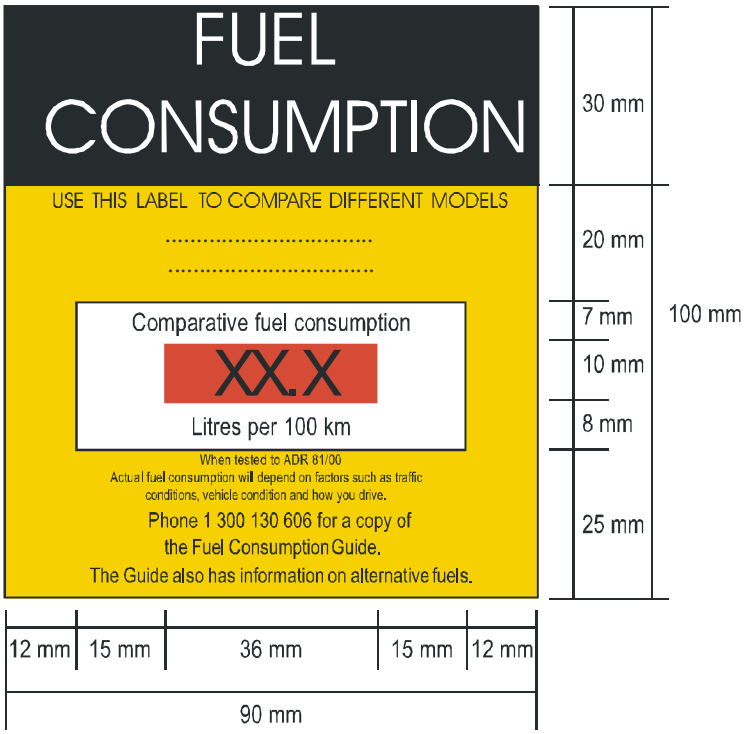
- For engines operating on CNG, the label does not state:

  Only for use with Natural Gas specification ….

ADR 81/... Fuel Consumption Labelling for Light Vehicles

This Rule applies only to new vehicles being offered for sale for the first time. It applies to MB1,MC1,MD5 and NA1 petrol-engined vehicles and to all MA category vehicles.

- A label detailing the vehicle's Fuel Consumption in L/100km is not affixed to the lower corner of the windscreen or is not legible from outside of the vehicle;
- the label is not self-adhesive, durable and removable; and



- the label is not in the above format.

ADR 82/... Engine Immobilisers

This Rule applies only to MA, MB and MC category vehicles.

- when *set* (i.e. enabled) the immobiliser must disrupt either the fuel supply, the ignition or the starter or if fitted to an ICV or as an aftermarket installation, the immobiliser must be shown to disrupt at least two of those systems;
- the immobiliser must be unset (i.e. disabled) before or during the *engine on* cycle by:
  - unlocking the driver's door and setting the ignition switch to the *on* position;
  - using a keypad;
  - using a remote control device;
- If disabled as described in item b(i), then switching the ignition to the *off* position and opening the driver's door must cause the immobiliser to set within 5 minutes of removing the key from the ignition switch; and
- a visual means of showing that the immobiliser has been *set* or *unset* must be provided. This can either be a internal (ie the interior dome lamp or a dash mounted warning lamp showing set/unset) or external (the turn signals flashing for no more than 3 seconds).

ADR 83/... External Noise

This Rule applies to all M, N and L category vehicles as shown below:

For M and N category vehicles:

Any new model vehicle built on or after 1 January 2005 with a petrol engine.

Any new model vehicle built on or after 1 January 2006 with a diesel engine.

Any new model vehicle built on or after 1 January 2005 with a GVM of 3.5 tonnes or less and fitted with engines operating on LP Gas or CNG.

Any new model vehicle built on or after 1 January 2006 with a GVM exceeding 3.5 tonnes and fitted with engines operating on LP Gas or CNG.

Any M or N category vehicle built on or after 1 January 2007.

L category vehicles:

Any new model vehicle built on or after 1 January 2005.

Any L category vehicle built on or after 1 January 2006.

To comply with this ADR, the vehicle must undergo a drive-by and a stationary noise tests.

For MA category vehicles and those MC with GVM 2 tonnes or less:

74 dB(A); or

75 dB(A) if equipped with Compression Ignition or Direct-Injection Engines.

For MC category vehicles with GVM exceeding 2 tonnes:

Engine power	Noise Limit	Noise Limit for Compression Ignition or Direct-Injection Engines
less than 150kW	75 dB(A)	76 dB(A)
150kW or more	77 dB(A)	78 dB(A)

For MD category vehicles with GVM exceeding 3.5 tonnes:

Engine power	Noise Limit
less than 150kW	78 dB(A)
150kW or more but less than 320kW	80 dB(A)
320kW or more	83 dB(A)

For N category vehicles with GVM exceeding 3.5 tonnes:

Engine power	Noise Limit
less than 150kW	78 dB(A)
150kW or more but less than 320kW	80 dB(A)
320kW or more	83 dB(A)

For NB with GVM > 2 tonnes and MC2 category vehicles – 75 dB(A)

Petrol engines must bear a label showing the manufacturer's name,

For L category vehicles:

The vehicle must bear a label showing:

- the manufacturer's name;
- the noise value in dB(A) established by the stationary noise test; and
- (the engine speed at which the stationary noise test was done.

The exhaust must be marked with the manufacturer's name or trade mark; the description (i.e. part number) of the exhaust system; the *E* mark corresponding to that system.

The maximum drive-by noise limit permitted per engine size for L Category Vehicles:

Engine size	Noise limit in dB(A)
less than 80cm^3	75
80cm^3 to 175cm^3	77
Over 175cm^3	80

Any air filter or intake noise reducer (if fitted) must not be removed or replaced with a non-equivalent part.