



Australian Government

Department of Infrastructure and Regional Development

VEHICLE SAFETY STANDARDS

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NEW VEHICLE LOW VOLUME VEHICLE SCHEME

EVIDENCE EXAMINATION PROCEDURES MANUAL

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REVISION TABLE

<u>VERSION</u>	<u>SECTION</u>	<u>DESCRIPTION</u>	<u>INSERTED BY</u>	<u>DATE</u>
1.0	all	Original Issue	NA	1/10/1999
1.1	4	ADRs 5/, 34/, 37/, 46/ & 62/	DR	9/5/2000
1.1.1	4	ADR 18/. Ref. to dual range speedo removed	DR	8/8/2002
2.0	all	Major update	DR	9/1/2006
2.1	4	Updates to ADR 2/, 3/, 4/, 5/, 79/, 80/, 81/	PS	20/8/2008
2.2	4	ADR 79/02 revised	DR	26/8/2010
2.3	all	Update to document and in particular, the following: 1. amendments - ADRs 4/... , 8/... , 10/... , 22/... , 23/... , 31/... , 34/... , 35/... , 62/... , 79/... , 80/... , 82/... 2. additions - ADRs 0/... , 64/... and 84/... ; and 3. deletions - ADR 28/...	SL	4/11/2013
2.4	all	Update to document and, in particular, the following: 1. amendments – ADR 31/...	HB	13/06/2014

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SCOPE

The Australian Government regulates the manufacture, importation and supply to the market of new road vehicles to ensure acceptable levels of safety, emission control and theft protection across the Australian vehicle fleet. The Department of Infrastructure and Regional Development (the Department) administers these arrangements under the [Motor Vehicle Standards Act 1989](#) and [Motor Vehicle Standards Regulations 1989](#).

These procedures apply to all formal examinations of evidence submitted for new or amended Low Volume Identification Plate Approval (LV IPA) applications for new vehicles (commonly called Compliance Plate Approval). They are also to be used where additional evidence is provided for approval.

This manual needs to be read in conjunction with [Administrator's Circular 0-4-1](#), which sets out procedures for the certification of new vehicles supplied in low volume, and with [Administrator's Circular 0-2-13](#), which sets out arrangements for new, low production passenger cars.

RESPONSIBILITIES

The Section Head responsible for new low volume vehicle certification is responsible for ensuring the currency of these procedures and for their proper use generally.

Individual examining officers using these procedures are assumed to be engineers or technical officers with relevant automotive or technical experience, and are responsible for acting in accordance with these procedures.

PURPOSE

Evidence examination is an integral part of the LV IPA assessment, and has two aims; to ensure that:

- a) there is evidence of compliance with all applicable [Australian Design Rules](#) (ADRs), and
- b) the evidence for all applicable ADRs is to a standard that gives reasonable confidence that the subject vehicles comply with all the requirements of the ADRs. This means it should be consistent with the guidelines provided in the [Administrator's Circulars](#) (AC).

NOTE: The "Administrator's Circulars" are public documents whose purpose is to provide guidance and promote uniformity of decisions in administering the [Motor Vehicle Standards Act 1989](#).

It is important to note that the low volume procedures outlined in this document are intended to provide a concessional basis for examination of evidence of compliance with the applicable ADRs for the make/model of vehicles being examined. There are no concessions against meeting the ADRs themselves.

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BACKGROUND

General Principles

Evidence submitted is deemed to be on behalf of the applicant, either directly or by way of authority for a consulting engineer to act on the applicant's behalf.

Evidence examination is an audit process and not an exhaustive one. This leaves the ultimate responsibility for accuracy with the applicant, but it is important for process efficiency that:

- a) a consistent approach is taken on the type and depth of the evidence sought,
- b) the audit focus is on the areas where problems are likely to exist,
- c) each application is treated on its merits without reference to decisions taken on other applications, and
- d) the approach by examination officers is in line with this document and with direction by the Administrator of Vehicle Standards.

The evidence provided in a submission should meet the test, "Does the evidence provided logically lead the examiner to conclude, in relation to the vehicle concerned and to the extent reasonably possible, that the vehicle meets all the requirements of the ADR under consideration?" The level of proof should be substantial but does not need to be absolute.

All evidence relied upon by the applicant in support of a LV-IPA application must be readily available from the applicant, on request, during the examination phase or in response to subsequent audits.

For the purpose of applicability of new ADRs to low volume vehicles, if the same make/model of vehicle has been previously issued with an approval under low volume procedures a vehicle model is considered not to be a "new model vehicle".

Process

Evidence examination follows the "Lodge" and "Road Vehicle Descriptor (RVD)/ Eligibility" processes, and leads to one of three different outcomes:

- a) a Low Volume Inspection (referred to often as a Single Uniform Type Inspection (SUTI)) in the case of a new or substantially upgraded IPA application,
- b) the issue of an upgraded approval to an existing IPA holder (this is typically for the addition of new ADRs to the approval), or
- c) formal recognition of additional evidence, which may or may not require an amended RVD document (this is typically for an additional engine type or different components).

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LEVELS OF EVIDENCE

There are three levels of evidence:

Assurance:

1. Evidence is to be provided in the form of a definite assurance and not as a general statement from which the applicant stands aside.
2. Any alternative evidence that is offered should be supplemental and give confidence the assurance is well considered. It should not seek to displace the formal assurance, or qualify it. The assurance should remain as a 100% “guarantee” of compliance.
3. The Licensee is required to retain a record of the basis of the assurance for conformity of production (COP) audit purposes.

Alternative Procedures:

Evidence is to be objective and substantive in so far as it is practical to provide it. The evidence must be presented as a case in relation to the ADR. The evidence should present a sound engineering argument which leads to the conclusion that the vehicle complies with the ADR. It is not for the examiner to draw the connection between the evidence and the ADR. There are four basic styles, giving decreasing levels of confidence from (a) to (d) as below, though the evidence in a particular situation may be a mix of any of these:

- a) Evidence may be in relation to a “mark” (such as an “E mark”) denoting compliance with a standard (such as an ECE approval) where such a standard is recognised as an alternate standard in the ADR concerned. In this case the existence of such a mark is sufficient evidence unless there is reason for concern.
- b) Evidence may be inferred, that a vehicle complies with the requirements of the ADR, from the standard applying to the construction of a vehicle (or a component part) by virtue of the origin and history of the vehicle:
 - i. where a standard is acknowledged in the ADR as an alternate standard it will be accepted as sufficient evidence so long as there is no policy or practice to the contrary or any specific reason giving concern the evidence should not be accepted;
 - ii. where a standard is not formally acknowledged as an alternate standard in the ADR, it is necessary to link the requirements of that standard to those in the ADR. The link may be established by comparing the major points of the standard and the ADR in a table. Any deficiencies or lesser requirement/s in the standard should be accounted for by technical argument or additional evidence. The applicant should make a final statement claiming equivalence in the light of the evidence presented, and, in the case where no deficiencies have been recognised formally, include this in the statement. The final decision to accept or reject this evidence may include any concern the examiner has about the presentation and quality of the evidence overall.
- c) Evidence may be based on a direct comparison with other components from other vehicles relating to the ADR. This may be by showing that part numbers are the same as for a full

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volume IPA vehicle, or by a substantial comparison of the physical dimensions of the parts, including a reference to their source, which shows that they are the same as those in the vehicle under consideration.

- i. Evidence on the materials of construction used may also be required if there is a concern that different or inferior materials have been used for a part which otherwise appears identical.
- d. Evidence may be generated by an abbreviated alternative test procedure or engineering argument, including by calculation, that in practical engineering terms may be regarded as demonstrating the item does meet the requirements of the ADR:
 - i. The weight to be given to the evidence depends on the sophistication of the test and/or calculations. Calculations that are not substantial (e.g. simple calculations for a complex matter) or very crude physical tests should not be regarded as satisfactory if the safety implications are substantial, and particularly where it is practical to provide evidence that gives more assurance.
 - ii. The use of general descriptions and references to nominal standards should only be accepted as background advice and not as the principal evidence, except where it is not practical to do otherwise.

Normal Procedures:

Evidence is required to be on SE and SF (where applicable) forms. The required standard of evidence is the same as for a full volume IPA and this means the applicant must have, or have direct access to, the full test report/s and documentation behind the SE, and SF forms.

The basic requirement to have full access to the original test data is not always entirely practical; for example some seat belt manufacturers will provide additional information to the examiner but do not normally provide this to their client.

The evidence should relate to a vehicle of the make, model and year range in question. If this is not apparent it is for the applicant to provide a substantive case that the evidence provided is valid. For seatbelts this principally means the anchorage points (and including ELR positions) for the subject vehicle must be less than 100 mm removed from the actual test points. For emissions evidence this means each criterion in the ADR needs to be addressed.

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RELATED DOCUMENTS

The procedures within this manual do not stand alone. The procedures in this manual must be read in conjunction with:

- a) [Motor Vehicle Standards Act 1989](#),
- b) [Motor Vehicle Standards Regulations](#),
- c) [Australian Design Rules for Motor Vehicles and Trailers, Third Edition](#),
- d) [Administrator's Circulars](#), and
- e) [Vehicle Standards Bulletins, where relevant](#).

In cases of inconsistency the Motor Vehicle Standards Act 1989, Motor Vehicle Standards Regulations and the Australian Design Rules for Motor Vehicles and Trailers are the authoritative references.

EXAMINATION PREPARATION

Check the vehicle is listed on the "Register of Specialist and Enthusiast Vehicles" (not required for 2nd stage of manufacture vehicles).

Check the scope of the variants and engine families included within the Road Vehicle Descriptor (RVD), and ensure all required evidence multiples are provided.

For ADRs where SF forms (Selection of Fleet) are available, check SF forms have been provided and cover all variants and options shown on the RVD. SF forms are required where there is more than one variant, even if the evidence required for the ADR is "alternative procedures". In this case, the SF form should be completed as if a test were to be carried out. Once the "worst case" has been selected via the SF form the actual ADR evidence can be an SE form, or "alternative procedures" evidence where this is allowed. The reference to the ADR evidence should be shown on the SF form where a reference to an SE form is required.

Check the detail of the evidence provided for each ADR against the level as outlined in Administrator's Circular 0-2-13 and as per the detailed guidelines given in Sections 5 and 6 of this manual.

EVIDENCE - ASSURANCES

A properly worded formal assurance should be worded to the effect of, "I hereby give an assurance that the requirements of ADR 42/00 are met", and be signed by the assurer. It should not be of the form, "The widget has been built to comply with ADR 42/04".


NOTE: While an assurance may include elements of evidence to give additional confidence, such alternative evidence will not be accepted in lieu unless it is complete.

Individual assurances are required to be submitted for each relevant ADR. The grouping of all assurances in a single document is not acceptable.

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EVIDENCE – ALTERNATIVE PROCEDURES

When a reference is made to something being “E-marked” or “ECE approved” the full mark must be advised. This will always be more than “E13”, but may not be as much as the following

AR  02 4352.

example:

The “DOT” mark is commonly referred to where USA standards apply, although this is only directly applicable for a few ADRs; those relating to tyres and glazing for example.

Evidence in relation to the country of manufacture of a vehicle is helpful, though of limited value as the build standard of a vehicle will be dependent on the intended market for that vehicle. Most manufacturers have build standards that are tailored to meet the minimum and differing regulatory requirements for the countries where the vehicle is to be marketed.

References to standards that are not recognised by the ADR concerned should use the correct name of the standard and include its applicability date as the detail of many standards change (and become more demanding) over time. In the case of Japanese requirements, and contrary to recent custom, applicants should not normally refer to TRIAS as a standard. The TRIAS series are procedures that normally contain no specific performance requirements. Applicants should refer to the appropriate Regulation.

Physical descriptions that suggest construction is typical are of little value and are only acceptable in limited circumstances. Such descriptions are useful as a background, against which more detailed test evidence can be examined, but may be accepted for the less complex and more obvious matters. An example of this might be, “The instruments are located directly in front of the driver and the requirements of the ADR are met”, when the vehicle concerned is marketed into a regulated and mature market like the USA or Japan.

EVIDENCE – NORMAL PROCEDURES

The expectation, where normal procedures evidence is required, is that only the relevant SE and SF forms need to be provided. These are to be fully completed. It is expected that the full test reports behind these forms will be made available on request when clarification or verification of the SE/SF forms is required.

There are a number of signs where evidence must reasonably be questioned. These include, but are not limited to, inaccurate references to vehicle details, highly improbable answers, errors in referring to related documents, and blank fields. Where there are concerns the applicant should be asked to confirm or correct the situation. Alternatively, the examiner may ask for a certified copy of the original report to validate the SE form. The final decision on the level of assurance needed is one made on-balance.

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GENERAL CAUTIONS IN EXAMINING EVIDENCE.

A statement that an ECE standard is equivalent to (or is accepted for) a Japanese standard does not mean that the Japanese standard is equivalent to the ECE standard (and therefore the relevant ADR) because the ECE standard may have greater test requirements.

Ambiguous wording is not acceptable. A typical form of ambiguity is, "Approved item shall be used, or a similar item". The phrase "similar item" effectively means "anything". Wording like "for all practical purposes identical to" are preferred where authors reasonably feel they cannot properly use the word "identical" without qualification. If the word "similar" is to be admitted, the applicant should advise the minimum criteria which will be met.

Other examples of ambiguous wording include referring to a single vehicle; for example, "An examination of Vehicle 123 showed it to have..." when what is sought is assurance that, "All vehicles of the model 456 have.....". Another example is evidence that implies compliance but does not commit to it, for example, "New tyres that are fitted will be DOT marked". This does not mean new (complying) tyres will be fitted. Other examples include document titles that indicate only some of a number of variants are covered.

Any non-compliance, or possible non-compliance, arising out of a comparison between a nominated standard and an ADR should lead to a request for further evidence to address the matter. The ultimate level of "proof" required is an on-balance decision affected by the significance of the matter and the practicality of obtaining evidence.

Particular issues should be recognised during evidence examination include:

- a) where "alternative procedures" evidence is acceptable for ≤ 25 approval, "normal procedures" evidence may be required for some ADRs where the approval is for ≤ 100 vehicles per annum (see Administrator's Circular 0-4-1).
- b) approvals for ≤ 100 vehicles per annum are not available for Low Production Passenger Cars (see Administrator's Circular 0-2-13).

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ADR 0/ HARMONISATION 2012

The function of this Australian Design Rule is to facilitate the automatic acceptance of the latest version of United Nations Economic Commission for Europe (UNECE) regulations that have been adopted as alternative standards within the ADRs and have been ‘applied’ by Australia under the UNECE 1958 Agreement.

Normal Procedures

Version	Minimum Scope	Benchmarks
<u>0/00</u>	<p>1. This standard implements the harmonisation and mutual recognition elements of the 1958 Agreement within Australia.</p>	<p>Expect to see an application of UNECE Regulations:</p> <p><i>4.1 Subject to clause 4.2, a new vehicle or a vehicle component is taken to comply with an ADR if:</i></p> <p><i>(a) the ADR specifies a UNECE Regulation as an alternative standard; and</i></p> <p><i>(b) Australia applies the UNECE Regulation; and</i></p> <p><i>(c) the new vehicle or vehicle component complies with the UNECE Regulation in force from time to time.</i></p> <p><i>4.2 Clause 4.1 does not apply if:</i></p> <p><i>(a) the UNECE Regulation is not valid or is no longer valid. This includes the situation where the regulation is cancelled or withdrawn in accordance with Article 1 of the 1958 Agreement; or</i></p> <p><i>(b) Australia no longer applies the UNECE Regulation. This includes the situation where Australia ceases to apply the regulation in accordance with Article 1 of the 1958 Agreement.</i></p> <p>5. Mutual recognition of UNECE Regulations</p> <p><i>5.1 Subject to clause 5.2, a new vehicle or a vehicle component is taken to comply with an ADR if:</i></p> <p><i>(a) the ADR specifies a UNECE Regulation as an alternative standard; and</i></p> <p><i>(b) the type (of vehicle or component) has been approved in accordance with Article 2 of the 1958 Agreement:</i></p> <p><i>(i) for the UNECE Regulation; and</i></p> <p><i>(ii) by a Contracting Party to the 1958 Agreement applying the UNECE Regulation; and</i></p> <p><i>(c) the approval corresponds to:</i></p> <p><i>(i) where Australia applies the UNECE Regulation, the same version of the UNECE Regulation as specified in the alternative standard or the UNECE Regulation in force from time to time; or</i></p> <p><i>(ii) where Australia does not apply the UNECE Regulation, the same version of the UNECE Regulation as specified in the alternative standard.</i></p>

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Version	Minimum Scope	Benchmarks
		<p><i>5.2 Clause 5.1 does not apply if:</i></p> <p><i>(a) the approval (by the Contracting Party) is not valid or is no longer valid. This includes the situation where the approval is cancelled or withdrawn in accordance with Article 2 of the 1958 Agreement; or</i></p> <p><i>(b) the approval is (or relevant products are) subject to remedial action in accordance with Article 4 of the 1958 Agreement.</i></p>

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ADR 1/ REVERSING LAMPS

The function of this Australian Design Rule is to specify the photometric requirements for reversing lamps which will warn pedestrians and other road users that the vehicle is about to move or is moving in the reverse direction, and which during the hours of darkness will aid the driver in reversing manoeuvres.

Alternative Procedures

Version	Minimum Scope	Benchmarks
1/00	1. Light Intensity requirements: <ul style="list-style-type: none"> a) Max. Cd b) Min. Cd 2. Colour of light	Expect to see evidence: <ul style="list-style-type: none"> a) of an "E mark" (all of it) in relation to ECE R23, <p style="text-align: center;">OR</p> <ul style="list-style-type: none"> b) comprising a point by point comparison between a Japanese Regulation (JR) or USA standard and the ADR requirements, <p style="text-align: center;">OR</p> <ul style="list-style-type: none"> c) of the use of an ADR approved lamp (either from a full volume vehicle or approved under the Component Registration Number (CRN)). <p>A reference to the ADR provision providing for an alternate standard is required if the only evidence provided is the mark in relation to that alternate standard.</p> <p>Testing/analysis regarding trichromatic coordinates is only required where there is doubt about the colour.</p> <p>Note: Evidence based on Japanese Regulations (JR) or FMVSS is only valid for vehicles first sourced in Japan or the USA respectively. Vehicles sold into other markets may be to a lower standard.</p>

Example Summary Claims ^{##}:

Compliance with the requirements of ADR 1/00 is claimed on the basis that:

- i. the vehicle was sourced in Japan, and
- ii. an analysis (attached) of the standard applicable for registration in Japan (Article 40) shows its requirements to be equivalent to those in the ADR.

OR

- iii. the lamps are ECE approved as evidenced by the mark "AR E13 02 1234", and as provided for in Clause 1.3 of the ADR.

The examples given would be required to be supported by the appropriate level of detailed evidence, and are only some of the possible general approaches that may be accepted. Example Summary Claims shown for other ADRs may be relevant though the options that can apply will be limited for evidence where "assurance" and "normal procedures" rules apply.

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ADR 2/ SIDE DOOR LATCHES AND HINGES

The function of this Australian Design Rule is to specify requirements for side door retention components, including latches, hinges, and other supporting means, to minimise the likelihood of occupants being thrown from a vehicle as a result of impact. The following minimum requirements are within scope:

Alternative Procedures

Version	Minimum Scope	Benchmarks
2/00 2/01	1. Evidence re longitudinal and transverse loading of hinges and locks.	<p>Expect to see:</p> <p>a) approval to ECE 11/00 to ECE 11/02 with additional information on lock function (for ADR 2/00),</p> <p>OR</p> <p>b) a substantive comparison, by way of part numbers for all the main parts, between a full volume reference vehicle and the subject vehicle,</p> <p>OR</p> <p>c) a point by point comparison between a JR or FMVSS against the ADR requirements,</p> <p>OR</p> <p>d) physical observations and measurements of all main parts on a full volume reference vehicle and the subject vehicle with, if there is any doubt, evidence addressing the relative physical properties,</p> <p>OR</p> <p>e) a comprehensive stress analysis (Note: this should include a professional analysis of all the likely modes of failure).</p> <p>If the analysis path is chosen, the calculations will have a proper regard to the interaction and combination of shear and bending forces. Overly simplistic assumptions about the behaviour of sheet metal shall be avoided where thin metal sections are involved in combination with high local stresses.</p> <p>It is not envisaged the analysis path would be used in preference to a comparison of standards on a mass produced vehicle because, if done properly, it is likely to take more time and then only be directly applicable to one vehicle model</p> <p>A reference to the ADR provision allowing for an alternate standard is required if the only evidence provided is the mark in relation to that alternate standard.</p> <p>Note: Evidence based on JR or FMVSS is only valid for vehicle/s sourced in Japan or the USA respectively. Vehicles sold into other markets may be to a lower standard.</p> <p>Additionally for 2/01 (see Clause 7.2) - The technical requirements of UN ECE Global Technical Regulation No.1 – Door Locks and Door</p>

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Version	Minimum Scope	Benchmarks
		Retention Components.

Example Summary Claims: (See ## at end of ADR 1)

Compliance with the requirements of ADR 2/00 is claimed on the basis that:

- i. the vehicle was sourced in Japan, and
- ii. an analysis (attached) of the standard applicable for registration in Japan (Article 25) shows its requirements are equivalent to those in the ADR.

OR

- iii. the vehicle is fitted with hinge and latch assemblies that are identical with those on the make model (year) full volume vehicle.

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ADR 3/ SEATS AND SEAT ANCHORAGES

The function of this Australian Design Rule is to specify requirements for 'Seats', their attachment assemblies, their installation and any head restraint fitted, to minimise the possibility of occupant injury due to forces acting on the 'Seat' as a result of vehicle impact.

Normal Procedures (≤100) OR Alternative Procedures (≤25)

Version	Minimum Scope	Benchmarks
<u>3/02</u>	1. Forward longitudinal load.	<p>Except where normal evidence applies expect to see:</p> <p>a) evidence re <u>ECE 17/03</u> or <u>/04</u> and/or <u>14/02</u> (for <u>ADR3/02</u>), OR</p> <p>b) evidence re <u>ECE 17/07</u> (for <u>ADR 3/03</u>), OR</p> <p>For low volume up to 25 vehicles only, expect to see:</p> <p>c) a point by point comparison between a JR or USA standard and ADR requirements, OR</p> <p>d) a substantive comparison, by way of part numbers for all the main parts, between a full volume reference vehicle and the subject vehicle, OR</p> <p>e) physical observations and measurements of all main parts on a full volume reference vehicle and the subject vehicle with, if there is any doubt, evidence addressing the relative physical properties; OR</p> <p>f) a comprehensive stress analysis (Note: this should include a professional analysis of all the likely modes of failure); OR</p> <p>g) physical testing (full volume standard not mandatory);</p> <p>If the analysis path is chosen the calculations will have a proper regard to the interaction and combination of shear and bending forces. Overly simplistic assumptions about the behaviour of sheet metal shall be avoided where thin metal sections are involved in combination with high local stresses.</p> <p>It is not envisaged the analysis path would be used in preference to a comparison of standards on a mass produced vehicle because, if done properly, it is likely to take more time and then only be directly applicable to one vehicle model</p>
<u>3/03</u>	2. Rearward longitudinal load.	
	3. Rearward seat back moment.	
	4. If seat backs hinged restraining device inertia device to be self-locking.	
	5. Absence or otherwise of any seat belt anchorages or Child Restraint Anchorages (CRAs) on the seat.	
	6. Additional load test if CRAs more than 100 mm below top of seat back.	
	7. Rearward moment.	
	8. Energy dissipation of seat backs.	
	9. Additionally for ADR 3/03:	
	(i) Roughness or sharp edges (5.1.4 of UNECE Regulation No. 17/07)	
	(ii) Head restraints (5.3 - 5.13 of UNECE Regulation No. 17/07)	
	(iii) Displaced luggage (5.15 of UNECE Regulation No. 17/07)	

Example Summary Claims (for <25 vehicles/annum): (see ## at end of ADR 1)

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Compliance with the requirements of ADR 3/02 is claimed on the basis that:

- i. the vehicle was sourced in Japan, and
- ii. an analysis (attached) of the standard applicable for registration in Japan (Article 22) shows its requirements are equivalent to those in the ADR, and
- iii. physical testing of a seat from a *make/model/year*, dated *day/month/year*, to demonstrate compliance with the higher rearward moment requirement (530 Nm) in the ADR.

OR

The seat is identical to that in the *make/model/year* full volume vehicle as determined by:

- i. a general comparison of the seats, and
- ii. the fact of identical part numbers appearing in the original manufacturer's spare parts microfiche for the Australian delivery and Japanese delivery vehicles.

Example Summary Claim (for <100 vehicles/annum):

Compliance with the requirements of ADR 3/02 is claimed on the basis of submission of a completed SE03/02 (or SE3/03) form.

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ADR 4/ SEATBELTS

The function of this Australian Design Rule is to specify requirements for seatbelts to restrain vehicle occupants under impact conditions, facilitate fastening and correct adjustment, assist the driver to remain in his 'Seat' in an emergency situation and thus maintain control of the vehicle, and protect against ejection in an accident situation.

Normal Procedures

Version	Minimum Scope	Benchmarks
4/03	1. All relevant fields in the SE form to be completed.	Expect to see: a) SE forms for each seating position except where provision for Original Equipment (OE) belts under ADR 69 exemptions applies.
4/04	2. Extension sheets listing all tests carried out, including belt fitment tests.	b) SE forms for all belts for all variations over the model range.
4/05	3. "RVCS Blank Sheet" to be submitted for front OE belts, addressing all belt related items re ADR 69/00 exemption.	<p>Test data (to be retained by Licensee and supplied to VSS on request) is to relate to the subject vehicle directly, or by way of a layout drawing comparing the anchorage coordinates for, and overall anchorage differences between, the reference and subject vehicles.</p> <p>An ADR SE form is not required for seating positions in vehicles meeting ADR 69/00 when new OE equipment is fitted, provided the belts meet the seat belt related items detailed for ADR 69/.. in this manual.</p> <p>Seatbelt assemblies must be provided for the seating positions and anchorages as required in ADR 5/.... Where a lap-sash belt is specified, separate lap and sash belts are not acceptable.</p> <p>Seatbelt types shall comply with the requirements, as applicable, of:</p> <ul style="list-style-type: none"> a) Clause 5.3 of ADR 4/03, b) Annex 16 of ADR 4/04 Appendix A, or c) Annex 16 of ADR 4/05 Appendix A. <p>For vehicle categories MA, MB, MC, NA, NB1, NB2, MD1, MD2, MD3, MD4, ME, NB and NC the driver's seatbelt assembly must be shown to have a dual sensitive Emergency Locking Retractor (ELR) not Automatic Length Adjusting and Locking Retractor (ALALR).</p> <p>However, if the original vehicle was a left hand drive vehicle and had an ELR seatbelt with an ALALR function in the front outboard passenger seat, then the ALALR function may be retained. The retractor must be shown to operate satisfactorily as an ELR, or a new ADR 4/.. complying ELR seatbelt must be fitted;</p> <p>Outboard seating position seatbelt assemblies near a door must have any free end of a strap restrained by a positive design feature to adopt a position against another strap.</p> <p>Evidence shall be provided that:</p>

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Version	Minimum Scope	Benchmarks
		<p>a) the seatbelts meet the removal or separation requirements, the adjustment requirements and the instructions for use requirements of the ADR,</p> <p style="text-align: center;">AND</p> <p>b) for vehicles of Japanese origin, that the seatbelts are marked with ELR VW or ELR VWe,</p> <p style="text-align: center;">OR</p> <p>c) for vehicles of US and Canadian origin, that the seatbelts have been confirmed as dual sensitive by locking on acceleration of the webbing, and by tilting the vehicle (or seatbelt assembly) to not more than 30 degrees before the retractor locks.</p> <p>Where a seatbelt assembly needs to be replaced with an ADR 4/.. complying seatbelt assembly, or tested to show compliance with ADR 4/.., full evidence meeting the ADR requirements must be provided.</p> <p>Vehicles of Japanese, USA or Canadian origin with seatbelt assemblies fitted to 3 rear seating positions may continue to be fitted with them even if ADR 5/... indicates that only 2 seating positions are required.</p> <p>For vehicles complying with ADR 4/05, in addition to the requirements above, the vehicle must be fitted with an advanced safety-belt reminder system in accordance with the ADR requirements.</p>

Example Summary Claim: (see ## at and of ADR 1)

Compliance with the requirements of ADR 4/03 is claimed on the basis that:

- i. normal evidence has been provided for each belt (model/part no.) required to fit each position in all vehicle variants in this application, and
- ii. the applicant has, or has direct access to, the original test reports concerned.

Note: In the case of some test houses the above 'reports' may be original SE forms with VSS having the capacity, if the need arises, to inquire of the test house in respect of the details of the original test.

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ADR 5/ ANCHORAGES FOR SEATBELTS

The function of this Australian Design Rule is to specify requirements for seatbelt anchorages so that seatbelts may be adequately secured to the vehicle structure or seat and will meet comfort and performance requirements in use.

Normal Procedures (≤100) OR Alternative Procedures (≤25)

Version	Minimum Scope	Benchmarks
5/04 5/05	<ol style="list-style-type: none"> 1. Load capacity: <ol style="list-style-type: none"> a) lap anchorages b) lap only and c) lap/torso d) final torso anchorage e) anchorages on pillars 2. Anchorage bolt size 3. Anchorage location 4. Positions with ELRs 	<p>Except where normal evidence applies expect to see:</p> <ol style="list-style-type: none"> a) a point by point comparison between an overseas standard which the vehicle complies with and ADR requirements; <p>OR</p> <ol style="list-style-type: none"> b) a comprehensive stress analysis (Note: this should include a professional analysis of all the likely modes of failure); <p>OR</p> <ol style="list-style-type: none"> c) physical testing (Full Volume standard not mandatory); <p>OR</p> <ol style="list-style-type: none"> d) evidence in relation to ECE 14/02 or higher (ADR 5/04), or ECE 14/06 or higher (ADR 5/05); <p>It should be made clear whether OE mounting points are being used or not and whether any adaptor plates have been used.</p> <p>On anchorage positions a general statement will be sufficient for US and Japanese vehicles that are sold in volume.</p> <p>Where adaptor plates are used, expect to see:</p> <ol style="list-style-type: none"> a) a summary of calculations if other than flat adaptor plates in tension are used and a statement about why <u>any</u> adaptor plate that might be used is regarded as sufficient. A calculation or testing will be required for any fabricated adaptor, and b) evidence to show how correct ELR alignment will be assured when adaptor plates are used, and c) drawings referred to in evidence for adaptor plates included on the 0-4-5 Inspection Certificate page 2. <p>For adaptor plate fastening, 7/16 UNF (equivalent ISO M11) bolts are preferred.</p>

Example Summary Claim (for <25 vehicles/annum): (see ## at end of ADR 1)

Compliance with the requirements of ADR 5/ is claimed on the basis that:

- i. the vehicle was built for use in the US, and
- ii. an analysis of the standard applicable for registration in the US (FMVSS 210) shows the strength and position requirements for anchorages are equivalent to those in the ADR, and
- iii. all anchorages are as originally made by the manufacturer for the US market, and

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iv. the type of belt fitted to each position is as specified in the Clause 5.2 Table in the ADR.

Example Summary Claim (for <100 vehicles/annum):

Compliance with the requirements of ADR 5/ is claimed on the basis that:

- i. load tests have been conducted according to ADR requirements by a VSS registered laboratory, the results of which are in evidence and show that the subject vehicle has passed, and
- ii. the *make/model/year* of vehicle was tested in “as originally manufactured” condition and is substantially identical to all the the vehicle variants that are the subject of this application and to which these test results are to be applied (except as below), and
- iii. all ELR mounting brackets used shall be identical to that tested and approved as part of this application.

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ADR 6/ DIRECTION INDICATOR LAMPS

The function of this Australian Design Rule is to specify the requirements for a device mounted on a motor vehicle or trailer which when operated by the driver signals the intention to change the direction in which the vehicle is proceeding.

Alternative Procedures

Version	Minimum Scope	Benchmarks
6/00	1. Light Intensity: <ul style="list-style-type: none"> a. Max. Cd b. Min. Cd 2. For each category <ul style="list-style-type: none"> a. Cat 1 (front) b. Cat 2a/2b (rear) c. Cat 5/6 (side) 3. Colour 4. Angles of visibility	Expect to see evidence of: <ul style="list-style-type: none"> a) an "E mark" (all of it) in relation to ECE 6/00 or 6/01, <p style="text-align: center;">OR</p> <ul style="list-style-type: none"> b) the use of an ADR approved lamp (either from a full volume vehicle or approved under the component scheme), <p style="text-align: center;">OR</p> <ul style="list-style-type: none"> c) a comparison between an overseas standard, with which the vehicle complies, and the ADR. <p>A reference to the ADR provision that provides for an alternate standard is required if the only evidence provided is the mark in relation to that alternate standard.</p> <p>Test/analysis re trichromatic coordinates is only required where there is doubt about the colour.</p> <p>Note: Evidence based on JR or FMVSS is only valid for vehicle/s first sourced in Japan or the USA respectively. Vehicles sold into other markets may be to a lower standard.</p>

Example Summary Claims: (see ## at end of ADR 1)

Compliance with the requirements of ADR 6/00 is claimed on the basis that:

- i. an analysis of the standard applicable for registration in Japan per the document ISO/TR 9819:1991(E) shows its minimum photometric requirements are equivalent to those in the ADR, and
 - ii. physical testing of a (Make/model/year) motor vehicle, dated 5 May 2002, demonstrates the maximum ADR limits are not exceeded
- OR**
- iii. each of the Categories of lamp (Cat1, Cat 2 and Cat 5) comply with ECE requirements as indicated by the marking/s E₂ R6 01 1234, E₂ R6 01 2222 and E₂ R6 01 3333 respectively on the lenses and as provided for in Clause 7.1 of the ADR.

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ADR 8/ SAFETY GLAZING MATERIAL

The function of this Australian Design Rule is to specify the performance requirements of material used for external or internal glazing in motor vehicles which will ensure adequate visibility under normal operating conditions, will minimise obscuration when shattered, and will minimise the likelihood of serious injury if a person comes in contact with the broken glazing material.

Alternative Procedures

Version	Minimum Scope	Benchmarks
<u>8/01</u>	<ol style="list-style-type: none"> 1. Marks evidence 2. Material standard 3. Reference to the extent of any tinting. 4. Optical transmission 5. Use of laminated glass 	<p>Expect to see:</p> <ol style="list-style-type: none"> a) facsimiles or detail of the marks on the glass in the vehicle, each image labelled with the window/s it relates to, and b) reference to the standards on which the evidence is based, and where these are provided for in the ADR, along with identification of the marks relating to each standard, and c) specific reference to how it is known that the windscreen exceeds 70% optical transmission, and d) a text reference to the need for laminated windscreens, and e) identification of which marking details show that laminated glass is being used. <p>Tinted windscreens (where the tint is not confined to the top band) are assumed not to pass the optical transmission requirement without very convincing evidence to the contrary.</p> <p>Photochromatic windscreens are not acceptable.</p>

Example Summary Claim: (see ## at end of ADR 1)

Compliance with the requirements of ADR 8/01 is claimed on the basis that:

- i. all glazing is marked to indicate it complies with a standard recognised in Clause 8 of the ADR, in respect of the windscreen, and in particular:
 - a) laminated glass is used as indicated by the marking/s XX or YY , and
 - b) optical transmission is in excess of 70% is assured because....

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ADR 10/ STEERING COLUMN

The function of this Australian Design Rule is to minimise crushing or penetrating injuries to drivers due to the ‘Steering Column’ as a result of frontal impact.

Normal Procedures (≤100) OR Alternative Procedures (≤25)

Version	Minimum Scope	Benchmarks
10/01	1. Steering wheel intrusion	<p>Note: Compliance with this ADR is difficult to demonstrate, but more than a brief assertion is required.</p> <p>Except where normal evidence applies expect to see:</p> <ul style="list-style-type: none"> a) evidence re ECE 12/, OR b) evidence re FMVSS 203 with FMVSS 204, OR c) Detail of the column structure (collapsible elements, no. of segments, bends etc.), fastening and consequences of impact and information on the impact properties of the steering wheel: <ul style="list-style-type: none"> i) by comparison with another standard, or ii) by comparison with full volume vehicle component, or iii) by physical description and (simple) physical testing. <p>In the case of LH to RH drive conversion, non-symmetry needs to be discounted as a possible compromising factor, and steering modifications must be in accordance with Vehicle Standards Bulletin 4 (if applicable) or Vehicle Standards Bulletin 6 (if applicable).</p> <p>Chain box conversions need consideration of the new mounting arrangements.</p> <p>Compliance with ADR 69/00 or ADR 73/00 using air bags gives exemption from this ADR.</p>
10/02	2. Steering wheel impact force	
	<p>Note: Vehicle exempted if ADR 69 or ADR 73 applies where a driver’s air bag is used.</p>	

Example Summary Claims (for <25 vehicles/annum): (see ## at end of ADR 1)

Compliance with the requirements of ADR 10/01 is claimed on the basis that:

- i. the vehicle was built for use in Japan, and
- ii. an analysis of the standard applicable for registration in Japan (xxxxxxx) shows the steering wheel properties are equivalent to those in the ADR, and
- iii. the construction of the steering driveline is consistent with modern practice; it features a compression element between the firewall and steering box (as indicated by parts catalogue), a rack and pinion unit mounted rearward of the front axle cross member, and a universal jointed and offset steering shaft.

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- i. the steering column arrangements are identical to those in the *make/model/year* full volume vehicle, marketed in Australia, as determined by general observation of the layout; both feature a rack and pinion unit, marked XXX, mounted on the front cross member, which is operated through an 18 mm shaft with universal joints located at 300 mm and 625 mm back along the shaft from the rack and pinion unit, and
- ii. close examination of the steering wheel indicates it is identical to that fitted on the *make/model/year* full volume vehicle, marketed in Australia. Both units bear the number A1234 on the rear of the hub mounting.

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ADR 11/ INTERNAL SUN VISORS

Assurance

Version	Minimum Scope	Benchmarks
<u>11/00</u>	A formal assurance	<p>Expect to see a formal assurance.</p> <p>The assurance should be in the first or third person, i.e. "I hereby give my assurance that..." or, "The manufacturer gives his assurance that...". The assurance should not be stated as an objective fact, e.g. "The visors were built to comply with..."</p> <p>Alternative procedures evidence may be provided in lieu of the assurance provided it is comprehensive and complete.</p>

Example Summary Claim:

I, *First_Name, Second_Name, Surname*, do hereby give my assurance the sun-visors fitted on the subject vehicle comply with all the requirements of this ADR.

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

The function of this Australian Design Rule is to specify requirements for the number and mode of installation of lighting and light-signalling devices on motor vehicles other than L-group vehicles.

Alternative Procedures

Version	Minimum Scope	Benchmarks
13/00	<ol style="list-style-type: none"> 1. Type of lamps fitted 2. Number of lamps 3. Colour of lamps 4. Location of lamps 5. Lamp geometric visibility 6. Lamp functions 7. Absence or existence of non-conforming lamps 	<p>Expect to see:</p> <ol style="list-style-type: none"> a) a completed SE form, <p style="text-align: center;">OR</p> <ol style="list-style-type: none"> b) details of the number and colour of each type of lamp and a statement that these comply with ADR requirements, <p style="text-align: center;">AND</p> <ol style="list-style-type: none"> c) a definitive statement that the height, separation, location and geometric visibility of each of the lamps have been physically checked and found to comply, <p style="text-align: center;">AND</p> <ol style="list-style-type: none"> d) a definitive statement that all lamps are appropriately grouped and their operation and any other matters comply, <p>Where any changes need to be made for a lamp to comply these changes should be detailed.</p> <p>ADR 1/, ADR 6/, ADR 46/ and ADR 49/ are ADRs in their own right and evidence for these should not be buried in that for ADR 13/00.</p>

Example Summary Claims: (see ## at end of ADR 1)

Compliance with the requirements of ADR 13/00 is claimed on the basis that the lamps and reflectors provided meet the requirements of the ADR. More specifically:

- i. the colour and number of lamps fitted are:
 - headlamps white 2
 - rear position red 2
 - rear stop red 3
 - etc.
- and,

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- ii. the separation, location and geometric visibility of each lamp is in compliance with the requirements of the ADR. This has been determined by a physical examination and simple measurement of each lamp compared with the requirements of the ADR, and
- iii. all lamps are grouped appropriately and operate in the manner prescribed in the ADR. This has been determined by an individual check of each lamp type against the specific requirements in the ADR.

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ADR 14/ REAR VISION MIRRORS

The function of this Australian Design Rule is to specify requirements for rear vision mirrors to provide the driver with a clear and reasonably unobstructed view to the rear.

Alternative Procedures

Version	Minimum Scope	Benchmarks
<p><u>14/02</u></p>	<ol style="list-style-type: none"> 1. What mirrors are fitted. 2. Which mirrors are flat and whether any are convex. 3. Internal mirror mounting. 4. Field of view. 5. Size and side projection. 6. If LHD to RHD conversion. 7. Mirror angles achievable. 	<p>Expect to see:</p> <ol style="list-style-type: none"> a) evidence of provision of internal and external mirrors, and b) details of all mirrors concerning flatness noted, along with reason for the view that 1200mm min. radius requirement is met, and c) evidence of internal mirror break-away performance (LEP & M group only) comprising: <ol style="list-style-type: none"> i) detailed comparison with full volume vehicle/part, <li style="text-align: center;">OR ii) details of ECE mark, <li style="text-align: center;">OR iii) detailed comparison of standard, and d) a statement on the specific field of view requirement to be met, and that this <i>is</i> met, with detailed evidence on: <ol style="list-style-type: none"> i) area and side projection for other than MA, MB, MC and L group vehicles, and ii) for LHD to RHD conversions, to show LH external mirror view angles comply. <p>Note: Evidence based on JR or FMVSS is only valid for vehicles first sourced in Japan or the USA respectively. Vehicles sold into other markets may be to a lower standard.</p>

Example Summary Claims: (see ## at end of ADR 1)

Compliance with the requirements of ADR 14/02 is claimed on the basis that:

- i. the internal and RH external mirrors are flat,
- ii. the LH external mirror is convex with simple field of view calculations suggesting its curvature is approximately 2000mm and therefore greater than the 1200 mm minimum permitted,
- iii. the vehicle was built for use in Japan, and
- iv. an analysis of the standard applicable for registration in Japan (xxxxxxxxxxx) shows its requirements for (internal) rear vision break-away are equivalent to those in the ADR.

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ADR 18/ INSTRUMENTATION

The function of this Australian Design Rule is to specify requirements for the provision of speedometers.

Alternative Procedures

Version	Minimum Scope	Benchmarks
18/02	<ol style="list-style-type: none"> 1. Location of Group 1 2. Location of Group 2 3. Speedometer <ol style="list-style-type: none"> a. units; and b. accuracy for all tyre options 4. Odometer; <ol style="list-style-type: none"> a. units and range; 5. Illumination; and 6. ADR 69 related. 	Expect to see: <ol style="list-style-type: none"> a) a general statement about compliance when instruments are directly in front of the driver for vehicles sold into the volume/international market, otherwise instrument details and hard geometric data should be provided, and b) a statement re speedometer units and accuracy, including basic accuracy, and how all the nominated tyre options affect this, along with worst case calculations for verification, and c) a statement on odometer capacity and units (“6 digits” does not necessarily mean 999999 km and is not an acceptable description), and d) a statement on illumination where applicable (MA, LEP only), and e) a statement regarding the presence of a seat belt warning lamp (MA and LEP).
18/03	<ol style="list-style-type: none"> 1. As above. 	Expect to see: <ol style="list-style-type: none"> a) evidence that the vehicle meets the technical requirements of ECE R39, <p style="text-align: center;">OR</p> <ol style="list-style-type: none"> b) an assessment against the intent of each clause in section 5 of appendix A of ADR 18/03.

Example Summary Claim: (see ## at end of ADR 1)

Compliance with the requirements of ADR 18/02 is claimed on the basis that:

- i. the subject vehicle is marketed throughout Japan and Europe and the Group 1 instruments are directly in front of the driver and are not obscured by the steering wheel, and
- ii. the speedometer and odometer capacity, units and accuracy requirements are met, and
- iii. variable illumination is provided, and
- iv. a seat belt warning lamp is fitted in compliance with ADR 69.

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ADR 21/ INSTRUMENT PANEL

The function of this Australian Design Rule is to specify requirements for the instrument panel to reduce its injury potential to occupants on impact

Alternative Procedures

Version	Minimum Scope	Benchmarks
21/00	<ol style="list-style-type: none"> 1. Impact performance of the console 2. Interior compartment door latch performance under inertial load 	<p>Expect to see:</p> <ol style="list-style-type: none"> a) comparison of standard with ADR 21/00, <p style="text-align: center;">OR</p> <ol style="list-style-type: none"> b) indicative measurement comparing subject vehicle with a full volume vehicle, <p style="text-align: center;">OR</p> <ol style="list-style-type: none"> c) demonstration that the console is the same as that of a full volume vehicle, <p style="text-align: center;">AND</p> <ol style="list-style-type: none"> d) where LHD to RHD conversion is involved, evidence that the original console stiffness/performance has not been changed. Where the materials and/or construction are different, the performance will need to be shown to be similar or be shown to be satisfactory much as would be expected for a vehicle not sold into the volume/international market. <p>For both the console and the latch performance, mathematical analysis of the masses and forces involved and/or indicative testing will be regarded as sufficient.</p> <p>Note: Evidence based on JR or FMVSS is only valid for vehicles sourced in Japan or the USA respectively. Vehicles sold into other markets may be to a lower standard.</p>

Example Summary Claim: (see ## at end of ADR 1)

Compliance with the requirements of ADR 21/00 is claimed on the basis that:

- i. the vehicle was built for use in Japan, and
- ii. an analysis of the standard applicable for registration in Japan (ccccccccc) shows its requirements for instrument panel properties are equivalent to those in the ADR, and
- iii. the glove compartment lid and latch mechanism are identical to those employed in the *Make/Model/Year* full volume vehicle.

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ADR 22/ HEAD RESTRAINTS

The function of this Australian Design Rule is to specify requirements for the design of 'Head Restraints' so as to limit the severity of injury in the event of rear-end impacts and to ensure that the 'Head Restraint' cannot be adjusted too low.

Alternative Procedures

Version	Minimum Scope	Benchmarks
22/00	<ol style="list-style-type: none">1. Dimensional criteria2. Strength and deflection	<p>Expect to see:</p> <ol style="list-style-type: none">a) a comparison with nominated standards covering both dimensional requirements and strength/deflection and, in particular, demonstrating compliance with clause 22.2, <p>OR</p> <ol style="list-style-type: none">b) a reference to ECE approval ECE R 25/01 to 05, or ECE R17/03 to 05, or FMVSS 202, <p>OR</p> <ol style="list-style-type: none">c) physical measurement, test and analysis data addressing ADR dimensional, strength and deflection requirements, <p>AND</p> <ol style="list-style-type: none">d) where there is any deficiency in the requirements of a nominated reference standard, an outline of the approach to addressing this deficiency. <p>Note: Evidence based on JR or FMVSS is only valid for vehicle/s first sourced in Japan or the USA respectively. Vehicles sold into other markets may be to a lower standard.</p>

Example Summary Claim: (see ## at end of ADR 1)

Compliance with the requirements of ADR 22/00 is claimed on the basis that:

- i. the vehicle was built for use in Japan, and
 - ii. an analysis of the requirements of the Japanese rule (bbbbbbb) shows they are identical to those in the ADR except in regard to:
 - a) the minimum height, where measurement of the subject vehicle shows the seats exceed the minimum of xxx mm and are 740 mm, and
 - b) the minimum impact surface height, where measurement of the subject vehicle shows this to exceed that minimum of yyy mm and are 140 mm.
- OR**
- iii. the subject vehicle is marketed thought out Europe and the seats are marked E2 R17 03 1234, as provided for at Clause 22.6.2 of the ADR.

Note: ADR 22/00 is not required if complying with ADR 3/03.

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ADR 23/ PASSENGER CAR TYRES

The function of this vehicle standard is to specify requirements for new pneumatic tyres for motor vehicles and trailers.

Alternative Procedures

Version	Minimum Scope	Benchmarks
23/01	1. Tyre standard	<p>Expect to see:</p> <ul style="list-style-type: none">a) that the tyres to be fitted are DOT, ECE or ADR approved (SET),b) that the tyres to be fitted are new (for COP reasons), andc) a statement indicating that the tyres to be fitted are marked in accordance with ADR requirements, andd) A statement of size, speed rating, labelling and maximum load capacity. <p>Note: JIS marked tyres are permitted, but they are not acceptable just because they are marked JIS. Tyre sizes and combinations detailed to be not less than those detailed on the placard required as part of ADR 42/.</p>
	2. Condition	
23/02	3. Sizes	
	4. Speed rating	

Example Summary Claim: (see ## at end of ADR 1)

Compliance with the requirements of ADR 23/01 is claimed on the basis that:

- i. the vehicle is fitted with new passenger car tyres that are E marked (or DOT approved), and
- ii. the tyres are not asymmetric and require no labelling in this regard, and
- iii. the tyres are clearly marked on both sides with the load and speed rating, the manufacturers name and other marking requirements in the ADR.

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ADR 25/ ANTI-THEFT LOCK

The function of this Australian Design Rule is to specify requirements for a lock to inhibit unauthorised use of the vehicle and to minimise the possibility of inadvertent adjustment of steering locks to the anti-theft position when the vehicle is in motion.

Assurance

Version	Minimum Scope	Benchmarks
<u>25/02</u>	A formal assurance	Expect to see a formal assurance. The assurance should be in the first or third person, i.e. "I hereby give my assurance that..." or, "The manufacturer gives his assurance that...". The assurance should not be stated as an objective fact, e.g. "The locks were built to comply with..." Alternative procedures evidence may be provided in lieu of the assurance provided it is comprehensive and complete.

Example Summary Claim:

I, *First_Name*, *Second_Name*, *Surname*, do hereby give my assurance the anti-theft locks fitted on the subject vehicle comply with all the requirements of this ADR.

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ADR 29/ SIDE DOOR STRENGTH

The function of this Australian Design Rule is to specify strength and stiffness requirements for side doors of passenger cars, which can be used for occupant access, to reduce intrusion into the passenger compartment as a result of side impact.

Alternative Procedures

Version	Minimum Scope	Benchmarks
<p>29/00</p>	<p>1. Strength 2. Deflection 3. Vehicles complying with ADR 72/. are exempt from the requirements of this ADR.</p>	<p>Expect to see:</p> <ul style="list-style-type: none"> a) a statement re ADR 72/.. exemption, OR b) evidence of FMVSS compliance, OR c) comparison of a nominated build standard with ADR requirements, OR d) technical analysis from first principles, based on comparison with a similar vehicle. Analysis should be substantial with a proper regard to the consequences of high stresses in combination with thin metal sections (sheet metal) where this is appropriate. Particular attention should be paid to the end fixing of the intrusion bars as failure at this point could be expected to lead to serious injury. <p>If a comparison with another bar is made, the section properties, length, vehicle mass and end fixation details all need to be addressed. Words like, “the bar is similar to....” are not sufficient. Recognition of the potential range of materials that might be used in the reference bar should also be given and allowed for.</p> <p>Note: Evidence based on JR or FMVSS is only valid for vehicle/s sourced in Japan or the USA respectively. Vehicles sold into other markets may be to a lower standard.</p>

Example Summary Claims: (see ## at end of ADR 1)

Compliance with the requirements of ADR 29/00 is claimed on the basis that:

- i. the vehicle was built for use in Japan, and
- ii. an analysis of the standard applicable for registration in Japan (bbbbbb) shows the requirements of that standard are equivalent to those in the ADR.

OR

- iii. a detailed comparative analysis of the side intrusion bar with that in the *make/model/year* full volume vehicle, having regard for vehicle mass, door width, end fixing detail, section properties and material, shows the performance of the proposed bar to be at least equivalent to that in the full volume vehicle.

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ADR 30/ SMOKE EMISSION CONTROL FOR DIESEL VEHICLES

The function of this Australian Design Rule is to specify the smoke emission requirements for diesel fuelled vehicles in order to reduce air pollution.

Alternative Procedures

Version	Minimum Scope	Benchmarks
30/01	1. Compliance with ADR or similar standard	Expect to see: a) evidence the vehicles comply with ADR 30/01 ; OR b) evidence the vehicles comply with one of the standards listed in clause 7 of ADR 30/01 ; OR c) the vehicle complies with a similar overseas standard, together with a comparison of the overseas standard's requirements compared to the ADR requirements; OR d) physical test results

Example Summary Claim: (see ## at end of ADR 1)

Compliance with the requirements of ADR 30/01 is claimed on the basis that the vehicle:

- i. having previously been built for use in the US, and ,being required to comply with Opacity of Smoke Emission of the USA Code of Federal Regulations, Part 86 – Control of Air Pollution from new and in-use motor vehicles and new and in-use motor vehicle engines certification and test procedures – Subpart A 40CFR 86.098-11 Emission standards for 1998 and later model year diesel heavy-duty engines and vehicles, complies with an acceptable alternative standard as provided for in ADR 30/01 at Clause 7 on alternative standards.

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ADR 31/ HYDRAULIC BRAKE SYSTEMS FOR PASSENGER CARS

The function of this Australian Design Rule is to specify braking system requirements for passenger cars.

Alternative Procedures

Version	Minimum Scope	Benchmarks
<p>31/01</p> <p>31/02</p>	<ol style="list-style-type: none"> 1. ESC Functional requirements 2. Service brake performance 3. Brake fade performance 4. Parking brake 5. Reservoir capacity 6. Warning lamps 7. ABS (if fitted) 8. SF form if more than one variant or braking system on the RVD 	<p>For vehicles sold into the volume/international market, expect to see:</p> <ol style="list-style-type: none"> a) a general description indicating why performance should be expected to be satisfactory with at least one suitable data point for: <ol style="list-style-type: none"> i) service brake deceleration (av. m/sec²), and ii) brake fade (kg/m² total swept area), and iii) parking brake (% grade), with specific advice in relation to reservoir capacity and the provisions for service brake failure warning lamps, OR b) a comparison of a nominated standard with ADR requirements. AND (if the vehicle is fitted with ABS) either: c) demonstration that the braking system complies with ECE R 13-H, OR d) demonstration that the ABS at least meets the requirements for a Category 3 anti-lock system as described in Annex 6 of ADR 31/02. This may be demonstrated by conducting tests traversing from a high mu (e.g. dry bitumen) to a low mu (e.g. wet grass or loose gravel) surface, and traversing from a low mu to a high mu surface while applying the brakes with sufficient force to activate the ABS. The vehicle speed at the change of mu should be approximately 50 km/h. The vehicle would be considered acceptable if there was no wheel locking or only brief periods of wheel locking (as per Cl 5.3.6 of Annex 6). OR e) Demonstration that the same ABS (control unit, valves, sensors etc.) is fitted to a vehicle which has demonstrated compliance with ADR 31/01. If the service brakes are not the same as the certified vehicle, it should be demonstrated by engineering analysis that the anti-lock system will maintain the same effective friction utilisation (i.e. aggregate brake

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		<p>effort) as the approved system.</p> <p>For vehicles not sold into the volume/international market the evidence provided shall be more substantial than detailed above if the evidence is based on physical tests, and in the event a comparison with a nominated standard is preferred, substantial evidence as to why that standard is applicable is required.</p> <p>Note: Evidence based on JR or FMVSS is only valid for vehicle/s sourced in Japan or the USA respectively. Vehicles sold into other markets may be to a lower standard.</p> <p>For vehicles required to comply with ADR 31/02</p> <p>In addition to the above requirements, each vehicle, if at first stage of manufacture originally fitted with electronic stability control (ESC), shall be equipped with an electronic stability control system that:</p> <ul style="list-style-type: none">a) is capable of applying braking torques individually to all four wheels and has a control algorithm that utilizes this capability, <p>AND</p> <ul style="list-style-type: none">b) is operational over the full speed range of the vehicle, during all phases of driving including acceleration, coasting, and deceleration (including braking), except:<ul style="list-style-type: none">i) when the driver has disabled ESC,ii) when the vehicle speed is below 20 km/h,iii) while the initial start-up self-test and plausibility checks are completed, not to exceed 2 minutes when driven under the conditions of ADR 31/02 paragraph 5.10.2., oriv) when the vehicle is being driven in reverse, <p>AND</p> <ul style="list-style-type: none">c) Remains capable of activation even if the antilock braking system or traction control system is also activated. <p>The Administrator may also accept the following standards:</p> <ul style="list-style-type: none">• FMVSS 126 - Electronic stability control systems, or• GTR 8 – Electronic stability control systems.
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Example Summary Claim: (see ## at end of ADR 1)

Compliance with the requirements of ADR 31/02 is claimed on the basis that:

- i. the vehicle is mass produced and is sold widely in Japan and the US, and
- ii. limited physical testing shows its service brake effectiveness and parking brake performance exceeds that required by the ADRs. Comparative analysis of the likely fade performance compared with *make/model/year* full volume vehicle using vehicle mass/swept area ratios indicates this will also meet minimum requirements, and
- iii. the brake system is a conventional vacuum assisted hydraulic system and examination shows that reservoir and warning light requirements of the ADR are also complied with.

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- i. the vehicle was built for use in *Country*, and
- ii. an analysis (attached) of the standard applicable for registration in *Country* (Rule xxxx) shows its requirements are equivalent to those in the ADR, and by which compliance with ADR requirements is assured.

Note: A vehicle model certified under the *Motor Vehicle Standards Act 1989* is exempt from the ESC requirements of ADR 31/02 where it has been certified under:

- a) a low volume production passenger scheme, or
- b) the low volume scheme, where it has been exempted from (overseas) national requirements for ESC due to it being limited production volume. For example, vehicles produced under the European Community Small Series Type Approval (ECSSTA) scheme would be exempt.

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ADR 34/ CHILD RESTRAINT ANCHORAGES AND CHILD RESTRAINT ANCHOR FITTINGS

The function of this Australian Design Rule is to specify requirements for ‘Child Restraint Anchorages’ and ‘Child Restraint Anchor Fittings’ which provide for the connection of standard ‘Attaching Clips’ so that ‘Child Restraints’ may be adequately secured to the vehicle. It specifies a standard package of fitting hardware and accessibility requirements to facilitate correct installation and interchangeability of ‘Child Restraints’

Alternative Procedures

Version	Minimum Scope	Benchmarks
<u>34/01</u>	1. Location and number of anchorages	<p>Expect to see:</p> <p>a) a comparison of a nominated standard with the ADR requirements,</p> <p>OR</p> <p>b) details on the number and the location of each anchorage and, if the anchorage is non OE,</p> <p>i. the location shown accurately in a drawing, and</p> <p>ii. the design of the anchorage, its manner of installation and a statement;</p> <p>OR</p> <p>c) calculation to show how the anchorage is known to be sufficient,</p> <p>AND</p> <p>d) a statement on accessibility, and</p> <p>e) details of the threads used for attaching fittings to the anchorages, and</p> <p>f) details of what fittings are supplied or fitted and a facsimile of the information to be supplied with the vehicle.</p> <p>All anchorage plates are to be fitted under the relevant body panel.</p> <p>All anchorages/adaptors/brackets that involve large offsets between the mounting surface and the ‘plane’ of the fitting shall be shown by calculation or test to be sufficient.</p> <p>Calculations shall be competent and substantial. Simple calculations utilising shear only without proper recognition of bending moment, the interaction of shear and bending stresses and behaviour of thin metal sections shall not be accepted.</p> <p>Generally designs incorporating load bearing welds are not acceptable.</p> <p>For vehicles complying with 34/02 the Child Restraint Anchorage</p>
<u>34/02</u>	2. OE and non OE anchorages	
	3. Design and installation of any non OE anchorages	
	4. Threads used	
	5. Supply of fittings	
	6. No. fitted, no. supplied	
	7. Information to be provided with vehicle.	

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		<p>(CRA) must comply with the above requirements. In addition the ISOFIX anchorages must demonstrate that they comply with clause 34.8. Clause by clause comparison between a known standard and the ADR is an acceptable means of demonstrating compliance.</p> <p>Profile requirements of the CRA and ISOFIX are critical for the compatibility requirements between the CRA and the child seat. Ensure that sufficient information is provided to demonstrate the requirements comply.</p> <p>Alternative standards outlined in ADR 34/02 are also acceptable to demonstrate compliance.</p>
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Example Summary Claim: (see ## at end of ADR 1)

Compliance with the requirements of ADR 34/01 is claimed on the basis that:

- i. anchorages are used that comply with the location and thread dimension requirements of the ADR, and for which calculation confirms the anchorages are sufficiently strong, and
- ii. fittings are attached to each of the anchorages provided, and
- iii. the information concerning anchorage location, and safety warnings as required by the ADR are included in the owners handbook to be provided with each vehicle.

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ADR 35/ COMMERCIAL VEHICLE BRAKE SYSTEMS

The function of this Australian Design Rule is to specify braking requirements on commercial motor vehicles and large passenger vehicles to ensure safe braking under normal and emergency conditions.

[Normal Procedures](#) (≤ 100 and for omnibuses – see [Admin. Circ. 0-4-1](#)) OR [Alternative Procedures](#) (≤ 25)

Version	Minimum Scope	Benchmarks
35/01	1. An overview of the system	<p>Except where normal evidence applies, to demonstrate compliance with each element of performance in the column to the left of this one, expect to see:</p> <ul style="list-style-type: none"> a) compliance with the requirements of ECE R13 incorporating any of the series of amendments from 01 to 10, <p>OR</p> <ul style="list-style-type: none"> b) a comparison with JR or FMVSS standard, <p>OR</p> <ul style="list-style-type: none"> c) at least limited physical testing, <p>OR</p> <ul style="list-style-type: none"> d) a comparison of components with those of a full volume vehicle. Evidence based on components being identical to a full volume approved vehicle is acceptable so long as the case is comprehensive. <p>Water effectiveness may be argued in materials, brake construction and heritage terms without testing (35/01 only).</p> <p>Note: Evidence based on JR or FMVSS is only valid for vehicle/s sourced in Japan or the USA respectively. Vehicles sold into other markets may be to a lower standard.</p> <p>For vehicles complying with ADR 35/03.</p> <p>In addition to the requirements above, each vehicle shall be equipped with an electronic stability control system that:</p> <ul style="list-style-type: none"> a) Is capable of applying braking torques individually to all four wheels and has a control algorithm that utilizes this capability; b) Is operational over the full speed range of the vehicle, during all phases of driving including acceleration, coasting, and deceleration (including braking), except: <ul style="list-style-type: none"> i. when the driver has disabled ESC, or ii. when the vehicle speed is below 20 km/h, or
35/02	2. service brake effectiveness	
	3. Fade performance	
35/02	4. Partial failure performance	
	5. Parking brake	
	6. Warning lamps	
35/03	7. Reservoir capacities	
	8. Inadvertent release of handbrake	
	9. Time response	
	10. ESC requirements (if complying with ADR 35/03)	
	11. ABS (if fitted)	
	12. Load proportioning brake systems (if fitted)	
	13. SF form if more than one variant or braking system on RVD	

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		<p>iii. while the initial start-up self-test and plausibility checks are completed, not to exceed 2 minutes when driven under the conditions of ADR 35/03 paragraph 5.10.2, or</p> <p>iv. when the vehicle is being driven in reverse,</p> <p>AND</p> <p>c) Remains capable of activation even if the antilock braking system or traction control system is also activated.</p> <p>The Administrator may also accept the following standards:</p> <ul style="list-style-type: none">• FMVSS 126 or FMVSS136- Electronic stability control systems, or• GTR 8 – Electronic stability control systems.
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Example Summary Claim: (for < 25 vehicles/annum) (see ## at end of ADR 1)

Compliance with the requirements of ADR 35/01 is claimed on the basis that:

- i. a description of the brake system shows that basic design requirements are met including for energy reserves, provision for warning lights and inadvertent release of the park brake (requirements in relation to air brakes for towed trailers do not apply), and
- ii. limited physical testing shows that service brake effectiveness, fade performance, partial failure effectiveness and park brake performance meet ADR requirements,

OR

- iii. a detailed analysis of the arrangement and individual component parts shows the brake system is identical to that in the make/mode/year full volume vehicle and whose mass is the same as that for the vehicle to which this application applies.

Note: A vehicle model certified under the *Motor Vehicle Standards Act 1989* is exempt from the ESC requirements of ADR 35/03 where it has been certified under:

- a) a low volume production passenger scheme, or
- b) the low volume scheme where it has been exempted from (overseas) national requirements for ESC due to it being limited production volume. For example, vehicles produced under the [European Community Small Series Type Approval](#) (ECSSTA) scheme would be exempt.

EVIDENCE EXAMINATION PROCEDURES MANUAL

ADR 42/ GENERAL SAFETY REQUIREMENTS

The function of this Australian Design Rule is to specify design and construction requirements to ensure safe operation of vehicles.

Alternative Procedures

Version	Minimum Scope	Benchmarks
42/04	Address each clause	Expect to see: a) An SE form and a copy of the tyre placard; OR b) A brief report addressing Clauses 5 to 25 of the ADR 42/04, including a copy of the tyre placard.

Example Summary Claim: (see ## at end of ADR 1)

Compliance with the requirements of ADR 42/04 is claimed on the basis that:

- i. the vehicle has been physically inspected against the requirements of the applicable clauses of the ADR and found to comply, as summarised in attached report number (1234).

EVIDENCE EXAMINATION PROCEDURES MANUAL

ADR 43/ VEHICLE CONFIGURATION AND DIMENSIONS

The function of this Australian Design Rule is to specify requirements for vehicle configuration and dimensions.

Assurance

Version	Minimum Scope	Benchmarks
<u>43/04</u>	A formal assurance	<p>Expect to see a formal assurance.</p> <p>The assurance should be in the first or third person, ie. "I hereby give my assurance that..." or, "The manufacturer gives his assurance that....". The assurance should not be stated as an objective fact, i.e. "The dimensions of the vehicle comply with...."</p> <p>The applicant may provide detailed evidence, but if this is to be to the exclusion of a formal assurance, the evidence provided must be complete.</p>

Example Summary Claim:

I, *First_Name, Second_Name, Surname*, do hereby give my assurance the subject vehicle models comply with all the requirements of this ADRADR 45/ Lighting and Light-Signalling Devices not Covered by ECE Regulations

The function of this Australian Design Rule is to specify the photometric requirements for lighting and light-signalling devices which will 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 for other road users.

Assurance

Version	Minimum Scope	Benchmarks
<u>45/01</u>	A formal assurance	<p>Expect to see a formal assurance.</p> <p>The assurance should be in the first or third person, i.e. "I hereby give my assurance that..." or, "The manufacturer gives his assurance that...." The assurance should not be stated as an objective fact, i.e. "The lamps were built to comply with...."</p> <p>Alternative procedures evidence may be provided in lieu if the evidence provided is comprehensive and complete. It should cover lamp types that are not fitted as well as those that are.</p>

Example Summary Claim:

I, *First_Name, Second_Name, Surname*, do hereby give my assurance the subject vehicle models comply with all the requirements of this ADR.

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ADR 46/ HEADLAMPS

The function of this Australian Design Rule is to specify the photometric requirements for headlamps which will provide adequate illumination for the driver of the vehicle without producing undue glare for other road users.

Alternative Procedures

Version	Minimum Scope	Benchmarks
<u>46/00</u>	<ol style="list-style-type: none"> 1. Light distribution, brightness and colour. 2. Special attention to be paid to handedness in ex LHD vehicles 	<p>Expect to see:</p> <ol style="list-style-type: none"> a) evidence the lamps comply with one of the alternate standards recognised in the ADR: <ol style="list-style-type: none"> i. <u>ECE R1, R5, R8, R20, R31, R112, R113</u> as appropriate, or ii. SAE J579c, or iii. JIS D5500-1995. <p style="text-align: center;">OR</p> b) physical test results, <p style="text-align: center;">OR</p> c) evidence that the lamp is <u>VSS/ADR approved</u>, <p style="text-align: center;">OR</p> d) evidence of the source of the lamps for LHD conversion vehicles.

Example Summary Claim: (see ## at end of ADR 1)

Compliance with the requirements of ADR 46/00 is claimed on the basis that:

- i. the headlamps comply with ECE requirements as evidenced by the marking **E**₁₃ R5 01 1234, and
- ii. are marked as suitable for RHD vehicles.

EVIDENCE EXAMINATION PROCEDURES MANUAL

ADR 47/ RETROREFLECTORS

The function of this Australian Design Rule is to specify the dimensions, photometric and stability requirements for retro-reflecting devices which when mounted on a vehicle will ensure that they effectively warn of the presence of the vehicle.

Alternative Procedures

Version	Minimum Scope	Benchmarks
47/00	<ol style="list-style-type: none"> 1. Colour 2. Photometric performance 3. Resistance to water 4. Resistance to corrosion 5. Resistance to fuels 6. Resistance to heat 	Expect to see evidence that: <ol style="list-style-type: none"> a) the reflectors are ECE R3/02 approved, OR b) compares the standard of manufacture for the lamps to the requirements of the ADR, OR c) demonstrates compliance on the basis of (abbreviated) physical tests, OR d) the lamp is VSS/ADR approved, OR e) uses a combination of the above.

Example Summary Claim: (see ## at end of ADR 1)

Compliance with the requirements of ADR 47/00 is claimed on the basis that:

- i. the reflectors comply with ECE requirements as evidenced by the marking **E₁₃** R3 02 1234.

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ADR 48/ DEVICES FOR ILLUMINATION OF REAR REGISTRATION PLATES

The function of this Australian Design Rule is to specify the photometric requirements for devices which illuminate the rear registration plate by reflection.

Alternative Procedures

Version	Minimum Scope	Benchmarks
48/00	<ol style="list-style-type: none">1. Colour2. Angle of incidence3. Photometric characteristics	<p>Expect to see evidence based on:</p> <ol style="list-style-type: none">a) ECE R4 approval, ORb) a comparison with a full volume vehicle by way of either:<ol style="list-style-type: none">i. the use of identical parts and installation, orii. a combination of observation and analysis of the light source and its location, ORc) comparison with other standards, ORd) the lamp being VSS/ADR approved, ORe) physical tests <p>Note: If registration plates are mounted further out (typically to allow them to fit) confirmation of suitable illumination should be provided.</p>

Example Summary Claim: (see ## at end of ADR 1)

Compliance with the requirements of ADR 48/00 is claimed on the basis that:

- i. the level of reflected light at a distance of 1 m is not less than that from a *make/model/year* full volume vehicle, and
- ii. observation indicates the uniformity of illumination is as consistent as that for the above full volume vehicle, and
- iii. the light is incident on the surface of the registration plate at an angle not greater than 82 degrees.

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

The function of this Australian Design Rule is to specify the photometric requirements for light-signalling devices which will indicate the presence, width and position of the vehicle when viewed from the front and from the rear.

Alternative Procedures

Version	Minimum Scope	Benchmarks
49/00	For each lamp type: <ol style="list-style-type: none"> 1. Colour 2. Brightness <ol style="list-style-type: none"> a) min. Cd b) max. Cd 3. Contrast (i.e. rear/stop lamps) 4. Angle of light distribution 	Expect to see, in respect of each lamp type fitted, evidence: <ol style="list-style-type: none"> a) demonstrating ECE R7 approval, OR b) comparing the standard of manufacture for the lamps to the requirements of the ADR, OR c) demonstrating compliance on the basis of (abbreviated) physical tests, OR d) that the lamp is VSS/ADR approved, OR e) that uses a combination of the above. <p>Colour evidence may be by observation.</p> <p>Evidence concerning maximum and minimum brightness should be by measurement. Evidence on contrast should be by measurement unless the lens and the reflector are the same in which case light globe power may be the basis.</p> <p>Where evidence is required concerning excessive intensity, at least one measurement should be reported for the brightest part of the light field. If evidence is required to determine minimum intensity (typically at the edge of the light field), at least four measurements shall be taken, these being left up/down and right up/down, and an additional one on the optical axis if this is in issue.</p>

Example Summary Claim: (see ## at end of ADR 1)

Compliance with the requirements of ADR 49/00 is claimed on the basis that:

- i. the lamps are E-marked as indicated by the mark **E₂** 01 12345 and as indicated in the evidence provided.

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ADR 50/ FRONT FOG LAMPS (OPTIONAL)

The function of this Australian Design Rule is to specify the photometric requirements for front fog lamps.

Alternative Procedures

Version	Minimum Scope	Benchmarks
<u>50/00</u>	1. Colour 2. Brightness a) min. Cd b) max. Cd 3. Angle of light distribution	Expect to see evidence: a) demonstrating <u>ECE R19</u> approval, OR b) comparing the standard of manufacture for the lamps to the requirements of the ADR, OR c) demonstrating compliance on the basis of (abbreviated) physical tests, OR d) that the lamp is <u>VSS/ADR approved</u> , OR e) that uses a combination of the above. Colour evidence may be by observation. Evidence concerning maximum and minimum brightness should be by measurement. Evidence concerning the angle of distribution of the light should be by measurement.

Example Summary Claim: (see ## at end of ADR 1)

Compliance with the requirements of ADR 50/00 is claimed on the basis that:

- i. measurements taken in relation to the requirements of the ADR, and as reported in evidence, show the light intensity requirements of the ADR are complied with,
 OR
- ii. the lamps are E-marked as evidenced by the mark **E₁₃** R19 01 1234.

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ADR 51/ FILAMENT GLOBES

The function of this Australian Design Rule is to specify the dimensional and photometric requirements for filament lamps which ensure interchangeability and correct functioning when installed in a lamp unit.

Assurance

Version	Minimum Scope	Benchmarks
51/00	A formal assurance	<p>Expect to see a formal assurance.</p> <p>The assurance should be in the first or third person, i.e. "I hereby give my assurance that..." or, "The manufacturer gives his assurance that...". The assurance should not be stated as an objective fact, i.e. "The globes were built to comply with...."</p> <p>The provision of alternative evidence in lieu of an Assurance by citing a standard of manufacture for the globes, as provided for in the ADR, will be accepted. These standards are:</p> <ul style="list-style-type: none">• ECE R37/03;• FMVSS 108;• SAE J573 DEC89; OR• JIS C7506-1994.

Example Summary Claim: (see ## at end of ADR 1)

I, *First_Name*, *Second_Name*, *Surname*, do hereby give my assurance the filament globes fitted on the subject vehicle comply with all the requirements of this ADR.

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ADR 52/ REAR FOG LAMPS (OPTIONAL)

The function of this Australian Design Rule is to specify the photometric requirements for rear fog lamps which are used to make the vehicle more easily visible from the rear by emitting a red signal of greater intensity than the rear position (side) lamps.

Alternative Procedures

Version	Minimum Scope	Benchmarks
52/00	1. Colour 2. Brightness a) min. Cd b) max. Cd 3. Angle of light distribution	Expect to see evidence: a) demonstrating ECE R38 approved, OR b) comparing the standard of manufacturer for the lamps to the requirements of the ADR, OR c) demonstrating compliance on the basis of (abbreviated) physical tests, OR d) that the lamp is VSS/ADR approved , OR e) uses a combination of the above. Colour evidence may be by observation. Evidence concerning maximum and minimum brightness should be by measurement. Evidence concerning the angle of distribution of the light should be by measurement.

Example Summary Claim: (see ## at end of ADR 1)

Compliance with the requirements of ADR 52/00 is claimed on the basis that:

- i. measurements taken in relation to ADR 52/00, and as reported in evidence, show the light intensity requirements of the ADR are complied with, and
- ii. the colour is red,
 OR
- iii. the lamps are E-marked as evidenced by the mark **E**₁₃ R38 1234.

EVIDENCE EXAMINATION PROCEDURES MANUAL

ADR 58/ REQUIREMENTS FOR OMNIBUSES DESIGNED FOR HIRE AND REWARD

The function of this Australian Design Rule is to specify requirements for the construction of omnibuses designed for, and intended for licensing for, hire and reward.

Alternative Procedures

Version	Minimum Scope	Benchmarks
58/00	1. Address each Clause of the ADR	Expect to see: a) a brief report addressing each clause of the ADR. For assessment purposes: <ul style="list-style-type: none">• An <i>Aisle</i> may be taken to mean a passageway between seats;• <i>Adjacent</i> may be taken to mean lying near or close; adjoining; neighbouring;• A <i>Row</i> (of seats) may be taken to mean a line of adjacent seats facing the same way.

Example Summary Claim: (see ## at end of ADR 1)

Compliance with the requirements of ADR 58/00 is claimed on the basis that:

- i. The vehicle is a stretch limousine and complies with each applicable clause of the ADR as outlined in the attached report (1234).

EVIDENCE EXAMINATION PROCEDURES MANUAL

ADR 60/ CENTRE HIGH-MOUNTED STOP LAMP

The function of this Australian Design Rule is to specify requirements for a supplementary ‘Centre High-mounted Stop Lamp’ on the rear of the vehicle, to provide an additional indication to other road users to the rear of the vehicle that the driver of the vehicle is applying the service brakes.

Alternative Procedures

Version	Minimum Scope	Benchmarks
<u>60/00</u>	<ol style="list-style-type: none"> 1. Colour 2. Intensity 3. Light Distribution 4. Area 5. Position 6. Geometric Visibility 7. Obstructions 	<p>Expect to see evidence:</p> <p>a) demonstrating compliance with either <u>ECE R7</u> and <u>ECE R48</u> or <u>FMVSS 108</u>,</p> <p>OR</p> <p>b) comparing the standard of manufacture for the lamps to the requirements of the ADR,</p> <p>OR</p> <p>c) demonstrating compliance on the basis of (abbreviated) physical tests,</p> <p>OR</p> <p>d) that the lamp is <u>VSS/ADR approved</u>,</p> <p>OR</p> <p>e) uses a combination of the above.</p> <p>Colour evidence may be by observation.</p> <p>Evidence concerning intensity, both maxima and minima, should be by measurement.</p> <p>Evidence concerning the angle of distribution of the light should be by measurement.</p>

Example Summary Claim: (see ## at end of ADR 1)

Compliance with the requirements of ADR 60/00 is claimed on the basis that:

- i. the vehicle having been built for use in the US has accordingly had to comply with FMVSS 108, as provided for as an alternative standard in Clause 60.5 of the ADR 60/00,
- OR**
- ii. the lamps are E-marked as evidenced by the mark **E**₁₃ R7 1234 and installed in accordance with ECE 48/01 as evidenced by the analysis provided in evidence.

EVIDENCE EXAMINATION PROCEDURES MANUAL

ADR 61/ VEHICLE MARKING

The function of this Australian Design Rule is to specify requirements for vehicle marking.

Alternative Procedures

Version	Minimum Scope	Benchmarks
61/02	<ol style="list-style-type: none">1. VIN format2. Identification Plate3. Engine number4. Provisions for registration plates	<p>Expect to see a brief reference in relation to each of the items in the column to the left of this, comprising:</p> <ol style="list-style-type: none">a) the location and style of VIN, and the standard it is provided against,b) the location and method of fixing the Identification Plate,c) the location and style of marking of the engine number,d) the provisions made for affixing registration plates complying with the requirements of the ADR (and addressing possible impacts on ADR 48/00 compliance if modification is involved). <p>The statements made are to be clear and unambiguous.</p>

Example Summary Claim: (see ## at end of ADR 1)

Compliance with the requirements of ADR 61/02 is claimed on the basis that:

- i. the vehicle carries a unique VIN in accordance with the requirements of the ADR, and
- ii. the vehicle is fitted with an approved Identification Plate, and
- iii. the engine is identified with a legible and permanently marked number as required by the ADR, and
- iv. provision has been made to fit standard un-modified registration plates to the front and rear of the vehicle as detailed in Figure 1 of the ADR.

EVIDENCE EXAMINATION PROCEDURES MANUAL

ADR 62/ MECHANICAL CONNECTIONS BETWEEN VEHICLES

The function of this vehicle standard is to specify requirements for devices for mechanical connections between vehicles, and their fitment, in order to ensure positive mechanical engagement for vehicle combinations and to prohibit the opening or disengaging of devices under the action of any forces to which they may be subject to during normal use.

Alternative Procedures

Version	Minimum Scope	Benchmarks
62/01	1. Connection type;	Expect to see evidence, to address each of the items in the column to the left, in the form of: <ul style="list-style-type: none"> a) a reference to a standard recognised in the ADR and how it is known that the standard is met, OR b) a comparison of a standard not recognised in the ADR with the detailed requirements of the ADR, OR c) demonstration of compliance on the basis of (abbreviated) physical tests, OR d) calculation with a proper regard for fatigue and safety factors/stress raisers and/or working stresses as provided for in an appropriate national standard, OR e) a combination of the above. Any hole drilled in the rear structure of a vehicle in which a ball coupling could be mounted shall be either permanently closed or be shown to comply with the requirements of this ADR. A mechanical coupling from an OE manufacturer will still need to be shown to comply with the requirements of the ADR.
62/02	2. Strength;	
	3. Marking;	
	4. Safety chains; and	
	5. Vehicle structure	

Example Summary Claim: (see ## at end of ADR 1)

This ADR is not applicable because mechanical connections are not provided,

OR

Compliance with the requirements of ADR 62/01 is claimed on the basis that:

- i. the vehicle is fitted with an [ADR approved](#) tow facility manufactured by a third party, being properly labelled and having the approval number XXXXX and the vehicle structure having adequate strength as shown in the attached calculations.

EVIDENCE EXAMINATION PROCEDURES MANUAL

ADR 64/ HEAVY GOODS VEHICLES DESIGNED FOR USE IN ROAD TRAINS AND B-DOUBLES.

Normal Procedures

Version	Minimum Scope	Benchmarks
64/00	Completed SE form.	Expect to see: i. an SE form for the worst case combination.

Example Summary Claim: (see ## at end of ADR 1)

Compliance with the requirements of ADR 64/00 is claimed on the basis that:

- i. the applicant has, or has direct access to, the original test report behind each SE form provided .

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

Normal Procedures

Version	Minimum Scope	Benchmarks
65/00	Completed SE form.	Expect to see: i. an SE form for the worst case engine/transmission/drive axle combination (see Administrator's Circular 65/00-2-1).

Example Summary Claim: (see ## at end of ADR 1)

Compliance with the requirements of ADR 65/00 is claimed on the basis that:

- ii. the vehicle tested was a worst case variant having considered engine/transmission/drive axle combination that would promote the highest vehicle speed over the test distance, and
- iii. the applicant has, or has direct access to, the original test report behind each SE form provided.

EVIDENCE EXAMINATION PROCEDURES MANUAL

ADR 69/ FULL FRONTAL IMPACT OCCUPANT PROTECTION

The function of this Australian Design Rule is to specify vehicle crashworthiness requirements in terms of forces and accelerations measured on anthropomorphic dummies in outboard front seating positions in full frontal test crashes so as to minimise the likelihood of injury to occupants of those seating positions.

Alternative Procedures

Version	Minimum Scope	Benchmarks
69/00	1. Compliance with ADR 69/.. or an equivalent standard OR 2. Compliance with ADR 73/.. and fitted with dual front air bags.	Expect evidence to demonstrate compliance with: <ul style="list-style-type: none"> a) ADR 69/.., OR b) FMVSS 208, OR c) Japanese Technical Standard for Occupant Protection in Frontal Collision, OR d) demonstrating compliance with the requirements detailed for ADR 73/.., provided the vehicle has dual front air bags, AND e) the requirement for a seat belt warning light. <p>The document, "Interim arrangements – low volume procedures for ADR 69/00" (issued in 1996) applies (see copy below).</p> <p>When this ADR applies, new OE belts are allowed in all seating positions, subject to the requirements detailed in this manual under ADR 4/.</p> <p>For LHD conversions where a passenger’s air bag is moved from the RHS to the LHS of the vehicle the air bag must be symmetrical when it deploys or otherwise shown to be suitable for use on the opposite side of the vehicle.</p>

Example Summary Claim: (see ## at end of ADR 1)

Compliance with the requirements of ADR 69/00 is claimed on the basis that:

- i. the vehicle having been built for use in Japan, and
- ii. having been constructed to comply with the Japanese Occupant Protection Standard which is equivalent to ADR 69, and
- iii. having new OE seat belts installed in the front positions.

Note for assessments to ADR 69/...

Version 2.5

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Low volume vehicles requiring certification to ADR 69/00 fall into 3 broad categories:

1. Vehicles which have been built in Japan as right hand drive vehicles and comply with the Japanese requirements for occupant protection in frontal collisions.
2. Vehicles built to American FMVSS 208 as left hand drive vehicles which have been converted to right hand drive for which a sound technical argument for continued compliance with FMVSS 208 can be mounted.
3. Vehicles which cannot demonstrate compliance with any similar overseas standard or ADR 69/00, e.g. stretched limousines, sports car replicas, American FMVSS 208 vehicles for which continued compliance cannot be argued.

The first two categories can be dealt with under current arrangements by provision of technical arguments which demonstrate compliance with the ADR via “alternative procedures”.

The third category has no basis to demonstrate compliance via “alternative procedures” and it is proposed these vehicles be considered as non-standard vehicles (section 14 of the MVSA). These vehicles require new procedures to be implemented. These procedures will be considered by the AMVCB and forwarded to the Minister for endorsement before they are implemented.

Vehicles from the first two categories will be processed immediately using our current procedures. The technical requirements are outlined below in an extract from the draft circular.

Alternative Procedures for Demonstrating Compliance with ADR 69/00 -

First Stage of Manufacture Vehicles

2.2 If a RHD vehicle:

- a) Complies with Japanese Technical Standard for Occupant Protection in Frontal Collision No 11-4-30 it will be considered to comply with ADR 69/00, provided it retains lap sash seat belts to the original manufacturer’s specifications; or
- b) Complies with FMVSS 208 it will be considered to comply with ADR 69/00, provided it is fitted with seat belts complying with ADR 4/02 or it retains lap sash seat belts to the original manufacturer’s specifications which comply with the applicable Japanese, North American or ECE standards and these belts meet the following requirements:
 - (i) ELRs on these belts will lock when the webbing is extended.
 - (ii) ELRs on these belts will lock when the vehicle decelerates.
 - (iii) The seat belts are of the lap sash type and the lap and sash components cannot be disconnected from each other.

2.3 If a RHD vehicle has been converted from a LHD vehicle which complied with FMVSS 208 and it can be demonstrated it is structurally symmetrical each side of the longitudinal axis forward of the rear of the front seats (an engineering argument must be provided to demonstrate this) it will be considered to comply with ADR 69/00, provided it is fitted with seat belts complying with ADR 4/02 or it retains lap sash seat belts to the original manufacturer’s specifications which comply with the applicable Japanese, North American or ECE standards and these belts meet the following requirements:

- (i) ELRs on these belts will lock when the webbing is extended.
- (ii) ELRs on these belts will lock when the vehicle decelerates.
- (iii) The seat belts are of the lap sash type and the lap and sash components cannot be disconnected from each other.

2.4 Manufacturers may also put forward other technical arguments, giving a similar level of assurance of compliance, for consideration.

Alternative Procedures for Demonstrating Compliance with ADR 69/00 -

Second Stage of Manufacture Vehicles

Version 2.5

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2.5 If:

- a) the vehicle mass is not increased; and
- b) the structure forward of the A pillars is unchanged; the original manufacturer's compliance will be considered as still being applicable.

2.6 If:

- a) the vehicle mass has been increased; or
- b) the structure forward of the A pillar has been changed;

the manufacturer may put forward a technical argument as to the vehicle's continuing compliance, or if continuing compliance cannot be demonstrated the vehicle will be treated as outlined below [*i.e. non-standard vehicle - requirements not yet finalised*].

EVIDENCE EXAMINATION PROCEDURES MANUAL

ADR 72/ DYNAMIC SIDE IMPACT OCCUPANT PROTECTION

The function of this Australian Design Rule is to specify crash worthiness requirements in terms of forces and accelerations measured by anthropomorphic dummies so as to minimise the likelihood of injury to the occupants in side impact.

[Alternative Procedures](#)

Version	Minimum Scope	Benchmarks
72/00	1. All aspects of ADR through an equivalent test, unless special arrangements are agreed.	Expect to see evidence in relation to: <ul style="list-style-type: none"> a) ADR 72/00 and/or ECE R95 test results; <li style="text-align: center;">OR b) FMVSS 214-35R "Side Door Strength...."; <li style="text-align: center;">OR c) a comparison of ADR requirements and the requirements of another standard not recognised by the ADR. Note: Evidence based on JR or FMVSS is only valid for vehicles sourced in Japan or the USA respectively. Vehicles sold into other markets may be to a lower standard.

Example Summary Claim: (see ## at end of ADR 1)

Compliance with the requirements of ADR 72/00 is claimed on the basis that the vehicle:

- i. having been built in the US, complies with FMVSS 214, amended per 58 FR 14169, as provided for in Clause 6 of the ADR where provision for the recognition of alternative standards is made.

EVIDENCE EXAMINATION PROCEDURES MANUAL

ADR 73/ OFFSET FRONTAL IMPACT PROTECTION

The function of this Australian Design Rule is to specify crash worthiness requirements in terms of forces and accelerations measured by anthropomorphic dummies so as to minimise the likelihood of injury to the occupants in offset frontal impacts.

Alternative Procedures

Version	Minimum Scope	Benchmarks
73/00	1. All aspects of ADR through an equivalent test, unless special arrangements are agreed. OR 2. Compliance with ADR 69/.. and fitment with dual front air bags.	Expect to see: a) evidence in relation to ADR 73/00 and/or ECE R94 test results, OR b) for vehicles complying with the above requirements in Left Hand Drive configuration, an engineering argument to demonstrate the Right Hand Drive vehicles are structurally a mirror image of the Left Hand Drive vehicles around their longitudinal axis forward of the rear of the front seats, OR c) a comparison of ADR requirements and the requirements of another standard not recognised by the ADR, OR d) evidence demonstrating compliance with the requirements detailed for ADR 69/.. , provided the vehicle has dual front air bags.

Example Summary Claim: (see ## at end of ADR 1)

Compliance with the requirements of ADR 73/00 is claimed on the basis the vehicle:

- i. is certified as complying with ECE R94 in Left Hand Drive configuration, and
- ii. the attached engineering report demonstrates that the Right Hand Drive vehicles are structurally a mirror image of the Left Hand Drive vehicles around their longitudinal axis forward of the rear of the front seats.

EVIDENCE EXAMINATION PROCEDURES MANUAL

ADR 74/ SIDE MARKER LAMPS

The function of this Australian Design Rule is to prescribe the photometric requirements of side marker lamps which are used to increase the visibility of the sides of road vehicles.

Alternative Procedures

Version	Minimum Scope	Benchmarks
<u>74/00</u>	1. Colour 2. Brightness a) min. Cd b) max. Cd 3. Angle of light distribution	Expect to see evidence: a) demonstrating <u>ECE R91</u> approval, OR b) comparing the standard of manufacture for the lamps to the requirements of the ADR, OR c) demonstrating compliance on the basis of (abbreviated) physical tests, OR d) that the lamp is <u>CRN/ADR approved</u> , OR e) that uses a combination of the above. Colour evidence may be by observation. Evidence concerning maximum and minimum brightness should be by measurement. Where evidence is required concerning excessive intensity, at least one measurement should be reported for the brightest part of the light field. If evidence is required to determine minimum intensity (typically at the edge of the light field) at least four measurements will be taken, these being left up/down and right up/down, and an additional one on the optical axis if this is in issue.

Example Summary Claim: (see ## at end of ADR 1)

Compliance with the requirements of ADR 74/00 is claimed on the basis that:

- i. the lamps are E-marked as indicated by the mark **E₂** R91 01 12345 and as indicated in the evidence provided.

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ADR 75/ HEADLAMP CLEANERS

The function of this Australian Design Rule is to prescribe requirements for the installation and testing of headlamp cleaners, if these are fitted to vehicles.

Assurance

Version	Minimum Scope	Benchmarks
<u>75/00</u>	A formal assurance	<p>Expect to see a formal assurance.</p> <p>The assurance should be in the first or third person, i.e. "I hereby give my assurance that..." or, "The manufacturer gives his assurance that...". The assurance should not be stated as an objective fact, i.e. "The headlamp cleaners were built to comply with..."</p> <p>Alternative procedures evidence may be provided in lieu if the evidence provided it is comprehensive and complete.</p>

Example Summary Claim:

I, *First_Name*, *Second_Name*, *Surname*, do hereby give my assurance the subject vehicle models comply with all the requirements of this ADR.

EVIDENCE EXAMINATION PROCEDURES MANUAL

ADR 76/ DAYTIME RUNNING LAMPS

The function of this Australian Design Rule is to prescribe photometric requirements to daytime running lamps which are provided to improve the conspicuity of vehicles in daylight.

Alternative Procedures

Version	Minimum Scope	Benchmarks
<u>76/00</u>	1. Colour 2. Brightness a) min. Cd b) max. Cd 3. Angle of light distribution	Expect to see evidence: a) demonstrating <u>ECE R87</u> approved; OR b) comparing the standard of manufacture for the lamps to the requirements of the ADR; OR c) demonstrating compliance on the basis of (abbreviated) physical tests; OR d) that the lamp is <u>CRN/ADR approved</u> ; OR e) that uses a combination of the above. Colour evidence may be by observation. Evidence concerning maximum and minimum brightness should be by measurement. Where evidence is required concerning excessive intensity at least one measurement should be reported for the brightest part of the light field. If evidence is required to determine minimum intensity (typically at the edge of the light field) at least four measurements will be taken, these being left up/down and right up/down, and an additional one on the optical axis if this is in issue.

Example Summary Claim: (see ## at end of ADR 1)

Compliance with the requirements of ADR 76/00 is claimed on the basis that:

- i. the lamps are E-marked as indicated by the mark **E₂** R87 01 12345 and as indicated in the evidence provided.

EVIDENCE EXAMINATION PROCEDURES MANUAL

ADR 77/ GAS DISCHARGE HEADLAMPS

The function of this Australian Design Rule is to prescribe photometric requirements for motor vehicle headlamps equipped with gas discharge light sources.

Alternative Procedures

Version	Minimum Scope	Benchmarks
77/00	<ol style="list-style-type: none"> 1. Colour 2. Brightness <ol style="list-style-type: none"> a) min. Cd b) max. Cd 3. Angle of light distribution 4. Passing beam dips to correct side 5. Automatic levelling 6. Headlamp cleaning devices 	Expect to see: <ol style="list-style-type: none"> a) evidence that the lamps comply with ECE R98; <p style="text-align: center;">OR</p> <ol style="list-style-type: none"> b) physical test results, <p style="text-align: center;">OR</p> <ol style="list-style-type: none"> c) evidence that the lamp is CRN/ADR approved, <p style="text-align: center;">AND</p> <ol style="list-style-type: none"> d) evidence of compliance with ADR 13/00 requirements for automatic levelling (ADR 13/00 clauses 6.2.6.2.1 & 6.2.9) headlamp cleaners in accordance with ADR 13/00 (ADR 13/00 clause 6.2.9) and ADR 75/00 requirements.

Example Summary Claim: (see ## at end of ADR 1)

Compliance with the requirements of ADR 77/00 is claimed on the basis that:

- i. the lamps are E marked as indicated by the mark **E₂** R98 01 12345 and as indicated in the evidence provided.

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ADR 78/ GAS DISCHARGE LIGHT SOURCES

The function of this Australian Design Rule is to specify the dimensional, electrical and photometric requirements for gas-discharge light sources which ensure interchangeability and correct functioning when installed in a gas discharge headlamp.

Assurance

Version	Minimum Scope	Benchmarks
78/00	A formal assurance	<p>Expect to see a formal assurance.</p> <p>The assurance should be in the first or third person, i.e. "I hereby give my assurance that..." or, "The manufacturer gives his assurance that..." . The assurance should not be stated as an objective fact, i.e. "The gas discharge light sources were built to comply with..."</p> <p>Alternative procedures evidence may be provided in lieu if the evidence provided is comprehensive and complete.</p>

Example Summary Claim:

I, *First_Name*, *Second_Name*, *Surname*, do hereby give my assurance the subject vehicle model/s comply with all the requirements of this ADR.

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		<p>used.</p> <ul style="list-style-type: none">• The vehicles must be fitted with OBD but need not be tested to the ADR 79/02 requirements. The Licensee should conduct a simple test to check the OBD system on the vehicle is operating (e.g. disconnect oxygen sensor and check for tell-tale on dash).• Any distance accumulated by the vehicle prior to testing need not be in accordance with the requirements of the rule.
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Example Summary Claim: (see ## at end of ADR 1)

Compliance with the requirements of ADR 79/02 is claimed on the basis that:

- i. the vehicle has been certified to ECE R83/05.

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ADR 80/ EMISSION CONTROL FOR HEAVY VEHICLES

The function of this Australian Design Rule is to prescribe exhaust emission requirements for heavy vehicles in order to reduce air pollution.

Alternative Procedures

Version	Minimum Scope	Benchmarks
80/00	1. Compliance with ADR or similar standard	Expect to see: <ul style="list-style-type: none"> a) evidence that the vehicle complies with a similar overseas standard, together with a comparison of the overseas standard's requirements compared to the ADR requirements, OR b) physical test results, OR (for ADR 80/00) c) evidence the vehicle complies with ADR 80/00, OR d) evidence the vehicle complies with one of the standards listed in clause 7 of ADR 80/00, OR (for ADR 80/01) e) evidence the vehicle complies with ADR 80/01, OR f) evidence the vehicle complies with one of the standards listed in clause 7 of ADR 80/00 or ADR 80/01, OR (for ADR 80/02) g) evidence the vehicle complies with ADR 80/02; OR h) evidence the vehicle complies with one of the standards listed in clause 6 of ADR 80/02 i) evidence the vehicle complies with the USA Code of Federal Regulations (CFR) Part 86, including test results and the levels set by the Standard. See: http://www.epa.gov/otaq/crttst.htm OR (for ADR 80/03) a) evidence the vehicle complies with ADR 80/03 b) evidence the vehicle complies with one of the standards listed in clause 6 of ADR 80/03.
80/01		
80/02		
80/03		

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Example Summary Claim: (see ## at end of ADR 1)

Compliance with the requirements of ADR 80/00 is claimed on the basis that:

- i. the vehicle has been certified to 1999/69/EC amending directive 88/77/EEC.

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ADR 81/ FUEL CONSUMPTION LABELLING FOR LIGHT VEHICLES

The function of this Australian Design Rule is to prescribe the requirements for the measurement of vehicle fuel consumption and carbon dioxide (CO₂) emissions, and the design and application of fuel consumption labels to vehicles.

Alternative Procedures

Version	Minimum Scope	Benchmarks
81/01 81/02	1. Technical argument demonstrating compliance with the ADR or equivalent overseas standard.	Expect to see evidence in relation to: <ul style="list-style-type: none"> a) ADR 81/01 or ADR 81/02 test results, OR b) compliance with the requirements of another standard not specifically recognised by the ADR, OR c) an argument that the fuel consumption will not differ substantially from that of a tested vehicle, OR d) an argument that testing which has been carried out will provide similar results to the ADR 81/01 or ADR 81/02 requirements or that the vehicle will be a 'worst case' compared to the tested vehicle. AND e) details of label location and a facsimile of the label.

Example Summary Claim: (see ## at end of ADR 1)

Compliance with the requirements of ADR 81/01 is claimed on the basis that the vehicle:

- i. is a 2nd stage of manufacture vehicle based on an Australian Certified vehicle, and
- ii. the GVM of the vehicle has been increased, and
- iii. this increase in mass would not lead to a 'worst case' (i.e. the modified vehicle would not use less fuel).

Therefore, retesting to ADR 81/01 should not be required and the ADR 81/01 testing carried out by the original manufacturer will provide similar results.

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ADR 82/ ENGINE IMMOBILISERS

The function of this Australian Design Rule is to prescribe requirements for engine immobilising devices which are intended to be fitted to vehicles so as to prevent vehicle from being driven away powered by its own engine.

Alternative Procedures

Version	Minimum Scope	Benchmarks
82/00	1. Compliance with a relevant standard OR 2. Technical argument	Expect to see evidence in relation to: a) an SE for ADR 82/00 form with the 'evidence summary' section satisfactorily completed, OR b) compliance with ECE R97 , OR c) compliance with EEC directive 74/61/EEC, OR d) compliance with AS/NZS 4601:1999, OR e) a technical argument to demonstrate the vehicle meets the requirements of one of the above standards, OR f) Compliance with the Canadian National Standard CAN/ULC s388-98.

Example Summary Claim: (see ## at end of ADR 1)

Compliance with the requirements of ADR 82/00 is claimed on the basis the vehicle:

- i. is sold in Europe and has been certified to ECE R97 as demonstrated by the attached ECE certification documentation.

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ADR 83/ EXTERNAL NOISE

The function of this Australian Design Rule is to define limits on external noise generated by motor vehicles, motor cycles and mopeds in order to limit the contribution of motor traffic to community noise.

Normal Procedures

Version	Minimum Scope	Benchmarks
<u>83/00</u>	1. Completed ADR 83/00 SE form	<p>Expect to see:</p> <p>a) a completed SE form for each engine family nominated in the RVD form (for all practical purposes this means each engine type listed). The vehicle tested should be the worst case for noise i.e. the lightest mass and the highest engine power (and greatest final drive ratio).</p> <p>Evidence is not expected for manual and automatic gear box combinations unless there are unusual circumstances including a near fail with one of the transmissions.</p> <p>Testing to Annex 5 is not required.</p> <p>Engine power and RPM shall match RVD.</p> <p>Note: If an applicant chooses to argue that two similar engines are from the same family they should be asked for evidence to address each of the criteria detailed in the ADR/Administrator’s Circulars on this.</p>

Example Summary Claim:

Compliance with the requirements of ADR 83/00 is claimed on the basis that:

- i. the vehicle tested was a worst case variant having considered the final drive/gear ratio and vehicle mass would promote the highest engine revs and greatest speed increase over the test distance, and
- ii. a noise test has been conducted for every engine model/power rating/type because the engine family provisions do not apply, and
- iii. the vehicles tested have exhaust and air intake systems identical to those in the vehicle variants which are the subject of the application, and to those that will be fitted on each vehicle to which an Identification Plate will be fitted, and
- iv. the applicant has, or has direct access to, the original test report behind each SE form provided.

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ADR 84/ FRONT UNDERRUN IMPACT PROTECTION.

Normal Procedures

Version	Minimum Scope	Benchmarks
<u>84/00</u>	Completed SE form.	Expect to see: a) an SE form for the worst case combination.

Example Summary Claim: (see ## at end of ADR 1)

Compliance with the requirements of ADR 84/00 is claimed on the basis that:

- i. the applicant has, or has direct access to, the original test report behind each SE form provided.

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ABBREVIATIONS

- AC Administrator's Circulars
- [ADR](#) Australian Design Rule
- ALVA Assessment of Low Volume Application
- CA Compliance Application (the principal form)
- [COP](#) Conformity of Production
- CRA Child Restraint Anchorage
- DOT US Department of Transport
- [IPA](#) Identification Plate Approval
- ISO International Standards Organisation
- JIS Japanese Industrial Standard
- JR Japanese Regulation/s (the Safety Regulations for Road Vehicles and related Technical Standards)
- [FMVSS](#) Federal Motor Vehicle Safety Standard (US)
- LV Low Volume
- LV IPA See LV and IPA
- NVS New Vehicle Specification (principal form for Registration Authorities)
- OE Original Equipment (as supplied by original manufacturer)
- [RVCS](#) Road Vehicle Certification System (a VSS internet connected computer system for vehicle certification).
- [RVD](#) Road Vehicle Descriptor (vehicle specification sheet used in RVCS for Registration Authority use – replaces the NVS)
- [SE Form](#) Summary of Evidence form (used for presenting normal evidence)
- [SF Form](#) Summary of Fleet form (shows models covered by SE forms)
- [SSR](#) SUTI Summary Report (non compliances identified at SUTI)
- [SUTI](#) Single Uniform Type Inspection (related more to full volume inspection)
- TRIA Technical Approval Test Procedures (Japanese)
- US or USA United States of America
- [VSS](#) Vehicle Safety Standards Branch (part of the Commonwealth Department of Transport and Regional Development)
- [0-4-5 Certificate](#) The certificate provided (for each vehicle manufactured) by the consulting/certifying engineer prior to a SUTI being conducted (and prior to subsequent Identification Plates being issued). The number refers to the relevant Administrator's Circulars document.