



Australian Capital Territory

Road Transport Legislation Amendment Regulation 2014 (No 1)

Subordinate Law SL2014-2

The Australian Capital Territory Executive makes the following regulation under the *Road Transport (General) Act 1999* and the *Road Transport (Vehicle Registration) Act 1999*.

Dated 7 February 2014.

SIMON CORBELL
Minister

SHANE RATTENBURY
Minister



Australian Capital Territory

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Part 1 Preliminary

1 Name of regulation

This regulation is the *Road Transport Legislation Amendment Regulation 2014 (No 1)*.

2 Commencement

This regulation commences on the commencement of the *Heavy Vehicle National Law (ACT) Act 2013*, section 7 (Application of Heavy Vehicle National Law).

Note The naming and commencement provisions automatically commence on the notification day (see [Legislation Act](#), s 75 (1)).

3 Legislation amended

This regulation amends the *Road Transport (Offences) Regulation 2005* and the *Road Transport (Vehicle Registration) Regulation 2000*.

Part 2 Road Transport (Offences) Regulation 2005

4 Schedule 1, part 1.2A, item 1.1, column 3

substitute

use of heavy vehicle that contravenes heavy vehicle
standard relating to speed limiter

5 Schedule 1, part 1.2A, item 1.2, column 3

substitute

use of heavy vehicle that contravenes heavy vehicle
standard not relating to speed limiter

6 Schedule 1, part 1.2A, item 76.2, columns 4 and 5

substitute

6 000 600

7 Schedule 1, part 1.2A, item 93, column 3

substitute

driver of heavy vehicle not certify copy or entry in
document when required by authorised officer

Part 3 Road Transport (Vehicle Registration) Regulation 2000

8 Section 5A (2), example 2

substitute

2 Vehicle Standards Bulletin No 14 – National Code of Practice for Light Vehicle Construction and Modification

9 Section 59 (8), new definition of *traffic offence detection device*

insert

traffic offence detection device—see the [Road Transport \(Safety and Traffic Management\) Act 1999](#), dictionary.

10 Section 78 (1) (a)

substitute

(a) the vehicle is subject to a defect notice; or

11 New section 78 (4)

insert

(4) For subsection (1)—

(a) a light vehicle is *subject to a defect notice* if—

- (i) a defect notice has been issued under section 159 (Issue of defect notices and formal warnings) for the vehicle that prohibits use of the vehicle or imposes conditions on the use of the vehicle; and
- (i) the notice has not been cleared under section 160 (Recording, clearance and withdrawal of defect notices); and

- (b) a heavy vehicle is *subject to a defect notice* if—
- (i) a vehicle defect notice has been issued under the *Heavy Vehicle National Law (ACT)*, section 526 (Issue of vehicle defect notice) for the vehicle that prohibits use of the vehicle or includes conditions (imposed under section 527 (2) (Requirements about vehicle defect notice)) on the use of the vehicle; and
 - (i) the notice has not been cleared under the *Heavy Vehicle National Law (ACT)*, section 530 (Clearance of vehicle defect notices).

12 New section 84 (2)

insert

- (2) In this section:

defect notice includes a vehicle defect notice under the *Heavy Vehicle National Law (ACT)*, section 526 (Issue of vehicle defect notice).

13 Section 103

substitute

103 Meaning of *applicable vehicle standards*

In this regulation:

applicable vehicle standards means—

- (a) for a registrable vehicle that is a heavy vehicle—a heavy vehicle standard within the meaning of the *Heavy Vehicle National Law (ACT)*; or
- (b) for a light vehicle—the requirements mentioned in schedule 1 (Light vehicle standards) that apply to the vehicle.

14 Section 104 heading

substitute

104 Road transport authority may exempt light vehicle etc from certain provisions**15 Section 104 (1)**

omit

vehicle, combination

substitute

light vehicle, light combination

16 Section 105 heading

substitute

105 Meaning of *operator* of light vehicle—pt 6.1**17 Section 105 (1)**

omit

motor vehicle or trailer

substitute

light vehicle

18 Section 106 heading

substitute

106 Meaning of *operator* of light combination—pt 6.1

19 Section 106 (1)

omit

a combination

substitute

a light combination

20 Section 107 heading

substitute

107 Light vehicles to be properly maintained

21 Section 107 (1)

substitute

- (1) This section applies to a light vehicle to which schedule 1 (Light vehicle standards) applies, whether or not it forms part of a combination.

Note Sch 1, s 1.6 provides that the schedule does not apply to certain vehicles.

22 Section 107 (2)

before

motor vehicle

insert

light

23 Section 107 (3)

before

motor vehicle

insert

light

24 Section 107 (4)

before

motor vehicle

insert

light

25 Section 107 (5)

omit

a trailer

substitute

a light trailer

26 Section 107 (6)

omit

a vehicle

substitute

a light vehicle

27 Section 108 (1)

substitute

- (1) This section applies to a light vehicle to which schedule 1 (Light vehicle standards) applies, whether or not it forms part of a combination.

Note Sch 1, s 1.6 provides that the schedule does not apply to certain vehicles.

28 Section 108 (2) and (3)

before

motor vehicle

insert

light

29 Section 108 (4)

omit

only motor vehicle

substitute

only light motor vehicle

30 Section 108 (4)

omit

other vehicle

substitute

other light vehicle

31 Section 108 (5)

omit

only motor vehicle

substitute

only light motor vehicle

32 Section 108 (5)

omit

other vehicle

substitute

other light vehicle

33 Section 108 (6), (7) and (9)

omit

a vehicle

substitute

a light vehicle

34 Section 108 (11), definition of *emission control system*

omit

a vehicle

substitute

a light vehicle

35 Section 109 heading

substitute

109 Light motor vehicles not complying with sch 1

36 Section 109 (1)

before

motor vehicle

insert

light

37 Section 109 (2), example

omit

s 1.83 (1), which is about how headlights are to be fitted to motor vehicles

substitute

s 1.79 (1), which is about how headlights are to be fitted to light motor vehicles

38 Section 110 heading

substitute

110 Light trailers not complying with sch 1

39 Section 110 (1)

before

trailer

insert

light

40 Section 110 (2), example

omit

s 1.69 (3), which is about axle configurations on trailers

substitute

s 1.66 (2), which is about axle configurations on light trailers

41 Section 111 heading

substitute

111 Light combinations not complying with sch 1

42 Section 111 (1)

omit

a combination

substitute

a light combination

43 Section 111 (1) (a)

before

motor vehicle

insert

light

44 Section 111 (1), example

omit

s 1.75, which is about the maximum length of combinations

substitute

s 1.71, which is about the maximum length of light combinations

45 Section 111 (2), example

omit

46 Part 6.5 heading

substitute

Part 6.5 Defect notices for light vehicles

47 Section 159

omit

registrable vehicle

substitute

light vehicle

48 Section 160

omit

a vehicle

substitute

a light vehicle

49 Section 163 heading

substitute

163 Application of Heavy Vehicle National Law (ACT)

50 Section 163 (1)

omit

Road Transport (Mass, Dimensions and Loading) Act 2009

substitute

Heavy Vehicle National Law (ACT)

51 Section 163 (1), note 2

omit

52 Section 163 (2)

omit

Road Transport (Mass, Dimensions and Loading) Act 2009

substitute

Heavy Vehicle National Law (ACT)

53 Schedule 1

substitute

Schedule 1 Light vehicle standards

(see s 103)

Part 1.1 General

Note 1 The *Australian Vehicle Standards Rules 1999* (the **Vehicle Standards**), which were approved by the Australian Transport Council on 29 January 1999, set standards that vehicles must comply with to be driven on roads and road related areas.

This schedule contains the Vehicle Standards as modified for implementation in the ACT, and applying to light vehicles only.

The ADRs (Australian Design Rules) are rules for designing and building vehicles. Imported vehicles must also comply with the ADRs.

The Vehicle Standards require a vehicle that is subject to an ADR when built or imported to continue to comply with the ADR.

The Vehicle Standards also apply certain other standards (adopted standards) that are intended to complement the ADRs.

The ADRs do not cover:

- vehicles built before 1969
- combinations of vehicles of any age
- every safety feature for vehicles built between 1969 and 1988.

These matters are covered by the Vehicle Standards.

In most cases, if a light vehicle or light combination complies with this schedule, it is suitable for road use.

Note 2 The *ACT Inspection Manual for Light Vehicles* and the *ACT Inspection Manual for Heavy Vehicles*, published by the road transport authority, provide information to help people meet the requirements of this schedule. The manuals are available from the road transport authority.

1.1 Object of sch 1

- (1) The object of this schedule is to set standards about the construction and performance of light vehicles and light combinations that are uniform throughout Australia.
- (2) The standards are intended—
 - (a) to promote, throughout the life of light vehicles and light combinations, their safe use and efficiency and the protection of the environment; and
 - (b) to reduce the cost of transport administration.

1.2 Diagrams—sch 1

- (1) A diagram in this schedule is part of the schedule.
- (2) A diagram of something is an illustrative example of the thing in black and white, but does not represent its dimensions or the dimensions of any part of it.

1.3 Optional items

If it is provided or indicated, in a provision of this schedule, a 2nd edition ADR or a 3rd edition ADR, that an item of equipment is optional and the item is used on a light vehicle to which the provision applies, the item must comply with the provision.

1.4 **Special requirements for vehicles used by people with disabilities etc**

The road transport authority may require or permit a light vehicle to be specially built, equipped or adapted in a way not provided for under this schedule if it is to be used by a person with a physical disability.

Note Vehicles that are modified must continue to comply with this schedule. For guidance on light vehicle modifications see Vehicle Standards Bulletin No 6 – National Code of Practice for Heavy Vehicle Modifications and Vehicle Standards Bulletin No 14 – National Code of Practice for Light Vehicle Construction and Modification.

The bulletins do not need to be notified under the [Legislation Act](#) because s 47 (6) does not apply (see [Legislation Act](#), s 47 (7)). The bulletins are accessible at www.infrastructure.gov.au.

Part 1.2 Application of sch 1

Note The requirements of this schedule apply to light vehicles and light combinations that are used on a road or road related area (see s 109 (Light motor vehicles not complying with sch 1), s 110 (Light trailers not complying with sch 1) and s 111 (Light combinations not complying with sch 1)).

1.5 Application of sch 1 to plant

- (1) The provisions of this schedule (other than this section) do not apply to plant.
- (2) However, plant must continue to comply with the technical specifications to which it was built and remain safe for use on roads or road related areas.

Note Although the *ACT Inspection Manual for Light Vehicles* and the *ACT Inspection Manual for Heavy Vehicles* do not apply directly to plant, they provide a guide to the maintenance and repair of vehicles generally.

- (3) In this section:

plant means a motor vehicle that consists solely of—

- (a) a machine or implement that cannot carry a load, other than tools and accessories usually carried in or on the vehicle; or
- (b) a crane or forklift truck.

1.6 Vehicles to which sch 1 does not apply etc

- (1) This schedule does not apply to—
 - (a) a vehicle used only on a railway or tramway; or
 - (b) a vehicle designed to be controlled by a person walking next to it; or
 - (c) a vehicle propelled by a motor with a maximum power output of not over 200W; or
 - (d) a motorised wheelchair that cannot travel faster than 10km/h; or
 - (e) a vehicle or combination that is being repaired, or is being tested in the course of being repaired, so it will comply with this schedule; or
 - (f) a vehicle or combination being driven or towed directly to a place where it is to be repaired so it will comply with this schedule; or
 - (g) a heavy vehicle or combination that includes a heavy vehicle.
- (2) This schedule applies to a light vehicle even if the light vehicle forms part of a heavy combination under the *Heavy Vehicle National Law (ACT)*.

1.7 Non-application of sch 1 to ADR-compliant matters

- (1) A requirement of parts 1.5 (General safety requirements) to 1.12 (Mechanical connections between vehicles) does not apply to a light vehicle if the requirement is inconsistent with a requirement of a 2nd or 3rd edition ADR that the vehicle complies with (regardless of whether or not the vehicle is required to comply with the ADR requirement).

- (2) Subsection (1) does not apply if the vehicle is not of the same class or type as the vehicles to which the ADR requirement applies.

Example

As the 2nd and 3rd edition ADR do not apply to a truck (including a truck that is a light vehicle) built in 1968, the truck must comply with sch 1, s 1.133 (What braking system a light motor vehicle must have). If the owner of such a truck modified the brakes so that they did comply with the 2nd edition ADR, any requirement in sch 1, s 1.133 in relation to the truck's brakes that was inconsistent with the 2nd edition ADR would no longer apply to the truck.

However, if the modified brakes only comply with a rule of the 2nd edition ADR that only applies to passenger cars, then sch 1, s 1.133 does apply, as s 1.7 (1) would not apply as a result of s 1.7 (2), because a truck is not a passenger car.

Note An example is part of the regulation, is not exhaustive and may extend, but does not limit, the meaning of the provision in which it appears (see [Legislation Act](#), s 126 and s 132).

1.8 Non-application of sch 1—exemption under other laws

- (1) A provision of this schedule does not apply to a light vehicle or light combination if the vehicle or combination is exempt from—
- (a) the provision under section 104 (Road transport authority may exempt light vehicle etc from certain provisions); or
 - (b) the corresponding provision of the law of another jurisdiction.
- (2) However, the vehicle or combination is exempt only if all conditions of the exemption (if any) are being complied with.

Example

An exemption permitting a greater dimension limit for a light vehicle is subject to conditions about the route where, and times when, the vehicle is permitted to travel, and the escort vehicles needed to accompany the vehicle. A relevant provision of this schedule does not apply to the vehicle only if the conditions are complied with.

Note An example is part of the regulation, is not exhaustive and may extend, but does not limit, the meaning of the provision in which it appears (see [Legislation Act](#), s 126 and s 132).

1.9 Non-application of sch 1—Motor Vehicle Standards Act approvals

A provision of parts 1.5 (General safety requirements) to 1.12 (Mechanical connections between vehicles) does not apply to a light vehicle if—

- (a) the vehicle does not comply with a requirement of an ADR applying to the vehicle; and
- (b) the provision of this schedule corresponds to the requirement of the ADR; and
- (c) despite the noncompliance, approval has been given, under the *Motor Vehicle Standards Act 1989* (Cwlth), section 10A (2) or (3), to place identification plates on vehicles of that type; and
- (d) the vehicle complies with the approval conditions (if any).

Note 1 The *Motor Vehicle Standards Act 1989* (Cwlth), s 10A (2) deals with vehicles that do not comply with an ADR, but the noncompliance is only in minor and inconsequential respects.

Note 2 That Act, s 10A (3) deals with vehicles that do not comply with an ADR, and the noncompliance is not minor and inconsequential, but the vehicle will be safe to use if conditions are complied with.

Part 1.3 Australian Design Rules

- Note* This part applies the 2nd and 3rd edition ADRs to various vehicles.
- Under the part, a vehicle that is subject to ADRs when it is built generally remains subject to the ADRs throughout its life. However, a vehicle need not comply with a standard if the standard is replaced by, or inconsistent with, a later standard and the vehicle complies with the later standard. Older vehicles may, therefore, be fitted with any equipment allowed on newer vehicles.
- Vehicles that are modified must continue to comply with this schedule. For guidance on vehicle modifications see *Vehicle Standards Bulletin No 6 – National Code of Practice for Heavy Vehicle Modifications* and *Vehicle Standards Bulletin No 14 – National Code of Practice for Light Vehicle Construction and Modification*.
- The bulletins do not need to be notified under the [Legislation Act](#) because s 47 (6) does not apply (see [Legislation Act](#), s 47 (7)). The bulletins are accessible at www.infrastructure.gov.au.
- This schedule, s 1.34 (6) (Horns, alarms etc) modifies the effect of the corresponding ADR requirement.
- The following provisions of this schedule apply to a vehicle instead of the corresponding ADR requirement:
- s 1.47 (5) (Window tinting)
 - s 1.54 (Tyres—manufacturer’s rating).

Division 1.3.1 Interpretation

1.10 What is an *ADR*?

An *ADR* (Australian Design Rule) is a national standard.

1.11 What is a *national standard*?

A *national standard* is a national standard under the [Motor Vehicle Standards Act 1989](#) (Cwlth).

1.12 References to national standards

Unless the contrary intention appears, a reference in this schedule to a national standard is a reference to the national standard as in force from time to time.

1.13 What is a 2nd edition ADR?

A *2nd edition ADR* is a national standard incorporated in the document described as the *Australian Design Rules for Motor Vehicle Safety, Second Edition* originally published by the then Commonwealth Department of Transport.

1.14 What is a 3rd edition ADR?

A *3rd edition ADR* is a national standard incorporated in the document described as the *Australian Design Rules for Motor Vehicles and Trailers, Third Edition* published by the Federal Office of Road Safety of the then Commonwealth Department of Transport and Regional Development.

Division 1.3.2 Compliance with ADRs

1.15 Compliance with 2nd edition ADRs

- (1) If a 2nd edition ADR recommends that the ADR should apply to the design and construction of a vehicle, the vehicle must comply with the ADR.
- (2) If a 2nd edition ADR contains a requirement for a type of equipment fitted to a vehicle built on or after a stated time, any equipment of the same type fitted to the vehicle after it is built must comply with—
 - (a) the requirement as in force when the vehicle was built; or

- (b) if the requirement is amended after the vehicle is built and before the equipment is fitted—the requirement as in force—
 - (i) when the vehicle was built; or
 - (ii) when the equipment was fitted; or
 - (iii) at any time between when the vehicle was built and the equipment was fitted.
- (3) However, a vehicle, or equipment fitted to a vehicle, need not comply with a recommendation or requirement of a 2nd edition ADR if—
 - (a) the recommendation or requirement is replaced by, or is inconsistent with, a requirement of a 3rd edition ADR applying to the vehicle or equipment; and
 - (b) the vehicle or equipment complies with the requirement of the 3rd edition ADR.
- (4) If a 2nd edition ADR allows a vehicle built on or after a stated time to be fitted with equipment, a vehicle built before the time may also be fitted with the equipment.

1.16 Compliance with 3rd edition ADRs

- (1) If a 3rd edition ADR applies to the design and construction of a vehicle, the vehicle must comply with the ADR.
- (2) If a 3rd edition ADR contains a requirement for a type of equipment fitted to a vehicle built on or after a stated time, any equipment of the same type fitted to the vehicle after it is built must comply with—
 - (a) the requirement as in force when the vehicle was built; or
 - (b) if the requirement is amended after the vehicle is built and before the equipment is fitted—the requirement as in force—
 - (i) when the vehicle was built; or

- (ii) when the equipment was fitted; or
 - (iii) at any time between when the vehicle was built and the equipment was fitted.
- (3) However, a vehicle, or equipment fitted to a vehicle, need not comply with a requirement of a 3rd edition ADR if—
 - (a) the requirement is replaced by, or is inconsistent with, a requirement of a later version of the ADR applying to the vehicle or equipment; and
 - (b) the vehicle or equipment complies with the requirement of the later version.
- (4) If a 3rd edition ADR allows a vehicle built on or after a stated time to be fitted with equipment, a vehicle built before the time may also be fitted with the equipment.

1.17 Exception to compliance with ADRs—vehicles that are not road vehicles

A vehicle need not comply with an ADR applied by section 1.15 (1) or section 1.16 (1) if a determination or declaration under the *Motor Vehicle Standards Act 1989* (Cwlth), section 5B provides that the vehicle is not a road vehicle for that Act.

1.18 Exception to compliance with ADRs—Motor Vehicle Standards Act

- (1) A vehicle need not comply with an ADR applied by section 1.15 (1) or section 1.16 (1) if—
 - (a) despite noncompliance with the ADR, approval has been given, under the *Motor Vehicle Standards Act 1989* (Cwlth), section 10A (2) or (3), to place identification plates on vehicles of that type; and

(b) the vehicle complies with the approval conditions (if any).

Note 1 The *Motor Vehicle Standards Act 1989* (Cwlth), s 10A (2) deals with vehicles that do not comply with an ADR, but the noncompliance is only in minor and inconsequential respects.

Note 2 That Act, s 10A (3) deals with vehicles that do not comply with an ADR, and the noncompliance is not minor and inconsequential, but the vehicle will be safe to use if conditions are complied with.

(2) A vehicle need not comply with an ADR applied by section 1.15 (1) or section 1.16 (1) if—

(a) the vehicle may be supplied to the market under the *Motor Vehicle Standards Act 1989* (Cwlth), section 14A (1); and

(b) for a vehicle for which an approval has been given under that subsection—the vehicle complies with the approval conditions (if any).

(3) A vehicle need not comply with an ADR applied by section 1.15 (1) or section 1.16 (1) if—

(a) the vehicle may be used in transport in Australia under the *Motor Vehicle Standards Act 1989* (Cwlth), section 15 (2); and

(b) for a vehicle for which an approval has been given under that subsection—the vehicle complies with the approval conditions (if any).

1.19 Partial exception to compliance with ADRs—personally imported vehicles

(1) A personally imported vehicle must be fitted with—

(a) seatbelts that are as effective as seatbelts that meet an Australian Standard or British Standard for seatbelts as in force on 1 March 2000; and

(b) seatbelt anchorages that meet the number and location requirements of 2nd or 3rd edition ADR 5; and

- (c) child restraint anchorages that meet the number, location, accessibility, thread size and form requirements of 2nd edition ADR 34 or 3rd edition ADR 5 or 34; and
 - (d) head restraints that meet the number, location and size requirements of 2nd or 3rd edition ADR 22.
- (2) However, a personally imported vehicle need only meet the requirements of an ADR mentioned in subsection (1) if the ADR recommends that it should apply, or applies, to a vehicle of the same type.
- (3) A personally imported vehicle need not otherwise comply with an ADR applied by section 1.15 (1) or section 1.16 (1).
- (4) In this section:
- personally imported vehicle* means a vehicle built after 1968 that is imported into Australia under the *Motor Vehicle Standards Regulations 1989* (Cwlth), regulation 13 by a person who owned and used the vehicle before it was imported into Australia, for a continuous period of at least—
- (a) for a vehicle owned by the applicant before 9 May 2000—3 months; or
 - (b) in any other case—12 months.

1.20 Alteration of specifications

- (1) A vehicle must not be altered from its specifications, as originally built, so that it no longer complies with the requirements of a 2nd edition ADR or 3rd edition ADR applying to that vehicle.

- (2) A car, or a car derivative, must also not be altered in any of the following respects:
- (a) by fitting a wheel rim that does not comply with the relevant dimensional standards for wheel rims in the Tyre and Rim Standards Manual issued by the Tyre and Rim Association of Australia;
 - (b) by widening the wheel track of the front or rear wheels by over 25mm (or, for a four-wheel drive built for off-road use, 50mm) beyond the maximum specified by the axle or vehicle manufacturer;
 - (c) by fitting a wheel nut that does not—
 - (i) engage the thread of the wheel stud for at least the same length as the wheel nut provided by the vehicle manufacturer; or
 - (ii) match the taper on the wheel stud hole;
 - (d) by fitting a tyre that is not appropriate to the wheel rim as specified in the Tyre and Rim Standards Manual issued by the Tyre and Rim Association of Australia;
 - (e) by fitting a tyre with a section width over 30% (or, for a four-wheel drive built for off-road use, 50%) larger than the largest optional tyre specified by the vehicle's manufacturer;
 - (f) so that any part of it other than a tyre or wheel rim will contact the road surface if a tyre completely deflates;
 - (g) by welding or heating an axle, stub axle, steering arm, steering knuckle support or heat degradable component.

- (3) If a vehicle is altered from its specifications as originally built, the road transport authority may require the responsible person for the vehicle to supply information about the alterations.
- (4) Despite subsections (1) and (2), a vehicle may be altered from its specifications as originally built if the alteration only gives effect to any subsequent 2nd edition ADR or 3rd edition ADR applying to a vehicle of that type.

Part 1.4 Adopted standards

1.21 What is an *adopted standard*?

An *adopted standard* is a standard, other than a national standard, that is applied, adopted or incorporated by this schedule.

Example

Section 1.55 adopts AS 1973-1993 (Pneumatic Tyres-Passenger Car, Light Truck and Truck/Bus-Retreading and Repair Processes).

Note An example is part of the regulation, is not exhaustive and may extend, but does not limit, the meaning of the provision in which it appears (see [Legislation Act](#), s 126 and s 132).

1.22 Exception to compliance with adopted standards

A light vehicle need not comply with an adopted standard if—

- (a) the standard is replaced by, or is inconsistent with, a later version of the standard; and
- (b) the vehicle complies with the later version of the standard.

1.23 Reference to adopted standards

A reference in a section or subsection to an adopted standard is a reference to the standard as in force when the section or subsection commenced.

Part 1.5 General safety requirements

Note For a light vehicle to be operated safely, the vehicle needs to be properly designed to minimise the potential for accidents and harm to other road users.

This part sets out various requirements covering the driver's view from a vehicle, the driver's control of a vehicle, protection of vehicle occupants and other road users, and other general safety features.

Division 1.5.1 All light vehicles

1.24 Steering

- (1) A light motor vehicle that is less than 30 years old must have a right-hand drive unless the vehicle—
 - (a) was registered unconditionally in left-hand drive form in Australia before 1 January 1985; or
 - (b) is temporarily in Australia under a Commonwealth law or in accordance with an agreement with the Commonwealth.
- (2) A light motor vehicle has a right-hand drive if the centre of at least 1 steering control of the vehicle is to the right of, or in line with, the centre of the vehicle.
- (3) A component of the steering system of a light motor vehicle that is essential for effective steering of the vehicle must be built to transmit energy by mechanical means only.
- (4) Failure of a non-mechanical component of the steering system must not prevent effective steering of the vehicle.
- (5) This section does not apply to a light vehicle if the vehicle is built mainly for a purpose other than the transport of goods or people by road.

1.25 Turning ability

- (1) A light motor vehicle must be able to turn in a circle not over 25m in diameter, measured by the outer edge of the tyre track at ground level.
- (2) The vehicle must be able to comply with subsection (1) whether it turns to the left or to the right.

1.26 Ability to travel backwards and forwards

A light motor vehicle with an unloaded mass over 450kg must be able to be driven both backwards and forwards when the driver is in the normal driving position.

1.27 Protrusions

- (1) An object fitted to a light vehicle must be designed, built and fitted to the vehicle in a way that minimises the likelihood of injury to a person making contact with the vehicle.
- (2) However, subsection (1) does not apply to an object fitted to a light vehicle if—
 - (a) the vehicle was designed before 1965 and the object was part of the design of the vehicle; or
 - (b) the object was fitted to the vehicle before 1965 in accordance with the law of the place where the object was fitted.

1.28 Oil and grease not to be dropped

All parts and fittings of a light vehicle must be designed, built and maintained so that an excessive amount of oil or grease will not be dropped onto the roadway.

1.29 Driver's view and vehicle controls

A light motor vehicle must be built—

- (a) to allow the driver a view of the road and of traffic to the front and sides of the vehicle so the driver can drive the vehicle safely; and
- (b) with its controls located so the driver can drive the vehicle safely.

1.30 Seating

A seat for a driver or passenger in a light vehicle must be securely attached to the vehicle.

1.31 Child restraint anchorages

- (1) The following vehicles must be fitted with a child restraint anchorage complying with ADR 34:
 - (a) a car (other than a car with a hinged or folding rear seat or a station wagon) built after June 1976;
 - (b) a car with a hinged or folding rear seat, or a station wagon, built after 1976;
 - (c) a forward-control passenger vehicle built after 1985;
 - (d) a bus built after June 1988 that has a GVM not over 3.5t and not over 12 seating positions (including the driver's).
- (2) In subsection (1):
 - forward-control passenger vehicle* means a car that has—
 - (a) up to 9 seating positions (including the driver's); and
 - (b) the centre of the steering wheel in the front quarter of the vehicle's total length (including any bumpers or overriders); and

- (c) a GVM not over 3.5t; and
- (d) a difference between its tare mass and its GVM that is not more than double the total weight of passengers calculated by multiplying the number of seating positions by 68kg.

1.32 Door latches and hinges

Door latches and hinges on a light vehicle must be built so the doors are securely attached to the vehicle and can remain securely fastened when closed.

1.33 Mudguards

- (1) A light vehicle must have a mudguard for each wheel or for adjacent wheels firmly fitted.
- (2) However, subsection (1) does not apply to a light vehicle if—
 - (a) the construction or use of the vehicle makes the fitting of mudguards unnecessary or impracticable; or
 - (b) the body or part of the body of the vehicle acts as a mudguard.

Examples of vehicles—par (a)

- most road plant
- some agricultural equipment

Note An example is part of the regulation, is not exhaustive and may extend, but does not limit, the meaning of the provision in which it appears (see [Legislation Act](#), s 126 and s 132).

- (3) A mudguard may be up to—
 - (a) 230mm above ground level; or
 - (b) on a vehicle built to be used off-road—300mm above ground level.

- (4) The outside of a rear mudguard, except a mudflap, of a vehicle that can be seen from the rear of the vehicle must be coloured white or silver if the vehicle—
 - (a) is at least 2.2m wide; and
 - (b) has a body the vertical measurement of which is under 300mm at the rear, measured from the lowest point of the body above ground level to the highest point; and
 - (c) is not fitted with rear marking plates.
- (5) For subsection (4) (a), the width of a vehicle is measured disregarding any anti-skid device mounted on wheels, central tyre inflation systems, lights, mirrors, reflectors, signalling devices and tyre pressure gauges.

1.34 Horns, alarms etc

- (1) A light motor vehicle must be fitted with at least 1 horn or other device that can give sufficient audible warning to other road users of the approach or position of the vehicle.
- (2) A light motor vehicle must not be fitted with a device that can make a sound like the sound of a siren, exhaust whistle, compression whistle or repeater horn.
- (3) However, subsection (2) does not apply to—
 - (a) a police vehicle; or
 - (b) an emergency vehicle; or
 - (c) a transport enforcement vehicle; or
 - (d) an Australian Protective Service vehicle; or
 - (e) an Australian Customs Service vehicle; or
 - (f) an Airservices Australia vehicle; or

- (g) a vehicle at least 25 years old that is fitted as a police or emergency vehicle if—
 - (i) the vehicle is used for exhibition purposes; or
 - (ii) it is part of a collection of former police or emergency vehicles; or
 - (h) an anti-theft alarm if the alarm cannot be operated while the vehicle's ignition is on.
- (4) Also, a light motor vehicle may be fitted with a device that emits a regular, intermittent sound while the vehicle is reversing or in reverse gear.
- (5) The device must not be louder than is necessary so the driver, and a person near the vehicle, can hear the device when it is operating.
- (6) The provision of the relevant ADR that corresponds to subsection (2) applies to a vehicle as if that provision did not contain a reference to a bell.
- (7) In this section:
- repeater horn* means a device that makes a sound alternating between different tones or frequencies on a regular time cycle.

1.35 Rear-vision mirrors

- (1) A rear-vision mirror or mirrors must be fitted to a light motor vehicle as required by this section so a driver of the vehicle can clearly see by reflection the road behind the vehicle and any following or overtaking vehicle.
- (2) At least 1 rear-vision mirror must be fitted to—
 - (a) a car; and
 - (b) a motortrike with 2 front wheels; and

- (c) a motorbike, or motortrike with 1 front wheel, built before July 1975.
- (3) At least 1 rear-vision mirror must be fitted to each side of the following light motor vehicles:
- (a) a motor vehicle with a GVM over 3.5t;
 - (b) a motorbike, or motortrike with 1 front wheel, built after June 1975;
 - (c) a motor vehicle (other than a station wagon) built to transport goods;
 - (d) a bus;
 - (e) a motor vehicle towing a trailer or another vehicle if the towed trailer or vehicle is wider than the towing vehicle;
 - (f) a motor vehicle if the driver cannot, by using a mirror fixed to the interior of the vehicle, have a clear view of the road to the rear of the vehicle and of any following or overtaking vehicle—
 - (i) because of the way in which the vehicle is built, equipped or loaded; or
 - (ii) because the vehicle is towing a trailer or other vehicle; or
 - (iii) for any other reason.
- (4) A light motor vehicle with a GVM not over 3.5t (other than a motor vehicle mentioned in subsection (2) or (3)) must be fitted with—
- (a) at least 1 rear-vision mirror on the right side of the vehicle; and
 - (b) at least 1 rear-vision mirror on the left side of the vehicle or inside the vehicle.

- (5) A rear-vision mirror fitted to a light motor vehicle with a GVM over 3.5t must not project over 150mm beyond the widest part (excluding lights, signalling devices and reflectors) of the vehicle or the combination of which it forms part.
- (6) However, the rear-vision mirror may project not over 230mm beyond the widest part of the vehicle or combination if it can fold to project not over 150mm beyond the widest part.

1.36 Rear-vision mirrors—surfaces

- (1) A rear-vision mirror required to be fitted to the side of a light motor vehicle with a GVM over 3.5t must have a reflecting surface of at least 150cm².
- (2) A rear-vision mirror required to be fitted to the right side of a light motor vehicle with a GVM over 3.5t must have a flat reflecting surface if—
 - (a) the motor vehicle has only 1 steering control; and
 - (b) the centre of the steering control is to the right of, or in line with, the centre of the motor vehicle.
- (3) The reflecting surface of the rear-vision mirrors that are required to be fitted to a motorbike or moped must—
 - (a) each be of the same curvature; and
 - (b) if convex, be part of a notional sphere with a radius of at least 1.2m.

1.37 Additional rear-vision mirrors

A light motor vehicle may be fitted with additional rear-vision mirrors or mirror surfaces that are flat or convex or a combination of flat and convex surfaces.

1.38 Automatic transmission

- (1) A light motor vehicle fitted with an automatic transmission must have an engine starter mechanism that cannot operate when the transmission control is in a position to drive the vehicle.
- (2) A light vehicle built after 1975 that is fitted with an automatic transmission must have an indicator in the driver's compartment showing the transmission control position.
- (3) Subsections (1) and (2) do not apply to a light motor vehicle with less than 4 wheels.
- (4) If a light motor vehicle (other than a motorbike or implement) built after 1975 is equipped with automatic transmission—
 - (a) the transmission control lever position, and an indication of the transmission gear ratio selected, must be displayed within the driver's compartment where they will be readily visible to the driver; and
 - (b) the sequence of transmission control lever positions must—
 - (i) include a neutral position (in which no power is transmitted to the driving wheels) located between the reverse drive and forward drive positions; and
 - (ii) if a park position (in which forward or rearward movement of the vehicle is prevented) is included—the park position must be located at the end of the sequence adjacent to the reverse drive position.

- (5) If a car, or a car derivative, built after 1975 is equipped with automatic transmission and—
- (a) the transmission control lever is located on the steering column—
 - (i) the movement of the lever from neutral to reverse must be clockwise or, if all lever positions are to the right of the vertical longitudinal plane through the centre of the steering wheel, the movement of the lever from neutral to reverse must be anticlockwise; and
 - (ii) the movement of the device provided to indicate the transmission gear ratio selected must be generally in the same linear or rotational direction as the movement of the lever; or
 - (b) the transmission control lever is located in another position—
 - (i) all lever positions must be to the left of the vertical longitudinal plane through the centre of the steering wheel; and
 - (ii) the movement of the lever from neutral to reverse must be generally upwards, forward or to the left according to whether the lever is constrained to be moved generally in a vertical, longitudinal or transverse direction, as the case may be.

1.39 Diesel engines

A light motor vehicle propelled by a compression ignition engine (commonly known as a diesel engine) must be fitted with a device preventing the engine from being started accidentally or inadvertently.

1.40 Bonnet securing devices

- (1) A light motor vehicle with a moveable body panel forward of the windscreen must have a device to secure the panel if it covers an engine, luggage storage or battery compartment.
- (2) However, if the panel opens from the front in a way that partly or completely obstructs the driver's forward view through the windscreen, the panel must have primary and secondary devices to secure the panel.

1.41 Electrical wiring, components, connections and installations

- (1) The wiring of electrical equipment of a light vehicle, except the high-tension ignition wiring, must—
 - (a) be supported at intervals of not over 600mm, unless the vehicle is a pole-type trailer with a pole with an adjustable length, or an extendible trailer; and
 - (b) be insulated at each of its joints; and
 - (c) be located where it cannot—
 - (i) become overheated; or
 - (ii) contact moving parts; or
 - (iii) come near enough to the fuel system to be a fire hazard; and
 - (d) be protected from chafing.
- (2) The electrical components of a light vehicle must be securely mounted.
- (3) The electrical connectors between light motor vehicles and light trailers, for operation of the vehicle lights required by this schedule, must comply with AS 2513-1982 (Electrical Connections for Trailer Vehicles).

- (4) A light trailer must be equipped with an electrical conductor, independent of the trailer coupling, that provides a return path between the electrical circuits of the trailer and towing vehicle.

1.42 Speedometers

- (1) A light motor vehicle built after June 1974 that can be driven faster than 50km/h on a level road must be fitted with a speedometer.
- (2) The speedometer must—
- (a) indicate the speed at which the vehicle is being driven in kilometres per hour; and
 - (b) indicate, when the vehicle is travelling faster than 40km/h, a speed that is not over 10% less than the actual speed; and
 - (c) be readily visible to the driver.

1.43 Television receivers and visual display units

- (1) A television receiver or visual display unit must not be installed in a light vehicle so any part of the image on the screen is visible to the driver from the normal driving position.
- (2) However, subsection (1) does not apply to—
- (a) a television receiver or visual display unit that cannot be operated when the vehicle is moving; or
 - (b) a driver's aid in any vehicle or a destination sign in a bus.

Examples—driver's aids

- closed-circuit television security cameras
- dispatch systems
- navigational or intelligent highway and vehicle system equipment
- rear-view screens
- ticket-issuing machines

- vehicle monitoring devices

Note An example is part of the regulation, is not exhaustive and may extend, but does not limit, the meaning of the provision in which it appears (see [Legislation Act](#), s 126 and s 132).

- (3) A television receiver, or visual display unit, and its associated equipment in a light vehicle must be securely mounted in a position that—
 - (a) does not obscure the driver's view of the road; and
 - (b) does not impede the movement of a person in the vehicle.

1.44 Windows generally

- (1) A window on a light vehicle must be sound and properly fitted.
- (2) A movable window on a light vehicle must be fitted with a suitable device to open and close it.
- (3) At least $\frac{1}{2}$ of the side windows on a light vehicle must be openable.

1.45 Requirement for windscreen to be fitted

A light motor vehicle (other than a motorbike, a motortrike or a moped) must be fitted with a windscreen if it is manufactured or designed to have a windscreen.

1.46 Windscreens and windows

- (1) Transparent material used in a windscreen, window, or an interior partition, of a light motor vehicle must be of approved material if—
 - (a) the vehicle was built after June 1953; or
 - (b) the material was first fitted to the vehicle after June 1953.
- (2) However, non-shatterable transparent material may be used in a window or an interior partition of a light motor vehicle.

(3) In this section:

approved material means material with the same characteristics as material mentioned in any of the following standards:

- AS R1-1965 (Safety Glass for Land Transport)
- AS R1-1968 (Safety Glass for Land Transport)
- AS 2080-1977 (Safety Glass for Vehicles)
- British Standard BS 857:1967 *Specification for Safety Glass for Land Transport*
- British Standard BS 5282:1975 *Specification for Road Vehicle Safety Glass*
- Economic Commission for Europe Regulation No 43 *Uniform Provisions Concerning Approval of Safety Glazing and Glazing Materials for Installation on Power Driven Vehicles and their Trailers.*
- British Standard BS AU178:1980 *Specification for Road Vehicle Safety Glass*
- Japanese Industrial Standard JIS R 3211-1979 *Safety Glasses for Road Vehicles*
- American National Standard ANSI Z26.1-1980 *Safety Code for Safety Glazing Materials for Glazing Motor Vehicles Operating on Land Highways.*

Economic Commission for Europe means the commission of that name established by the United Nations.

transparent material does not include any coating added to the windscreen, window or partition after its manufacture.

Note 1 An instrument mentioned in this section does need to be notified under the Legislation Act because s 47 (5) does not apply (see s 5A).

Note 2 The Australian Standards mentioned in this section may be purchased at www.standards.org.au.

Note 3 The British Standards mentioned in this section may be purchased at <http://shop.bsigroup.com>.

Note 4 The Economic Commission for Europe Regulation No 43 is available at <http://eur-lex.europa.eu>.

Note 5 The Japanese Industrial Standard JIS R 3211-1979 may be purchased at <http://www.webstore.jisa.or.jp/webstore/Top/indexEn.jsp>.

Note 6 The American National Standard ANSI Z26.1-1980 may be purchased at <http://webstore.ansi.org>.

1.47 Window tinting

- (1) Glazing used in a windscreen of a light motor vehicle must have a luminous transmittance of at least 70%.
- (2) Windscreen glazing of a light motor vehicle must not be coated in a way that reduces its luminous transmittance.
- (3) However, subsections (1) and (2) do not apply to the greater of the following areas of a windscreen:
 - (a) the area above the highest point of the windscreen that is swept by a windscreen-wiper;
 - (b) the upper 10% of the windscreen.
- (4) Glazing used in a window or interior partition of a light motor vehicle must have a luminous transmittance of at least 70%.
- (5) Glazing (other than glazing used in the windscreen in a light motor vehicle) may be coated to achieve a luminous transmittance of not less than 35%.
- (6) Glazing that has been coated to reduce its luminous transmittance must not have a reflectance of over 10%.
- (7) The luminous transmittance requirements in subsection (5) apply to a vehicle instead of the corresponding requirements in the relevant ADR.

- (8) In this section:

luminous transmittance, for glazing, means the amount of light that can pass through the glazing as a percentage of the amount of light that would be transmitted if the glazing were absent.

Note *Glazing*—see the dictionary.

1.48 Windscreen-wipers

- (1) A light motor vehicle with 3 or more wheels that is fitted with a windscreen must be fitted with at least 1 windscreen-wiper unless a driver in a normal driving position can obtain an adequate view of the road ahead of the motor vehicle without looking through the windscreen.
- (2) At least 1 windscreen-wiper fitted to the motor vehicle must—
- (a) be able to remove moisture from the part of the windscreen in front of the driver to allow the driver an adequate view of the road ahead of the motor vehicle when the windscreen is wet; and
 - (b) be able to be operated from a normal driving position; and
 - (c) for a motor vehicle built after 1934—continue to operate until the wiper is switched off; and

- (d) for a motor vehicle built after 1959 the driving position of which is nearer one side of the vehicle than the other—
- (i) be able to remove moisture from the part of the windscreen in front of the driver, and a corresponding part of the windscreen on the other side of the centre of the motor vehicle, to allow the driver an adequate view of the road ahead of the motor vehicle when the windscreen is wet; and
 - (ii) if the windscreen-wipers are operated by engine manifold vacuum—be provided with a vacuum reservoir or pump to maintain the efficient operation of the wiper or wipers while the vehicle is in motion.

Note The ADRs require certain vehicles with a GVM not over 4.5t to be fitted with a windscreen-washer.

1.49 Wheels and tyres—size and capacity

The wheels and tyres fitted to an axle of a light vehicle must be of sufficient size and capacity to carry the part of the vehicle's gross mass transmitted to the ground through the axle.

1.50 Pneumatic tyres generally

A light vehicle built after 1932 must be fitted with pneumatic tyres.

1.51 Pneumatic tyres—carcass construction

- (1) A light vehicle must not have pneumatic tyres of different carcass construction fitted to the same axle, but the tyres may have different cord materials and a different number of plies.
- (2) However, subsection (1) does not apply to a tyre being used in an emergency as a temporary replacement for a tyre complying with the subsection.

1.52 Pneumatic tyres—size and capacity

The size and capacity of a pneumatic tyre to be fitted to a light vehicle must be decided using a cold inflation pressure that is not over the lesser of—

- (a) the pressure recommended by the tyre manufacturer; and
- (b) a pressure of—
 - (i) for a radial ply tyre—825kPa; or
 - (ii) for another tyre—700kPa.

1.53 Tyres—defects

A tyre fitted to a light vehicle must be free of any apparent defect that could make the vehicle unsafe.

1.54 Tyres—manufacturer's rating

- (1) This section applies to a light motor vehicle if the vehicle—
 - (a) has 4 or more wheels; and
 - (b) was built after 1972.
- (2) However, this section does not apply to a tyre if the tyre—
 - (a) is recommended by the vehicle builder as suitable for limited use on the vehicle in special circumstances at a speed less than the speed applying to the vehicle under subsection (3); or
 - (b) is being used in an emergency as a temporary replacement for a tyre complying with this section.

- (3) A tyre fitted to a light motor vehicle must, when first built, have been rated by the tyre manufacturer as suitable for road use at the lesser of—
- (a) a speed of at least—
 - (i) for a car with special features for off-road use—140km/h; or
 - (ii) for another car—180km/h; or
 - (iii) for another motor vehicle—120km/h; and
 - (b) the vehicle's top speed.

Example—par (a) (i)

a four-wheel drive

Note An example is part of the regulation, is not exhaustive and may extend, but does not limit, the meaning of the provision in which it appears (see [Legislation Act](#), s 126 and s 132).

- (4) This section applies to a light vehicle instead of the tyre speed category requirements in the relevant ADR.

1.55 Retreads

- (1) A tyre that is retreaded before 1 March 2000 must not be used on a vehicle if—
- (a) AS 1973-1976 (Retreaded Pneumatic Passenger Car and Light Truck Tyre) or AS 1973-1985 (Retreaded Pneumatic Passenger and Light Truck Tyre) applies to the tyre; and
 - (b) the tyre was retreaded after publication of the Australian Standard; and

- (c) the tyre was not retreaded in accordance with AS 1973-1976 (Retreaded Pneumatic Passenger Car and Light Truck Tyre), AS 1973-1985 (Retreaded Pneumatic Passenger and Light Truck Tyre) or AS 1973-1993 (Pneumatic Tyres—Passenger Car, Light Truck and Truck/Bus—Retreading and Repair Processes).
- (2) A tyre that is retreaded after 29 February 2000 must not be used on a vehicle if—
- (a) AS 1973-1993 (Pneumatic Tyres—Passenger Car, Light Truck and Truck/Bus—Retreading and Repair Processes) applies to the tyre; and
 - (b) the tyre was not retreaded in accordance with the Australian Standard.

Note 1 The Australian Standards mentioned in this section require various markings on retreaded tyres. These may include a speed rating less than the rating originally marked on the tyre.

Note 2 AS 1973-1976, AS 1973-1985 and AS 1973-1993 may be purchased at www.standards.org.au.

1.56 Tyre tread

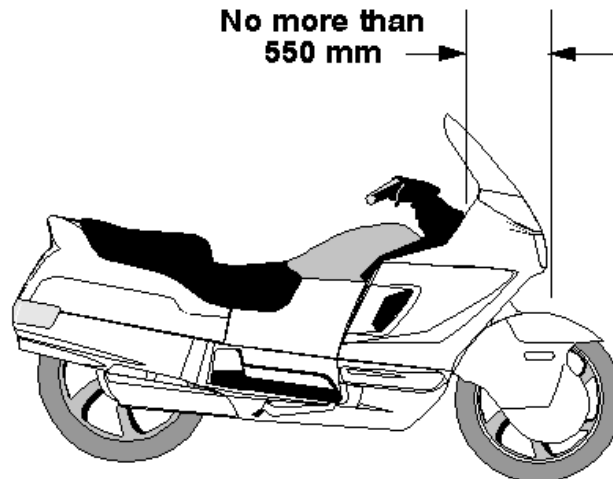
- (1) A tyre on a light motor vehicle must not have cleats or other gripping devices that could damage road surfaces.
- (2) Except at tread wear indicators, a tyre fitted to the vehicle must have a tread pattern at least 1.5mm deep in a band that runs continuously—
 - (a) across the tyre width that normally comes into contact with the road; and
 - (b) around the whole circumference of the tyre.

- (3) A light vehicle must not be fitted with a tyre that has been treated by recutting or regrooving the tread rubber, unless the tyre was—
 - (a) built with an extra thickness of rubber designed for recutting or regrooving; and
 - (b) labelled to indicate the construction.

Division 1.5.2 Additional requirements for motorbikes

1.57 Steering gear and handlebars

- (1) The handlebars on a motorbike must extend at least 250mm, but not over 450mm, on each side of the centre-line of the vehicle.
- (2) In taking a measurement for subsection (1), mirrors and lights mounted on the handlebars of the motorbike are disregarded.
- (3) The lowest part of the handgrip on the handlebars must not be higher than 380mm above the attachment point of the handlebars to the motorbike.
- (4) Handgrips on the handlebars must be fitted symmetrically.
- (5) If a motorbike has the head stem as the steering pivot point, the horizontal distance from the midpoint between the head stem bearings to the centre of the front wheel must not be over 550mm.



Maximum horizontal distance from midpoint between head stem bearings of motorbike to centre of front wheel

1.58 Footrests

A motorbike must be fitted with footrests for the driver, and for any passenger for whom a seating position is provided.

1.59 Chain guards

- (1) If the engine power of a motorbike is transmitted to the rear wheel by a chain, the driver and any passenger must be protected from the front sprocket and at least the upper part of the chain by—
 - (a) the frame or equipment of the motorbike; or
 - (b) a chain guard.
- (2) A chain guard must cover the chain to a point—
 - (a) at least 300mm to the rear of the rearmost footrest; or
 - (b) above the centre of the rear drive sprocket.

Division 1.5.3 **Additional requirements for public passenger vehicles that are light vehicles**

1.60 **Public passenger vehicle must have fire-extinguisher**

A public passenger vehicle that is a light vehicle (other than a motorbike) must—

- (a) carry a type of fire-extinguisher that satisfies the minimum rating and classification requirements of extinguishers mentioned in AS 2444-2001 (Portable fire extinguishers and fire blankets—Selection and location) specified for the type of vehicle (a *required fire extinguisher*); and

Note AS/NZS 1850:2009 (Portable fire extinguishers—Classification rating and performance testing) contains information about the meaning of minimum ratings and classification requirements used for fire extinguishers.

- (b) carry at least as many required fire extinguishers as the minimum number of extinguishers mentioned in AS 2444-2001 (Portable fire extinguishers and fire blankets—Selection and location) for the type of vehicle; and
- (c) if the AS 2444-2001 (Portable fire extinguishers and fire blankets—Selection and location) mentions suitable areas for mounting an extinguisher in a vehicle—locate each required fire extinguisher in a way that complies with the standard.

Note 1 A public passenger vehicle is a public bus, taxi, hire car or demand responsive service vehicle.

Note 2 AS 2444-2001 does not need to be notified under the [Legislation Act](#) because s 47 (5) does not apply (see s 5A). The standard may be purchased at www.standards.org.au.

1.61 Fire extinguisher must be in proper working order

A fire extinguisher carried in a public passenger vehicle that is a light vehicle must be maintained to a standard that meets a performance test, mentioned in AS/NZS 1850:2009 (Portable fire extinguishers—Classification rating and performance testing), for the class of extinguisher.

Note AS/NZS 1850:2009 does not need to be notified under the [Legislation Act](#) because s 47 (5) does not apply (see s 5A). The standard may be purchased at www.standards.org.au.

Part 1.6 Vehicle marking

Note This part contains requirements for a light vehicle that help to identify the vehicle and, if the vehicle is unusually long, to warn other motorists.

1.62 Vehicle and engine identification numbers

- (1) In this section:
number includes letter.
- (2) A light motor vehicle must have an individual engine identification number clearly stamped, embossed or otherwise permanently marked on it.
- (3) A light motor vehicle built after 1930 must have the engine identification number on its engine block or the main component of its engine.
- (4) A light vehicle must have an individual vehicle identification number clearly stamped, embossed or otherwise permanently marked on a substantial part of its frame or chassis.
- (5) A vehicle or engine identification number must be located where a person can read it easily without having to use tools to remove a part of the vehicle that would otherwise obstruct the person's view.

1.63 Compliance plate to be attached to certain light motor vehicles

- (1) This section applies to a light motor vehicle (other than a tractor, trailer or implement) registered for the first time after July 1972.
- (2) The vehicle must have securely and prominently attached within the engine compartment, or another position approved by the road transport authority, a plate that—
 - (a) is approved by the motor vehicle certification board or the administrator of vehicle standards; and

- (b) identifies the vehicle; and
- (c) indicates that, at the time the plate was attached, the vehicle met the standards and procedures administered by the motor vehicle certification board or administrator of vehicle standards for that class of vehicle.

1.64 White or silver band on certain light vehicles

- (1) This section applies to a light vehicle that—
 - (a) is at least 2.2m wide; and
 - (b) has a body with a vertical measurement under 300mm at the rear, measured from the lowest point of the body above ground level to the highest point; and
 - (c) is not fitted with rear marking plates.
- (2) For subsection (1) (a), the width of a light vehicle is measured disregarding any anti-skid device mounted on wheels, central tyre inflation systems, lights, mirrors, reflectors, signalling devices and tyre pressure gauges.
- (3) The vehicle must have a white or silver band at least 75mm high across the full width of the rearmost part of the body of the vehicle.

1.65 Warning signs not to be displayed on light vehicles

A road train warning sign or long vehicle warning sign must not be displayed on a light vehicle unless the sign is required to be displayed on the vehicle under the *Heavy Vehicle National Law (ACT)*.

Part 1.7 Light vehicle configuration and dimensions

Note This part sets out various requirements covering the suspension on light vehicles and size limits for single light vehicles and light combinations, so that they can be operated safely with other traffic, without taking up too much road space or damaging the road and structures on the road.

Generally, the limits in this part apply to a vehicle and any load it may be carrying.

Particular requirements for loaded vehicles are covered by the [Australian Road Rules](#).

Division 1.7.1 Axles

1.66 Axle configuration

- (1) A light motor vehicle must have only—
 - (a) 1 axle group, or single axle, towards the front of the vehicle; and
 - (b) 1 axle group, or single axle, towards the rear of the vehicle.
- (2) A light trailer must have only—
 - (a) 1 axle group or single axle; or
 - (b) 2 axle groups, 2 single axles, or 1 axle group and single axle, in the following configuration:
 - (i) 1 axle group, or single axle, towards the front of the vehicle, with all the wheels on the axle group or single axle connected to the steering mechanism for that part of the trailer;
 - (ii) 1 axle group, or single axle, towards the rear of the vehicle.

- (3) A semitrailer that is a light trailer that is extendible, or is fitted with sliding axles, must—
- (a) have a securing device that—
 - (i) can securely fix the extendible part or sliding axles to the rest of the vehicle in any position of adjustment provided; and
 - (ii) is located in a position that can prevent accidental or inadvertent release, if the device is mounted on the chassis of the vehicle; and
 - (iii) is fitted with a visible or audible warning system to indicate to a person standing beside the vehicle that the device is not engaged; and
 - (iv) is fitted with a way of preventing loss of air from the air brake supply, if the device uses air from the brake system and fails in a way allowing air to escape; and
 - (v) is held in the applied position by direct mechanical action without the intervention of an electric, hydraulic or pneumatic device; and
 - (b) be built so the adjustable parts of the vehicle remain connected if the securing device fails.

Division 1.7.2 Dimensions

1.67 References to length etc—div 1.7.2

In this division, a reference to the length, width or height of a vehicle or part of a vehicle is a reference to that dimension of the vehicle or part together with any load or equipment on the vehicle or part.

1.68 Width

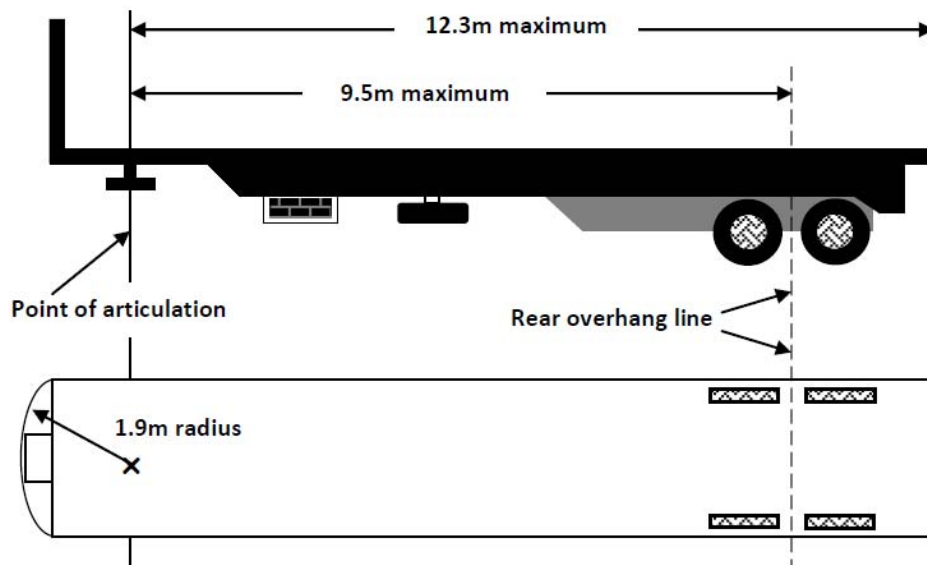
- (1) A light vehicle must not be over 2.5m wide.
- (2) For subsection (1), the width of a vehicle is measured without taking into account any anti-skid device mounted on wheels, central tyre inflation systems, lights, mirrors, reflectors, signalling devices and tyre pressure gauges.

1.69 Length of single light motor vehicles

A light motor vehicle must not be over 12.5m long.

1.70 Length of single light trailers

- (1) On a semitrailer that is a light trailer or dog trailer that is a light trailer—
 - (a) the distance between the point of articulation at the front of the trailer and the rear overhang line must not be over 9.5m; and
 - (b) the distance between the point of articulation at the front of the trailer and the rear of the trailer must not be over 12.3m.
- (2) A projection forward of the point of articulation at the front of a semitrailer that is a light trailer must be contained within a radius of 1.9m from the point of articulation.



Maximum dimensions of a semitrailer

- (3) If a semitrailer that is a light trailer has 2 or more points of articulation at the front of the trailer, it must comply with subsections (1) and (2) when measured at 1 of the points.
- (4) A pig trailer that is a light trailer must not be longer than 12.5m.
- (5) In this section:

pig trailer means a trailer that is not fitted with an axle group other than 1 non-steerable axle group.

1.71 Length of light combinations

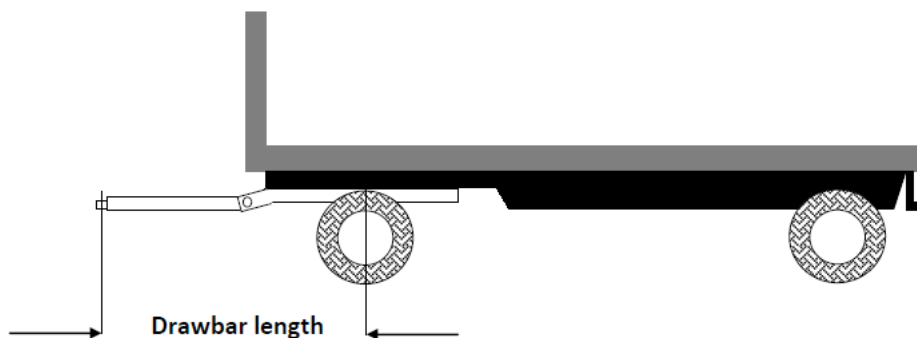
A light combination must not be over 19m long.

1.72 Rear overhang

- (1) The rear overhang of a semitrailer that is a light trailer, or dog trailer that is a light trailer consisting of a semitrailer and converter dolly, must not be over the lesser of—
 - (a) 60% of the distance between the point of articulation at the front and the rear overhang line; and
 - (b) 3.7m.
- (2) A semitrailer that is a light trailer with 2 or more points of articulation at the front must comply with subsection (1) when measured at the same point used for measurement for compliance with section 1.70 (3).
- (3) The rear overhang of a light trailer with only 1 axle group or single axle (other than a semitrailer) must not be over the lesser of—
 - (a) the length of the load carrying area, or body, ahead of the rear overhang line; and
 - (b) 3.7m.
- (4) The rear overhang of a light vehicle not mentioned in subsection (1) or (3) must not be over the lesser of—
 - (a) 60% of the distance between the centre of the front axle and the rear overhang line; and
 - (b) 3.7m.

1.73 Trailer drawbar length

- (1) The distance between the coupling pivot point on the drawbar of a dog trailer that is a light trailer, and the centre-line of the front axle group or of the front single axle of the trailer, must not be over 5m.



Length of a drawbar on a dog trailer

- (2) The distance between the coupling pivot point on a drawbar, and the centre-line of the axle group or single axle on a light trailer with only 1 axle group or single axle (other than a semitrailer) must not be over 8.5m.

1.74 Height

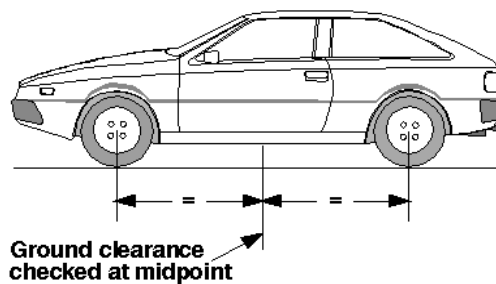
A light vehicle must not be over 4.3m high.

1.75 Ground clearance

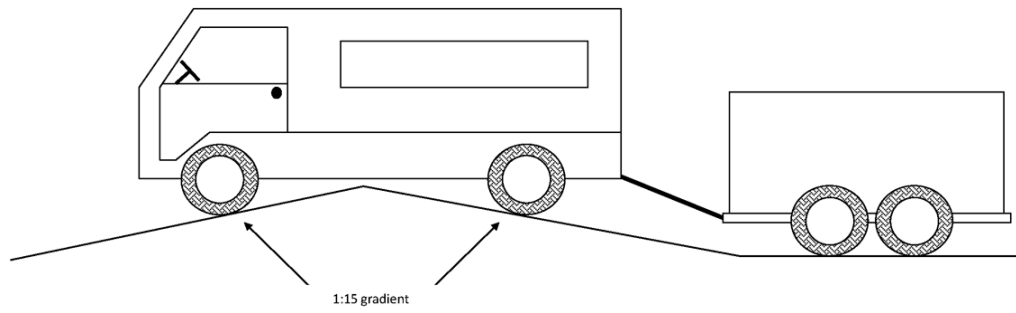
- (1) In this section:

ground clearance, of a vehicle, means the minimum distance to the ground from a point on the underside of the vehicle, other than a point on a tyre, wheel, wheel hub, brake backing plate or flexible mudguard or mudflap of the vehicle.

- (2) A light motor vehicle or light combination must have a ground clearance of—
- (a) at least 100mm at any point within 1m of an axle; and
 - (b) at least $\frac{1}{30}$ of the distance between the centres of adjacent axles at the midpoint between them; and
 - (c) at any other point—at least the distance that allows the vehicle or combination to pass over a peak in the road with a gradient on either side of 1:15, if the wheels of 1 axle of the vehicle or combination are on the slope on one side of the peak and the wheels of the next axle are on the slope on the other side.
- (3) However, subsection (2) does not apply to—
- (a) a light motor vehicle with less than 4 wheels; or
 - (b) a light combination that includes a light motor vehicle with less than 4 wheels.



Ground clearance at the midpoint between 2 axles



Ground clearance over a peak in the road

Part 1.8 Lights and reflectors

Note This part deals with how the lights on a light vehicle must be fitted and work so that the driver can see the road, pedestrians and other vehicles at night, and can signal to others. The [Australian Road Rules](#) provide for when certain lights must be switched on.

In this part, the description '*yellow*' is used as a more modern term instead of the description 'amber', which is used in earlier legislation and some ADRs.

Division 1.8.1 General requirements for lights

1.76 Certain requirements apply only at night

The requirements of this part for a light, other than a brake or direction indicator light, to be visible over a stated distance apply only at night.

1.77 Prevention of glare

A light, other than a high-beam headlight, fitted to a light vehicle must be built and adjusted to provide the necessary amount of light, without dazzling the driver of another vehicle approaching, or being approached by, the vehicle.

1.78 Pairs of lights

- (1) If lights are required under this schedule to be fitted to a light vehicle in pairs—
 - (a) a light must be fitted on each side of the longitudinal axis of the vehicle; and
 - (b) the centre of each light in a pair must be the same distance from the longitudinal axis of the vehicle; and
 - (c) the centre of each light in a pair must be at the same height above ground level; and

- (d) each light in a pair must project approximately the same amount of light of the same colour.
- (2) Subsection (1) applies to a motorbike with an attached sidecar as if the sidecar were not attached.

Division 1.8.2 Headlights

1.79 Headlights to be fitted to light vehicles

- (1) A light motor vehicle must be fitted with—
- (a) 1 low-beam headlight if it is a moped, motorbike, or motortrike with 1 front wheel; or
 - (b) a pair of low-beam headlights if it has 4 or more wheels or is a motortrike, other than a moped, with 2 front wheels.
- (2) If a light motor vehicle built after 1934 can travel at over 60km/h—
- (a) each low-beam headlight mentioned in subsection (1) must be able to work in the high-beam position; or
 - (b) the vehicle must be fitted with—
 - (i) 1 headlight that can work in the high-beam position if the vehicle is required to have 1 low-beam headlight; or
 - (ii) a pair of headlights that can work in the high-beam position.
- (3) A motorbike may be equipped with a headlight modulation system that—
- (a) varies the brightness of its high-beam headlight or low-beam headlight, but not both, at a rate of at least 200 and at most 280 flashes a minute; and
 - (b) is designed to operate only in the daylight.

- (4) Additional headlights may be fitted to a motorbike or motortrike, or a motor vehicle with 4 or more wheels that was built before 1970.
- (5) Additional pairs of headlights may be fitted to a light motor vehicle with 4 or more wheels that was built after 1969.

1.80 How headlights are to be fitted

- (1) The centres of low-beam headlights fitted as a pair on a light motor vehicle with 4 or more wheels must be at least 600mm apart.
- (2) However, subsection (1) does not apply to a light motor vehicle built before 1970 if the centres of its low-beam headlights—
 - (a) were under 600mm apart when the vehicle was built; and
 - (b) are not nearer than they were when the vehicle was built.
- (3) Each low-beam headlight of a pair on a motortrike (other than a moped) with 2 front wheels must not be over 400mm from the nearer side of the vehicle.
- (4) The centre of a low-beam headlight fitted to a light motor vehicle built after June 1953 must be—
 - (a) at least 500mm above ground level; and
 - (b) not over 1.4m above ground level.

1.81 How single headlights are to be fitted

- (1) A motorbike or motortrike with a single headlight fitted must have the light fitted in the centre.
- (2) Subsection (1) applies to a motorbike with an attached sidecar as if the sidecar were not attached.

1.82 How additional headlights are to be fitted

If 2 or more additional headlights are fitted to a light motor vehicle with 4 or more wheels, the additional headlights must as far as possible be fitted in pairs.

1.83 Performance of headlights

- (1) When on, a headlight, or additional headlight, fitted to a light vehicle must—
 - (a) show only white light; and
 - (b) project its main beam of light ahead of the vehicle.
- (2) Headlights must be fitted to a light vehicle so their light does not reflect off the vehicle into the driver's eyes.

1.84 Effective range of headlights

- (1) This section applies to a headlight that is on at night.
- (2) A low-beam headlight must illuminate the road ahead of the light vehicle for at least 25m.
- (3) A high-beam headlight must illuminate the road ahead of the light vehicle for at least 50m.
- (4) However, a low-beam headlight fitted to a light motor vehicle built before 1931, or a moped, need only illuminate the road ahead of the vehicle for 12m.

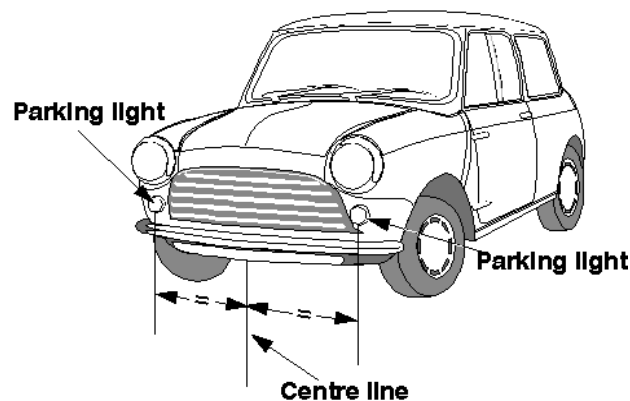
1.85 Changing headlights from high-beam to low-beam position

- (1) A light motor vehicle built after 1934 that can travel at over 60km/h must be fitted with—
 - (a) a dipping device enabling the driver in the normal driving position—
 - (i) to change the headlights from the high-beam position to the low-beam position; or
 - (ii) simultaneously to switch off a high-beam headlight and switch on a low-beam headlight; and
 - (b) for a light vehicle built after June 1953—a device to indicate to the driver that the headlights are in the high-beam position.
- (2) A headlight fitted to a light vehicle not fitted with a dipping device mentioned in subsection (1) (a) must operate in the low-beam position.
- (3) When a headlight fitted to a light vehicle is switched to the low-beam position, any other headlight on the vehicle must operate only in the low-beam position or be off.

Division 1.8.3 Parking lights**1.86 Parking lights**

- (1) A light motor vehicle built after June 1953 must be fitted with—
 - (a) a pair of parking lights if it is a motortrike with 2 front wheels (other than a moped) or a motor vehicle with 4 or more wheels; or
 - (b) at least 1 parking light if it is a motorbike with an attached sidecar, or a motortrike with 1 front wheel, (other than a moped).

- (2) A pair of parking lights fitted to a light motor vehicle with 4 or more wheels must be fitted with the centre of each light—
 - (a) at least 600mm from the centre of the other light; and
 - (b) not over 510mm from the nearer side of the vehicle.
- (3) However, a pair of parking lights fitted to a light motor vehicle under 1.3m wide may be fitted with the centre of each light not under 400mm from the centre of the other light.
- (4) A parking light fitted to a motortrike with 2 front wheels must not be over 400mm from the nearer side of the vehicle.
- (5) A parking light fitted to a motorbike with a sidecar must be fitted not over 150mm from the side of the sidecar furthest from the motorbike.



Location of parking lights on a vehicle

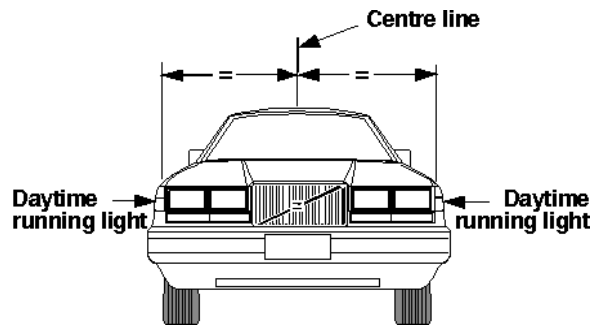
- (6) When on, a parking light must—
 - (a) show a white or yellow light visible 200m from the front of the light vehicle; and
 - (b) not use over 7W.

- (7) A parking light fitted to a light motor vehicle built after 1969 must be wired so the parking light is on when a headlight on the vehicle is on.
- (8) A parking light fitted to a sidecar attached to a motorbike must be wired to operate when a headlight, tail-light or parking light on the motorbike is on.
- (9) For subsection (3), the width of a light vehicle is measured disregarding any anti-skid device mounted on wheels, central tyre inflation systems, lights, mirrors, reflectors, signalling devices and tyre pressure gauges.

Division 1.8.4 Daytime running lights

1.87 Daytime running lights

- (1) A pair of daytime running lights may be fitted to a light motor vehicle.
- (2) A pair of daytime running lights fitted to a light vehicle with 4 or more wheels must be fitted with the centre of each light—
 - (a) at least 600mm from the centre of the other light; and
 - (b) not over 510mm from the nearer side of the vehicle.
- (3) However, a pair of daytime running lights fitted to a light motor vehicle under 1.3m wide may be fitted with the centre of each light not under 400mm from the centre of the other light.



Location of daytime running lights on a vehicle

- (4) When on, a daytime running light must—
- show a white or yellow light visible from the front of the vehicle; and
 - not use over 25W.

Note The 3rd edition ADRs only allow white daytime running lights.

- (5) Daytime running lights must be wired so they are off when a headlight, other than a headlight being used as a flashing signal, is on.
- (6) For subsection (3), the width of a light vehicle is measured disregarding any anti-skid device mounted on wheels, central tyre inflation systems, lights, mirrors, reflectors, signalling devices and tyre pressure gauges.

Division 1.8.5 Tail-lights

1.88 Tail-lights generally

- (1) A light vehicle must have at least 1 tail-light fitted on or towards the rear of the vehicle.
- (2) A motortrike with 2 rear wheels, or a light motor vehicle with 4 or more wheels, built after 1959 must have at least 1 tail-light fitted on or towards each side of the rear of the vehicle.
- (3) A light trailer built after June 1988 must have at least 1 tail-light fitted on or towards each side of the rear of the vehicle.
- (4) The centre of a tail-light mentioned in subsection (1), (2) or (3) must not be over—
 - (a) 1.5m above ground level; or
 - (b) if it is not practicable to fit the light lower—2.1m above ground level.
- (5) A light vehicle may have 1 or more additional tail-lights at any height above ground level.

1.89 Pattern of fitting tail-lights

- (1) If only 1 tail-light is fitted to a light vehicle, it must be fitted in the centre or to the right of the centre of the vehicle's rear.
- (2) Subsection (1) applies to a motorbike with an attached sidecar as if the sidecar were not attached.
- (3) If 2 or more tail-lights are fitted to a light vehicle, at least 2 must be fitted as a pair.
- (4) Tail-lights fitted in accordance with this division may also serve as rear clearance lights if they are fitted to a vehicle in accordance with section 1.87 (3).

1.90 Performance of tail-lights

When on, a tail-light of a light vehicle must—

- (a) show a red light visible 200m from the rear of the vehicle; and
- (b) not use over 7W.

1.91 Wiring of tail-lights

A tail-light of a light motor vehicle must be wired to come on, and stay on, when a parking light or headlight on the vehicle is on, unless an external switch is fitted to operate the tail-light.

Division 1.8.6 Numberplate lights**1.92 Numberplate lights**

- (1) At least 1 numberplate light must be fitted to the rear of a light vehicle.
- (2) When on, the numberplate light or lights must illuminate a numberplate on the rear of the vehicle with white light, so the characters on the numberplate can be read at night 20m from the rear of the vehicle.
- (3) A numberplate light—
 - (a) may be combined with another light; and
 - (b) must not project white light to the rear of the vehicle except by reflection; and
 - (c) must not obscure the characters on the numberplate; and
 - (d) must be wired to come on, and stay on, when a parking light, headlight or tail-light on the vehicle is on.

Division 1.8.7 Clearance lights

1.93 Front clearance lights

- (1) Front clearance lights may only be fitted to a light vehicle that is at least 1.8m wide.
- (2) A pair of front clearance lights must be fitted to a light motor vehicle that is at least 2.2m wide, or a prime mover that is a light vehicle.
- (3) The centre of a front clearance light must be—
 - (a) not over 400mm from the nearer side of the vehicle; and
 - (b) if the vehicle was built after June 1953—
 - (i) at least 750mm higher than the centre of any low-beam headlight fitted to the vehicle; or
 - (ii) not lower than the top of the windscreen.
- (4) However, a front clearance light may be mounted on an external rear-vision mirror or a mirror support if, when the mirror is correctly adjusted, no part of the lens of the clearance light is visible to a person in the normal driving position.
- (5) When on, a front clearance light must—
 - (a) show a yellow or white light visible 200m from the front of the vehicle; and
 - (b) not use over 7W.

1.94 External cabin lights

- (1) A light motor vehicle fitted with front clearance lights may also have additional forward-facing lights on or above the roof of its cabin.
- (2) The additional forward-facing lights must be spaced evenly between the front clearance lights, with their centres at least 120mm apart.
- (3) When on, an additional forward-facing light must—
 - (a) show a yellow or white light; and
 - (b) not use over 7W.

1.95 Rear clearance lights

- (1) Rear clearance lights may only be fitted to a light vehicle that is at least 1.8m wide.
- (2) A pair of rear clearance lights must be fitted to the rear of a light vehicle that is at least 2.2m wide.
- (3) The centre of a rear clearance light must be—
 - (a) not over 400mm from the nearer side of the vehicle; and
 - (b) if practicable, at least 600mm above ground level.
- (4) When on, a rear clearance light must—
 - (a) show a red light visible 200m from the rear of the vehicle; and
 - (b) not use over 7W.

Division 1.8.8 Side marker lights

1.96 Light vehicles needing side marker lights

- (1) A pair of side marker lights must be fitted towards the rear of the sides of a light motor vehicle that is over 7.5m long and at least 2.2m wide.
- (2) A pole-type trailer that is a light trailer, and a light motor vehicle built to tow a pole-type trailer that is a light trailer, with at least 1 crossbar or bolster must have a side marker light fitted to each side of the back or only crossbar or bolster.
- (3) A pole-type trailer that is a light vehicle with 2 or more crossbars or bolsters may also have a side marker light fitted to each side of the front crossbar or bolster.
- (4) At least 2 side marker lights must be fitted to each side of—
 - (a) a light trailer, other than a pole-type trailer, that is at least 2.2m wide and not over 7.5m long; and
 - (b) a semitrailer that is a light trailer that is not over 7.5m long.
- (5) At least 3 side marker lights must be fitted to each side of—
 - (a) a light trailer, other than a pole-type trailer, that is at least 2.2m wide and over 7.5m long; and
 - (b) a semitrailer that is a light trailer that is over 7.5m long.
- (6) For subsections (1), (4) and (5), the width of a vehicle is measured disregarding any anti-skid device mounted on wheels, central tyre inflation systems, lights, mirrors, reflectors, signalling devices and tyre pressure gauges.

1.97 Location of side marker lights

- (1) The centre of a side marker light must not be over 150mm from the nearer side of the light vehicle.
- (2) A front side marker light fitted to a light motor vehicle must be towards the front of the side of the vehicle with no part of the lens visible to the driver.
- (3) The centre of a front side marker light fitted to a light trailer must be—
 - (a) within 300mm of the front of the side of the trailer; or
 - (b) if the construction of the trailer makes it impracticable to comply with paragraph (a)—as near as practicable to the front of the trailer.
- (4) The centre of a rear side marker light fitted to a light vehicle must be—
 - (a) within 300mm of the rear of the side of the vehicle; or
 - (b) if the construction of the vehicle makes it impracticable to comply with paragraph (a)—as near as practicable to the rear of the vehicle.
- (5) Side marker lights fitted to a light vehicle must, as far as practicable, be evenly spaced along the side of the vehicle.
- (6) Subsections (2) to (5) do not apply to side marker lights fitted to a crossbar or bolster of a pole-type trailer that is a light trailer.
- (7) Only the side marker lights nearest to the rear need be fitted if complying with subsections (3) and (4) would result in the front and rear side marker lights being under 2.5m apart.

- (8) A side marker light fitted to a light vehicle must be fitted so—
- (a) its centre is not over—
 - (i) 1.5m above ground level; or
 - (ii) if it is not practicable to fit it lower—2.1m above ground level; and
 - (b) its centre is at least 600mm above ground level; and
 - (c) it is, as far as practicable, in a row of side marker lights along the side of the vehicle.
- (9) Subsection (8) (a) does not apply to a side marker light that is not required to be fitted to the vehicle by section 1.96.

1.98 Performance of side marker lights

- (1) When on, a side marker light fitted to a light vehicle must—
- (a) show a light visible 200m from the vehicle; and
 - (b) not use over 7W.
- (2) When on, a side marker light fitted to a light vehicle must show—
- (a) to the front of the vehicle—a yellow light; and
 - (b) to the rear of the vehicle—
 - (i) if the light also operates as a rear light or reflector—a red light; and
 - (ii) in any other case—a red or yellow light.
- (3) However, if a pole-type trailer with 2 or more crossbars or bolsters that is a light trailer has the side marker lights permitted by section 1.96 (3)—
- (a) the side marker lights fitted to the front crossbar or bolster may comply with subsection (2) (a) only; and

- (b) the side marker lights fitted to the back crossbar or bolster may comply with subsection (2) (b) only.

1.99 Side marker lights and rear clearance lights

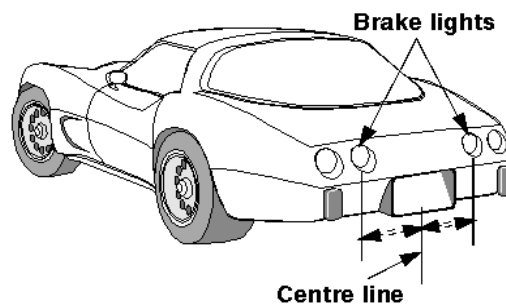
The side marker light nearest to the rear of a light vehicle may also be a rear clearance light for section 1.95.

Division 1.8.9 Brakelights

1.100 Fitting brakelights

- (1) A brakelight must be fitted to the rear of a light vehicle built after 1934.
- (2) A pair of brakelights must be fitted to the rear of—
 - (a) a light motor vehicle built after 1959 that has 4 or more wheels; and
 - (b) a motortrike built after 1959 that has 2 rear wheels; and
 - (c) a light trailer built after June 1988.
- (3) The centre of a brakelight must be—
 - (a) at least 350mm above ground level; and
 - (b) not over—
 - (i) 1.5m above ground level; or
 - (ii) if it is not practicable to fit the light lower—2.1m above ground level.
- (4) A light vehicle may be fitted with 1 or more additional brakelights.
- (5) The centre of an additional brakelight must be at least 350mm above ground level.

- (6) If only 1 brakelight is fitted to a light vehicle, it must be fitted in the centre or to the right of the centre of the vehicle's rear.
- (7) Subsection (6) applies to a motorbike with an attached sidecar as if the sidecar were not attached.



Location of brakelights on a vehicle

1.101 Performance and operation of brakelights

- (1) When on, a brakelight must show a red light visible 30m from the rear of the vehicle.
- (2) A brakelight fitted to a light motor vehicle must come on, if it is not already on, when—
 - (a) for a vehicle with 4 or more wheels or built after 1974—a service brake is applied; or
 - (b) for another vehicle—the rear wheel brake is applied.
- (3) Subsection (2) does not apply if the controls in the vehicle that start the engine are in a position that makes it impossible for the engine to operate.

- (4) A brakelight on a light trailer must come on when—
 - (a) the brakelight of the towing vehicle comes on; or
 - (b) a brake control on the towing vehicle, which independently activates the service brake on the trailer, is operated.
- (5) A brakelight may be operated by an engine brake, retarder, or similar device if the device does not interfere with the proper operation of the brakelight.

Division 1.8.10 Reversing lights

1.102 Reversing lights

- (1) One or more reversing lights may be fitted to the rear of a light vehicle and on each side towards the rear of the vehicle.
- (2) A reversing light must have its centre not over 1.2m above ground level.
- (3) When on, a reversing light must show a white or yellow light to the rear or to the side and rear of the vehicle.

Note The 3rd edition ADRs only allow white reversing lights.

- (4) A reversing light fitted to a light motor vehicle must be wired so it operates only when the vehicle is reversing or in reverse gear.
- (5) A reversing light fitted to a light trailer must be wired so it operates only when a motor vehicle towing the trailer is reversing or in reverse gear.
- (6) A yellow reversing light may also operate as a direction indicator light.

Division 1.8.11 Direction indicator lights

1.103 Direction indicator lights on light motor vehicles

- (1) A light motor vehicle with 4 or more wheels that was built after 1972 must have—
 - (a) a pair of direction indicator lights fitted on, or towards, its front that face forwards; and
 - (b) a pair of direction indicator lights fitted on, or towards, its rear that face backwards.
- (2) A light motor vehicle with less than 4 wheels that was built after June 1975 must have—
 - (a) a pair of direction indicator lights fitted on, or towards, its front that face forwards; and
 - (b) a pair of direction indicator lights fitted on, or towards, its rear that face backwards.
- (3) A light motor vehicle that is not required to have direction indicator lights may have—
 - (a) 1 or more pairs of direction indicator lights that are visible from both the front and rear of the vehicle; or
 - (b) both—
 - (i) a pair of direction indicator lights fitted on, or towards, its front that face forwards; and
 - (ii) a pair of direction indicator lights fitted on, or towards, its rear that face backwards.

1.104 Direction indicator lights on light trailers

- (1) A light trailer built after June 1973 must have a pair of direction indicator lights fitted on, or towards, its rear that face backwards.
- (2) A light trailer that is not required to have direction indicator lights may have 1 or more pairs of direction indicator lights fitted on, or towards, its rear that face backwards.

1.105 Location of direction indicator lights

- (1) A pair of direction indicator lights fitted to a light vehicle must have the centre of each light at least—
 - (a) for a motorbike or the single wheel end of a motortrike—300mm from the centre of the other light; and
 - (b) for lights fitted at the 2 wheel end of a motortrike—600mm from the centre of the other light, unless the centre of each direction indicator light is not over 400mm from the nearer side of the vehicle; and
 - (c) for another vehicle with a width of not over 1.3m—400mm from the centre of the other light; and
 - (d) for another vehicle with a width of over 1.3m—600mm from the centre of the other light.
- (2) The centre of each direction indicator light must be at least 350mm above ground level.
- (3) The centre of each light in a pair of direction indicator lights required to be fitted to a light vehicle must not be over—
 - (a) 1.5m above ground level; or
 - (b) if it is not practicable for the light to be fitted lower—2.1m above ground level.

- (4) For subsection (1), the width of a vehicle is measured disregarding any anti-skid device mounted on wheels, central tyre inflation systems, lights, mirrors, reflectors, signalling devices and tyre pressure gauges.

1.106 Operation and visibility of direction indicator lights

- (1) A direction indicator light fitted to a light motor vehicle must—
- (a) when operating, display regular flashes of light at a rate of not over 120 flashes a minute, and—
 - (i) for a light motor vehicle with 4 or more wheels—at least 60, flashes a minute; and
 - (ii) for another light motor vehicle—at least 45, flashes a minute; and
 - (b) be able to be operated by a person in the normal driving position; and
 - (c) be wired to an audible or visible device in the vehicle that tells the driver that the direction indicator light is operating; and
 - (d) flash at the same time and rate as any other direction indicator lights fitted on the same side of the vehicle.
- (2) A direction indicator light fitted to a side of a light trailer must, when operating, flash at the same time and rate as the direction indicator light or lights fitted to the same side of the light motor vehicle towing the trailer.
- (3) The flashes of light displayed by a direction indicator light must be—
- (a) if the light faces forwards—white or yellow; and
 - (b) if the light faces backwards—
 - (i) yellow; or

- (ii) for a light vehicle built before July 1973—yellow or red; and
- (c) if the light faces out from the side of the vehicle—
 - (i) white or yellow towards the front and side; and
 - (ii) for a light vehicle built before July 1973—yellow or red towards the rear and side; and
 - (iii) for a light vehicle built after June 1973—yellow towards the rear and side.

Note The ADRs only allow yellow direction indicator lights.

- (4) If a light motor vehicle's direction indicator lights display only yellow light, the vehicle may be equipped to allow the lights to operate simultaneously on both sides of the vehicle, if a visible or audible signal tells the driver when the lights are operating simultaneously.
- (5) When on, a direction indicator light must be visible 30m from—
 - (a) if the light faces forwards—the front of the vehicle; or
 - (b) if the light faces backwards—the rear of the vehicle; or
 - (c) if the light faces out from the side of the vehicle—that side of the vehicle.
- (6) When on, each direction indicator light in at least 1 pair of lights fitted on or towards the front of a prime mover that is a light vehicle, or a light motor vehicle over 7.5m long, must be visible at a point—
 - (a) 1.5m at right angles from the side of the vehicle where the light is fitted; and
 - (b) in line with the rear of the vehicle.

Division 1.8.12 Fog lights

1.107 Front fog lights

- (1) A pair of front fog lights may be fitted to a light motor vehicle with 4 or more wheels.
- (2) A pair of front fog lights, or a single front fog light, may be fitted to a motorbike or motortrike.
- (3) A pair of front fog lights fitted to a light motor vehicle with 4 or more wheels must have the centre of each light not over 400mm from the nearer side of the vehicle unless the centres of the lights are at least 600mm apart.
- (4) If the top of the front fog light is higher than the top of any low-beam headlight on the vehicle, the centre of the fog light must not be higher than the centre of the low-beam headlight.
- (5) A front fog light must—
 - (a) when on—
 - (i) project white or yellow light in front of the vehicle; and
 - (ii) be a low-beam light; and
 - (b) be able to be operated independently of any headlight; and
 - (c) be fitted so the light from it does not reflect off the vehicle into the driver's eyes.

1.108 Rear fog lights

- (1) A light vehicle may have fitted to its rear—
 - (a) a pair of rear fog lights; or
 - (b) 1 rear fog light fitted on, or to the right, of the centre of the vehicle.

- (2) Subsection (1) (b) applies to a motorbike with an attached sidecar as if the sidecar were not attached.
- (3) A rear fog light must—
 - (a) have its centre—
 - (i) not over 1.5m above ground level; and
 - (ii) at least 100mm from the centre of a brakelight; and
 - (b) when on, project red light behind the vehicle; and
 - (c) not use over 27W; and
 - (d) be wired to a visible device in the vehicle that tells the driver that the rear fog light is operating.

Division 1.8.13 Interior lights

1.109 Interior lights

A light vehicle may be fitted with interior lights that illuminate any interior part of the vehicle.

Division 1.8.14 Reflectors generally

1.110 General requirements for reflectors

- (1) A reflector fitted to a light vehicle must show a red, yellow or white reflection of light when light is projected directly onto the reflector at night by a low-beam headlight that—
 - (a) is 45m from the reflector; and
 - (b) complies with this schedule.
- (2) The reflection must be clearly visible from the position of the headlight.

Division 1.8.15 Rear reflectors

1.111 Rear reflectors

- (1) A light motor vehicle with 4 or more wheels, and a light trailer, must have a rear-facing red reflector towards each side of its rear.
- (2) A motorbike, a sidecar attached to a motorbike, and a motortrike, must have a rear-facing red reflector.
- (3) The centre of each reflector must be—
 - (a) at the same height above ground level; and
 - (b) not over 1.5m above ground level.
- (4) However, subsection (3) does not apply to a reflector fitted to a sidecar attached to a motorbike.
- (5) A reflector fitted to a light motor vehicle with 4 or more wheels, or a light trailer, must not be over 400mm from the nearer side of the vehicle.
- (6) A light vehicle fitted with rear-facing red reflectors in accordance with subsection (1) or (2) may be fitted with additional red reflectors at any height above ground level or at any distance from the side of the vehicle.

Division 1.8.16 Side reflectors

1.112 Compulsory side reflectors on pole-type trailers that are light trailers

- (1) Yellow or red side-facing reflectors must be fitted to the pole of a pole-type trailer that is a light trailer so—
 - (a) 1 reflector is fitted to the middle $\frac{1}{3}$ of the left and right faces of the pole; and

- (b) the front reflector is not over 3m from the front of the trailer; and
 - (c) the other reflectors are not over 3m apart.
- (2) Additional side-facing reflectors may be fitted to a pole-type trailer that is a light trailer in accordance with section 1.113.

1.113 Optional side reflectors

- (1) A light vehicle may be fitted with side-facing reflectors.
- (2) A side-facing reflector—
- (a) towards the front of the vehicle must be yellow or white; and
 - (b) towards the rear of the vehicle must be yellow or red; and
 - (c) on the central part of the vehicle must be yellow.

Division 1.8.17 Front reflectors

1.114 Compulsory front reflectors on light trailers

- (1) A front-facing white or yellow reflector must be fitted towards each side of the front of—
- (a) a semitrailer that is a light trailer, other than a pole-type trailer; and
 - (b) the front crossbar or bolster of a pole-type trailer that is a light trailer; and
 - (c) a light trailer that is at least 2.2m wide.
- (2) Each reflector must have its centre—
- (a) at the same height above ground level; and
 - (b) not over 1.5m above ground level; and
 - (c) not over 400mm from the nearer side of the vehicle.

- (3) Additional front-facing reflectors may be fitted to a light trailer mentioned in subsection (1) in accordance with section 1.115.

1.115 Optional front reflectors

- (1) A light motor vehicle with 4 or more wheels, or a light trailer, may have 1 or more front-facing white or yellow reflectors fitted towards each side of its front.
- (2) A light motor vehicle with less than 4 wheels may have 1 or more front-facing white or yellow reflectors.
- (3) The centre of at least 1 reflector on each side of the front of the vehicle must be—
 - (a) at the same height above ground level as the centre of the other reflector; and
 - (b) the same distance from the longitudinal axis of the vehicle as the centre of the other reflector; and
 - (c) at least—
 - (i) for a light vehicle with a width under 1.3m—400mm from the centre of the other reflector; and
 - (ii) for another light vehicle—600mm from the centre of the other reflector.
- (4) For subsection (3) (c), the width of a vehicle is measured disregarding any anti-skid device mounted on wheels, central tyre inflation systems, lights, mirrors, reflectors, signalling devices and tyre pressure gauges.

Division 1.8.19 Warning lights and signs on buses carrying children that are light vehicles

1.116 Application—div 1.8.19

This division applies to a bus that is used mainly for carrying children if the bus is—

- (a) a light vehicle; and
- (b) fitted with warning lights after June 1999.

1.117 Fitting of warning lights and signs

- (1) Two warning lights and a warning sign must be fitted to the front and rear of the bus.
- (2) The warning lights must be fitted—
 - (a) on each side of, and the same distance from, the centre of the warning sign; and
 - (b) with the edge of the warning sign not over 100mm from the nearest point on the lens of the warning lights; and
 - (c) with the distance between the warning lights at least 300mm at the nearest point; and
 - (d) so no part of the bus obstructs the light displayed—
 - (i) to the left and right of the centre of each light; and
 - (ii) above and below the centre of each light.
- (3) The warning lights may be on the warning sign if the words or image on the sign are not obscured.
- (4) The warning lights at the same end of the bus must be fitted—
 - (a) at the same height; and

- (b) as high as practicable; and
 - (c) with the lowest point on the lens of each light not lower than midway between the highest and lowest points on the bus body.
- (5) If the centres of the warning lights are under 1.8m above ground level, no part of the warning lights or warning sign may be on the left of the bus.
 - (6) This rule applies to a bus despite any requirement of a 3rd edition ADR.

1.118 Operation and performance of warning lights

- (1) When operating, a warning light must display regular flashes of yellow light at a rate of at least 90, and not over 180, flashes a minute.
- (2) The warning lights at the same end of the bus must flash alternately.
- (3) Unless the driver has turned the warning lights off, they must operate automatically when a door on the bus opens and for at least 10, and not over 20, seconds after all the doors on the bus have closed.
- (4) The bus must have a visible or audible signal that tells the driver when the warning lights are operating.
- (5) The bus must be fitted with a switch that allows the driver to turn the warning lights off.
- (6) A warning light must have—
 - (a) an effective lit lens area of at least 60cm²; and
 - (b) a luminous intensity (in candela) of at least the values mentioned in table 1.118 when measured at the angles mentioned in the table.

Table 1.118

column 1 item	column 2 vertical angle from centre of light	column 3 horizontal angle from centre of light								
		-30°	-20°	-10°	-5°	0°	5°	10°	20°	30°
1										
2	10°				50	80	50			
3	5°		180	320	350	450	350	320	180	
4	0°	75	450	1 000	1 250	1 500	1 250	1 000	450	75
5	-5°	40	270	450	570	600	570	450	270	40
6	-10°				75	75	75			

- (7) For subsection (6) (b), the luminous intensity of a light is to be measured in accordance with the test method mentioned in 3rd edition ADR 6.

1.119 Specifications for warning signs

- (1) A warning sign at the front of the bus must—
- display the words 'school bus' in capital letters at least 100mm high; or
 - display an image of 2 children in the same proportions as the children in AS 1743 (Road Signs—Specifications) (image W6-3), with the image of the taller child at least 230mm high.
- (2) A warning sign at the rear of the bus must display an image of 2 children in the same proportions as the children in AS 1743 (Road Signs—Specifications) (image W6-3), with the image of the taller child at least 230mm high.

- (3) The warning sign mentioned in subsection (1) (b) and subsection (2) must—
- (a) be a rectangular shape at least—
 - (i) if warning lights are on the warning sign—550mm wide and 400mm high; and
 - (ii) in any other case—400mm wide and 250mm high; and
 - (b) have a black border; and
 - (c) have black graphics and be coated with yellow retro-reflective material of class 1 or 2 that meets AS 1906 (Retro-reflective Materials and Devices for Road Traffic Control Purposes).

Note AS 1743 and AS 1906 do not need to be notified under the [Legislation Act](#) because s 47 (5) does not apply (see s 5A). The standards may be purchased at www.standards.org.au.

Division 1.8.20 Other lights, reflectors, rear marking plates or signals

1.120 Other lights and reflectors

- (1) In this section:
- exempt vehicle*** means a light vehicle that is—
- (a) a police vehicle; or
 - (b) an emergency vehicle; or
 - (c) a transport enforcement vehicle; or
 - (d) an Australian Protective Service vehicle; or
 - (e) an Australian Customs Service vehicle; or
 - (f) an Airservices Australia vehicle.

special use vehicle means—

- (a) a light vehicle built or fitted for use in hazardous situations on a road; or
- (b) a light vehicle, or light combination, that because of its dimensions is permitted to be driven on a road only in accordance with a notice or permit issued under a law of this jurisdiction; or
- (c) a light vehicle built or fitted to accompany a vehicle, or combination, mentioned in paragraph (b); or
- (d) a bus that is a light vehicle fitted, before July 1999, with a sign telling road users that the bus carries children.

Examples—special use vehicles—par (a)

- tow trucks
- vehicle breakdown service vehicles

Note An example is part of the regulation, is not exhaustive and may extend, but does not limit, the meaning of the provision in which it appears (see [Legislation Act](#), s 126 and s 132).

- (2) A light vehicle may be fitted with a light or reflector not mentioned in this schedule only if another law of this jurisdiction allows that light or reflector to be fitted.
- (3) However, unless subsection (4) applies, a light vehicle must not be fitted with—
 - (a) a light that flashes; or
 - (b) a light or reflector that—
 - (i) shows a red light to the front; or
 - (ii) shows a white light to the rear; or
 - (iii) is shaped or located in a way that reduces the effectiveness of a light or reflector that is required to be fitted to the vehicle under this schedule.

- (4) Despite any requirement of a 3rd edition ADR, an exempt vehicle may be fitted with any light or reflector, and a special use vehicle may be fitted with 1 or more flashing yellow lights.

1.121 Use of direction indicator lights as hazard warning lights

- (1) A light motor vehicle that has direction indicator lights that show yellow light to the front may be equipped with a device that will cause the direction indicator lights fitted to the front and rear and on both sides of the vehicle, and any light trailer connected to the vehicle, to flash simultaneously and regularly at a rate of not less than 60, and not more than 120, flashes per minute.
- (2) When all direction indicator lights fitted to a light motor vehicle and light trailer (if any) are flashing simultaneously, there must be an indicator that will tell the driver, by visible or audible means, that the lights are flashing.

1.122 Rear marking plates

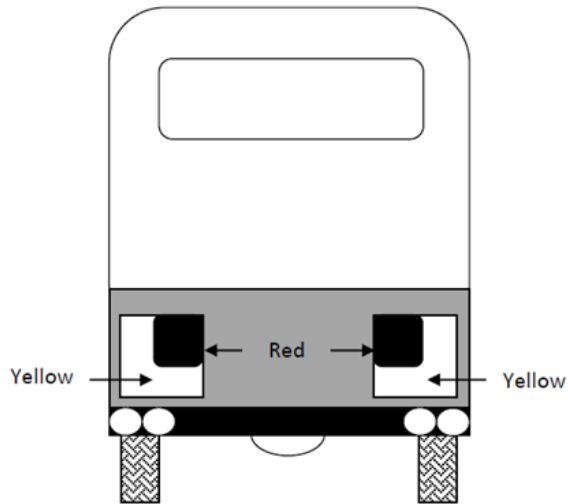
- (1) In this section:

rear marking plate means a rear marking plate complying with VSB 12 (Rear Marking Plates) as in force from time to time.

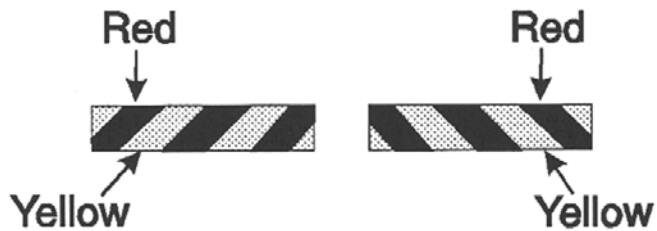
VSB means Vehicle Standards Bulletin.

Note Vehicle Standards Bulletins provide information on the design, manufacture, sale, modification, maintenance, import and repair of road vehicles. The term ‘road vehicles’ includes both motor vehicles and trailers. The bulletins do not need to be notified under the [Legislation Act](#) because s 47 (5) or (6) does not apply (see [Legislation Act](#), s 47 (7)). The bulletins are accessible at www.infrastructure.gov.au.

- (2) Rear marking plates may be fitted to a light vehicle.



An example of rear marking plates



An alternative pattern for rear marking plates

1.123 Signalling devices

- (1) This section applies to a light motor vehicle if—
 - (a) the vehicle is not fitted with a brakelight or direction indicator light mentioned in division 1.8.9 (Brakelights) or division 1.8.11 (Direction indicator lights); and
 - (b) the construction of the vehicle would otherwise prevent the driver from hand signalling an intention—
 - (i) to turn or move the vehicle to the right; or
 - (ii) to stop or suddenly reduce the speed of the vehicle.
- (2) The vehicle must be fitted with a mechanical signalling device or a pair of turn signals.

1.124 Mechanical signalling devices

- (1) A mechanical signalling device must—
 - (a) be fitted to the right side of the vehicle; and
 - (b) be able to be operated by the driver from a normal driving position; and
 - (c) consist of a white or yellow representation of an open human hand at least 150mm long; and
 - (d) be built so that the driver of the vehicle can keep the device—
 - (i) in a neutral position so it is unlikely that the driver of another vehicle or anyone else would regard it as a signal; and
 - (ii) in a horizontal position with the palm of the hand facing forwards and the fingers pointing out at a right angle to the vehicle to signal an intention to turn or move right; and

- (iii) with the palm of the hand facing forwards and the fingers pointing upwards to signal an intention to stop or reduce speed suddenly.
- (2) When the mechanical signalling device is in a position mentioned in subsection (1) (d) (ii) or (iii), the complete hand must be clearly visible from both the front and the rear of the vehicle, at a distance of 30m.

1.125 Turn signals

A turn signal must—

- (a) consist of a steady or flashing illuminated yellow sign at least 150mm long and 25mm wide that—
 - (i) when in operation—is kept horizontal; and
 - (ii) when not in operation—is kept in a position so it is unlikely that the driver of another vehicle or anyone else would regard it as a signal; and
- (b) be fitted to the side of the motor vehicle at least 500mm and not over 2.1m above ground level, in a position so the driver of the vehicle, from the normal driving position, can see whether the signal is in operation; and
- (c) be able to be operated by the driver from the normal driving position; and
- (d) when in operation, be visible from both the front and rear of the vehicle at a distance of 30m.

Division 1.8.21 Maintenance of lights

1.126 Lights to be maintained on certain vehicles

A light mentioned in this part that is not an optional fitting, and was fitted by the manufacturer of the vehicle before the date of application of the section in which the light is mentioned, must be maintained in proper working condition unless the lights fitted to the vehicle comply with a later ADR.

Example

A light vehicle built before June 1988 and supplied by the manufacturer with 1 tail-light and 1 brakelight towards each side of the rear of the vehicle must continue to have a tail-light and brakelight fitted towards each side of the rear of the vehicle.

Note An example is part of the regulation, is not exhaustive and may extend, but does not limit, the meaning of the provision in which it appears (see [Legislation Act](#), s 126 and s 132).

Division 1.8.22 Light vehicles not required to have lights or reflectors

1.127 Certain vehicles used in daylight

This part does not apply to a light vehicle built before 1931 that is used only in the daylight.

1.128 Certain vehicles used for collection or exhibition purposes

This part does not apply to a light vehicle built before 1946 that is used mainly for collection or exhibition purposes.

Part 1.9 Braking systems

Note This part sets out the braking system requirements for light vehicles to ensure that they can be reliably slowed or stopped even if a part of a braking system fails, and to ensure that a vehicle can be prevented from rolling away when parked.

Division 1.9.1 Brake requirements for all vehicles

1.129 Parts of a braking system

A brake tube or hose fitted to a light vehicle must—

- (a) be built from a material appropriate to its intended use in the vehicle; and
- (b) be long enough to allow for the full range of steering and suspension movements of the vehicle; and
- (c) be fitted to prevent it being damaged during the operation of the vehicle by—
 - (i) a source of heat; or
 - (ii) any movement of the parts to which it is attached or near.

1.130 Provision for wear

The braking system of a light vehicle must allow for adjustment to take account of normal wear.

1.131 Supply of air or vacuum to brakes

- (1) If air brakes are fitted to a light vehicle—
 - (a) the compressor supplying air to the brakes must be able to build up air pressure to at least 80% of the governor cut-out pressure in not longer than 5 minutes after the compressed air reserve is fully used up; and

- (b) there must be an automatic or manual condensate drain valve at the lowest point of each air brake reservoir in the system; and
 - (c) any spring brake fitted to the vehicle must not operate before the warning mentioned in section 1.135 (4) (a) or section 1.138 (3) (a) has been given.
- (2) If vacuum brakes are fitted to a light vehicle, the vacuum supply must be able to build up vacuum—
- (a) to the level when the warning signal mentioned in section 1.135 (4) (a) or section 1.138 (3) (a) no longer operates within 30 seconds after the vacuum reserve is fully used up; and
 - (b) to the normal working level within 60 seconds after the vacuum reserve is fully used up.
- (3) In this section:
- spring brake* means a brake using 1 or more springs to store the energy needed to operate the brake.

1.132 Performance of braking systems

- (1) One sustained application of the brake of a light motor vehicle built after 1930, or a light combination that includes a light motor vehicle built after 1930, must be able to produce the performance mentioned in subsections (2) to (7)—
- (a) when the vehicle or combination is on a dry, smooth, level road surface, free from loose material; and
 - (b) whether or not the vehicle or combination is loaded; and
 - (c) without part of the vehicle or combination moving outside a straight path—
 - (i) centred on the longitudinal axis of the vehicle or combination before the brake was applied; and

- (ii) 3.7m wide.
- (2) The braking system of a light motor vehicle or light combination with a gross mass under 2.5t must bring the vehicle or combination from a speed of 35km/h to a stop within—
- (a) 12.5m when the service brake is applied; and
 - (b) 30m when the emergency brake is applied.
- (3) The braking system of a light motor vehicle or light combination with a gross mass of at least 2.5t must bring the vehicle or combination from a speed of 35km/h to a stop within—
- (a) 16.5m when the service brake is applied; and
 - (b) 40.5m when the emergency brake is applied.
- (4) The braking system of a light motor vehicle or light combination with a gross mass under 2.5t must decelerate the vehicle or combination, from any speed at which the vehicle or combination can travel, by an average of at least—
- (a) 3.8m/s^2 when the service brake is applied; and
 - (b) 1.6m/s^2 when the emergency brake is applied.
- (5) The braking system of a light motor vehicle or light combination with a gross mass of at least 2.5t must decelerate the vehicle or combination, from any speed at which the vehicle or combination can travel, by an average of at least—
- (a) 2.8m/s^2 when the service brake is applied; and
 - (b) 1.1m/s^2 when the emergency brake is applied.
- (6) The braking system of a light motor vehicle or light combination with a gross mass under 2.5t must achieve a peak deceleration of the vehicle or combination, from any speed at which the vehicle or combination can travel, of at least—
- (a) 5.8m/s^2 when the service brake is applied; and

- (b) 1.9m/s^2 when the emergency brake is applied.
- (7) The braking system of a light motor vehicle or light combination with a gross mass of at least 2.5t must achieve a peak deceleration of the vehicle or combination, from any speed at which the vehicle or combination can travel, of at least—
 - (a) 4.4m/s^2 when the service brake is applied; and
 - (b) 1.5m/s^2 when the emergency brake is applied.
- (8) The parking brake of a light vehicle or light combination must be able to hold the vehicle or combination stationary on a 12% gradient—
 - (a) when the vehicle or combination is on a dry, smooth road surface, free from loose material; and
 - (b) whether or not the vehicle or combination is loaded.

Division 1.9.2 Motor vehicle braking systems

1.133 What braking system a light motor vehicle must have

- (1) In this section:
 - independent brake*, for a light vehicle, means a brake that is operated entirely separately from any other brake on the vehicle, except for any drum, disc or part, on which a shoe, band or friction pad makes contact, that is common to 2 or more brakes.
- (2) A light motor vehicle with 4 or more wheels built, or used, mainly for transporting goods or people by road must be fitted with—
 - (a) a braking system that—
 - (i) consists of brakes fitted to all wheels of the vehicle; and
 - (ii) has at least 2 separate methods of activation, arranged so effective braking remains on at least 2 wheels if a method fails; or

- (b) 2 independent brakes, each of which, when in operation, acts directly on at least half the number of wheels of the vehicle.
- (3) The braking system of a light motor vehicle mentioned in subsection (2) that was built after 1945 must have a service brake operating on all wheels that, when applied—
 - (a) acts directly on the wheels and not through the vehicle's transmission; or
 - (b) acts on a shaft between a differential of the vehicle and a wheel.
- (4) The braking system of a light motor vehicle with 4 or more wheels must have a parking brake that—
 - (a) is held in the applied position by direct mechanical action without the intervention of an electrical, hydraulic or pneumatic device; and
 - (b) is fitted with a locking device that can hold the brake in the applied position; and
 - (c) has its own separate control.
- (5) The parking brake may also be the emergency brake.
- (6) If 2 or more independent brakes are fitted to a light motor vehicle with 4 or more wheels, the brakes must be arranged so brakes are applied to all the wheels on at least 1 axle of the vehicle when any brake is operated.
- (7) A motorbike or motortrike must be fitted with—
 - (a) 2 independent brakes; or
 - (b) a single brake that acts directly on all wheels of the vehicle and is arranged so effective braking remains on at least 1 wheel if a part of the system fails.

- (8) Subsection (7) applies to a motorbike with a sidecar attached as if the sidecar were not attached.
- (9) A motortrike must have a parking brake that is held in the applied position by mechanical means.

1.134 Operation of brakes on light motor vehicles

The braking system on a light motor vehicle must be arranged to allow the driver of the vehicle to apply the brakes from a normal driving position.

1.135 Air or vacuum brakes on light motor vehicles

- (1) If a light motor vehicle has air brakes, the braking system of the vehicle must include at least 1 air storage tank.
- (2) If a light motor vehicle has vacuum brakes, the braking system of the vehicle must include at least 1 vacuum storage tank.
- (3) An air or vacuum storage tank must be built so the service brake can be applied to meet the performance standards of section 1.132 at least twice if the engine of the vehicle stops or the source of air or vacuum fails.
- (4) An air or vacuum storage system must—
 - (a) be built to give a visible or audible warning to the driver, while in a normal driving position, of a lack of air or vacuum that would prevent the service brake from being applied to meet the performance standards of section 1.132 at least twice; and
 - (b) be safeguarded by a check valve or other device against loss of air or vacuum if the supply fails or leaks.
- (5) However, subsection (4) (a) does not apply to a light vehicle that is fitted with an air or vacuum assisted braking system.

- (6) If air or vacuum brakes are fitted to a light motor vehicle equipped to tow a light trailer, the brakes of the vehicle must be able to stop the vehicle, at the performance standards for emergency brakes under section 1.132 if the trailer breaks away.

Division 1.9.3 Trailer braking systems

1.136 What brakes a light trailer must have

- (1) A light trailer with a GTM over 750kg must have brakes that operate on at least 1 wheel at each end of 1 or more axles of the trailer.
- (2) A semitrailer or converter dolly with a GTM over 2t that is a light trailer must have brakes that operate on all its wheels.

1.137 Operation of brakes on light trailers

- (1) The braking system of a light trailer with a GTM over 2t must allow the driver of a light motor vehicle towing the trailer to operate the brakes from a normal driving position.
- (2) The brakes on a light trailer with a GTM over 2t must—
 - (a) operate automatically and quickly if the trailer breaks away from the towing vehicle; and
 - (b) remain in operation for at least 15 minutes after a breakaway; and
 - (c) be able to hold the trailer on a 12% grade while in operation after a breakaway.

1.138 Air or vacuum brakes on light trailers

- (1) If a light trailer has air brakes, its braking system must include at least 1 air storage tank.
- (2) If a light trailer has vacuum brakes, its braking system must include at least 1 vacuum storage tank.
- (3) An air or vacuum storage system must—
 - (a) be built to give a visible or audible warning to the driver of the towing vehicle, while in a normal driving position, of a lack of air or vacuum that would prevent the brakes from meeting the performance standards of section 1.132; and
 - (b) be safeguarded by a check valve or other device against loss of air or vacuum if the supply fails or leaks.
- (4) Subsections (1), (2) and (3) do not apply to a light trailer with a GTM of 2t or less.

Part 1.10 Control of emissions

Note This part sets out requirements to ensure that light motor vehicles do not emit too much smoke or noise and that exhaust gases cannot enter the passenger compartment of a vehicle.

Division 1.10.1 Crankcase gases and exhaust emissions

1.139 Crankcase gases—certain petrol-powered light vehicles

- (1) This section applies to a light motor vehicle with 4 or more wheels that is powered by a petrol engine and was built after 1971.
- (2) The vehicle must be built to prevent, or fitted with equipment that prevents, crankcase gases from escaping to the atmosphere.

1.140 Visible exhaust emissions—light vehicles with internal combustion engines

- (1) This section applies to a light motor vehicle that is propelled by an internal-combustion engine and was built after 1930.
- (2) The vehicle must not emit excessive visible emissions for a continuous period of at least 10 seconds.
- (3) However, this section does not apply to emissions that are visible only because of heat or the condensation of water vapour.
- (4) In this section:

excessive, for visible emissions, means any concentration of smoke more than a colouration that results in a just perceptible colouration of the exhaust.

1.141 Exhaust emissions—diesel-powered vehicles

- (1) This section applies to light vehicles—
- (a) powered by diesel engines; and
 - (b) meeting the criteria for an M-category or N-category vehicle under the ADRs.
- (2) When a light vehicle is subjected to a DT80 test—
- (a) the vehicle must not emit oxides of nitrogen (NO_x) at a rate (measured in grams of NO_x emitted per kilometre travelled per tonne of the vehicle's test mass) greater than that specified for the vehicle according to its GVM rating and age in table 1.141.1; and
 - (b) the vehicle must not emit particles at a rate (measured in grams of particles emitted per kilometre travelled per tonne of the vehicle's test mass) greater than that specified for the vehicle according to its GVM rating and age in table 1.141.2; and
 - (c) the opacity of the exhaust gas emitted by the vehicle must not be greater than 25% (averaged over the DT 80 test).

Table 1.141.1

column 1 item	column 2 vehicle's GVM rating (t)	Rate of NO _x emissions (g/km/t)	
		column 3 vehicle manufactured in December 1995 or earlier	column 4 vehicle manufactured in January 1996 or later
1	not greater than 3.5	1.5	1.5
2	more than 3.5 but not greater than 4.5	2.0	2.0

Table 1.141.2

column 1 item	column 2 vehicle's GVM rating (t)	Rate of particle emission (g/km/t)	
		column 3 vehicle manufactured in December 1995 or earlier	column 4 vehicle manufactured in January 1996 or later
1	not greater than 3.5	0.23	0.23
2	more than 3.5 but not greater than 4.5	0.23	0.15

(3) For subsection (2), a light vehicle is taken to have been manufactured in the month shown on its compliance plate (that is, the plate, of the kind referred to in the *Motor Vehicle Standards Act 1989* (Cwlth), section 10A, affixed or taken to be affixed to the vehicle) as its month of manufacture.

(4) In this section—

DT80 test means a test carried out—

- (a) in accordance with the procedure set out in part 1.14; and
- (b) at a test facility that is recognised, or meets the requirements for recognition, by the Australian Taxation Office for the purposes of the fuel tax credit system under the *Fuel Tax Act 2006* (Cwlth).

Note A test facility that is registered by the Commonwealth Department of Infrastructure and Transport as a DT80 test facility will be recognised by the Tax Office for the purposes of the fuel tax credit.

vehicle test mass for a light vehicle means—

- (a) if the vehicle is a prime mover—half the sum of its tare mass and its GCM; or
- (b) in any other case—half the sum of its tare mass and its GVM.

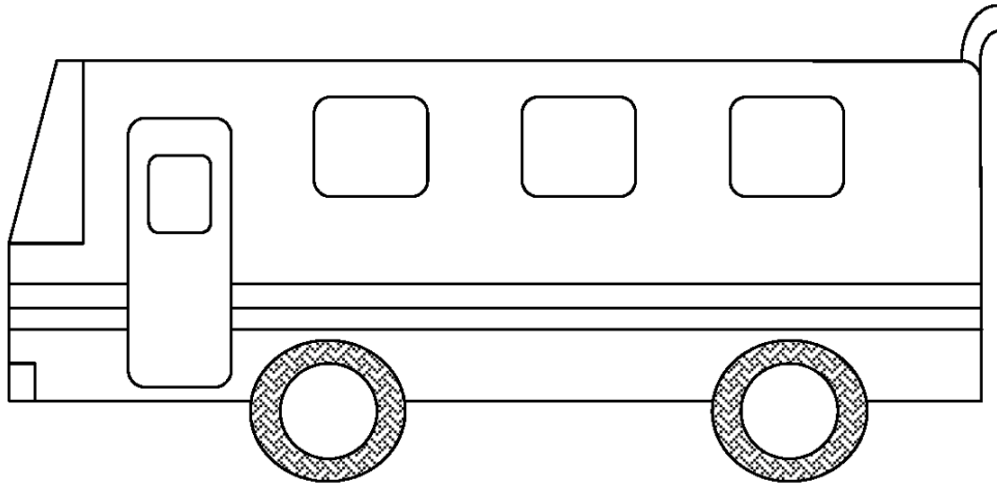
Note The **vehicle test mass** is the load applied to the dynamometer, while the vehicle is under test, to simulate half-payload operation.

Division 1.10.2 Exhaust systems

1.142 Exhaust systems

- (1) The outlet of the exhaust system fitted to a light motor vehicle (other than a bus) must extend—
 - (a) behind the back seat; and
 - (b) at least 40mm beyond the outermost joint of the floor pan that is not continuously welded or permanently sealed; and
 - (c) to the edge of the vehicle, if—
 - (i) the body of the vehicle is permanently enclosed; and
 - (ii) the vehicle is not fitted with a vertical exhaust system; and
 - (d) no further than the edge of the vehicle at its widest point.
- (2) The outlet must discharge the main exhaust flow to the air—
 - (a) if the vehicle is fitted with an exhaust system with a vertical outlet pipe—
 - (i) at an angle above the horizontal; and
 - (ii) at least 150mm above the cab of the vehicle; and
 - (iii) rearwards or to the right of the vehicle; and
 - (b) in any other case—
 - (i) horizontally or at an angle of not over 45° downwards; and
 - (ii) under 750mm above ground level; and
 - (iii) rearwards or to the right of the vehicle.

- (3) The outlet of the exhaust system fitted to a bus that is a light vehicle must discharge the main exhaust flow to the air—
- (a) if the bus is fitted with an exhaust system with a vertical outlet pipe—
 - (i) behind the passenger compartment; and
 - (ii) at an angle above the horizontal; and
 - (iii) upwards or rearwards; and
 - (b) in any other case—
 - (i) horizontally or at an angle of not over 45° downwards; and
 - (ii) rearwards or to the right of the vehicle.



Bus exhaust outlet pipe

Division 1.10.3 Noise emissions

Subdivision 1.10.3.1 General

1.143 Measurement of stationary noise levels

- (1) For this division, the stationary noise level of a motor vehicle is to be measured in accordance with the procedure set out for the kind of vehicle in the National Stationary Exhaust Noise Test Procedures for In-Service Motor Vehicles—September 2006 (ISBN:1 921168 50 1) published by the Commission.

Note The National Stationary Exhaust Noise Test Procedures for In-Service Motor Vehicles—September 2006 does not need to be notified under the [Legislation Act](#) because s 47 (5) does not apply (see [Legislation Act](#), s 47 (7)). The procedure is accessible at www.ntc.gov.au.

- (2) In this section:

Commission means the National Transport Commission established by the [National Transport Commission Act 2003](#) (Cwlth).

1.144 Meaning of *certified to ADR 83/00*—div 1.10.3

For this division, a vehicle is *certified to ADR 83/00* if approval has been given, under the [Motor Vehicle Standards Act 1989](#) (Cwlth), section 10A, to place identification plates showing compliance with ADR 83/00 on vehicles of that type.

1.145 Silencing device for exhaust systems

A light motor vehicle propelled by an internal-combustion engine must be fitted with a silencing device through which all the exhaust from the engine passes.

Subdivision 1.10.3.2 Noise levels applying to vehicles not certified to ADR 83/00 or later ADR**1.146 Application—subdivision 1.10.3.2**

This subdivision applies to a light motor vehicle that is not certified to—

- (a) ADR 83/00; or
- (b) an ADR made after ADR 83/00 that relates to limits on external noise produced by motor vehicles.

1.147 Stationary noise levels—car-type vehicles and motorbikes and motortrikes

- (1) In this section:

car-type vehicle means—

- (a) a car; or
- (b) a utility truck, panel van, or another motor vehicle derived from a car design; or
- (c) another motor vehicle with 4 or more wheels that is built mainly to carry not over 9 people including the driver.

- (2) The stationary noise level of a car-type vehicle, or motorbike or motortrike, must not exceed—

- (a) for a car-type vehicle built after 1982—90dB(A); or
- (b) for another car-type vehicle—96dB(A); or
- (c) for a motorbike or motortrike built after February 1985—94dB(A); or
- (d) for another motorbike or motortrike—100dB(A).

1.148 Stationary noise levels—other light vehicles with spark-ignition engines

- (1) This section applies to a light motor vehicle (other than a light motor vehicle to which section 1.147 applies) with a spark-ignition engine.
- (2) The stationary noise level of the motor vehicle must not exceed the noise level applying to the vehicle under table 1.148.

Table 1.148

column 1 item	column 2 GVM (t)	column 3 exhaust height (mm)	column 4 when vehicle built	column 5 noise level (dB(A))
1	not greater than 3.5	less than 1500	before July 1983	92
			after June 1983	89
2	greater than 3.5 but not greater than 4.5	less than 1500	before July 1983	98
			after June 1983	95
3	not greater than 3.5	greater than 1500	before July 1983	88
			after June 1983	85
4	greater than 3.5 but not greater than 4.5	1500 or greater than 1500	before July 1983	94
			after June 1983	91

1.149 Stationary noise levels—other light vehicles with diesel engines

- (1) This section applies to a light motor vehicle (other than a light motor vehicle to which section 1.147 applies) with a diesel engine.
- (2) The stationary noise level of the motor vehicle must not exceed the noise level applying to the vehicle under table 1.149.

Table 1.149

column 1 item	column 2 GVM (t)	column 3 exhaust height (mm)	column 4 when vehicle built	column 5 noise level (dB(A))
1	not greater than 3.5	less than 1500	before July 1980	105
			after June 1980 but before July 1983	102
			after June 1983	99
2	greater than 3.5 but not greater than 4.5	less than 1500	before July 1980	107
			after June 1980 but before July 1983	104
			after June 1983	101
3	not greater than 3.5	1500 or greater than 1500	before July 1980	101
			after June 1980 but before July 1983	98
			after June 1983	95

column 1 item	column 2 GVM (t)	column 3 exhaust height (mm)	column 4 when vehicle built	column 5 noise level (dB(A))
4	greater than 3.5	1500 or greater than 1500	before July 1980	103
	but not greater than 4.5		after June 1980 but before July 1983	100
			after June 1983	97

Subdivision 1.10.3.3 Noise levels applying to light vehicles certified to ADR 83/00

1.150 Stationary noise levels

The stationary noise level of a light motor vehicle that is certified to ADR 83/00 must not exceed, by more than 5dB(A), the noise level that is established for the motor vehicle when it is certified.

Part 1.11 **Alternative fuel systems and unleaded petrol light motor vehicles**

Note This part sets out requirements to ensure that LPG (Liquid Petroleum Gas) and CNG (Compressed Natural Gas) fuel systems are safely installed in light motor vehicles. In the case of vehicles with an LPG system installed, there is an additional requirement to ensure that they can be identified as LPG-powered vehicles. It also requires unleaded petrol motor vehicles to be fuelled with unleaded petrol.

1.151 LPG-powered light vehicles

- (1) An LPG system installed in a light motor vehicle, and the vehicle, must comply with all relevant requirements set out in the version of AS 1425 that was current at the time the system was installed in the vehicle.
- (2) A light motor vehicle that has an LPG system installed must have fixed conspicuously to its front and rear number plates the labels required by the version of AS 1425 that was current at the time the system was installed in the vehicle.
- (3) If a light motor vehicle had an LPG system installed before AS 1425 was first published, the vehicle must have fixed conspicuously to its front and rear number plates a label—
 - (a) that is made of durable material; and
 - (b) that is at least 25mm wide and 25mm high; and
 - (c) that is of a reflective red that conforms with either AS 1743 (Road Signs) or AS 1906 (Retroreflective materials and devices for road traffic control purposes (Part 1: Retroreflective sheeting)); and

- (d) that states ‘LPGAS’ or ‘LPG’, or similar words or acronyms that have the same meaning, in capital letters at least 6mm high.

Note AS 1425, AS 1743 and AS 1906 do not need to be notified under the [Legislation Act](#) because s 47 (5) does not apply (see s 5A). The standards may be purchased at www.standards.org.au.

1.152 Light vehicles powered by natural gas

A natural gas system installed in a light motor vehicle, and the vehicle, must comply with all relevant requirements set out in the version of AS 2739 that was current at the time the system was installed in the vehicle.

Examples

Forms of natural gas include CNG (Compressed Natural Gas) and LNG (Liquid Natural Gas).

Note 1 An example is part of the regulation, is not exhaustive and may extend, but does not limit, the meaning of the provision in which it appears (see [Legislation Act](#), s 126 and s 132).

Note 2 AS 2739 does not need to be notified under the [Legislation Act](#) because s 47 (5) does not apply (see [Legislation Act](#), s 47 (7)). The standard may be purchased at www.standards.org.au.

1.153 Unleaded petrol motor light vehicles

An unleaded petrol light motor vehicle does not comply with this schedule if it is fuelled with leaded petrol in contravention of the [Environment Protection Act 1997](#).

Part 1.12 **Mechanical connections between vehicles**

Note This part sets out various requirements to ensure that the couplings used when operating light motor vehicles and light trailers in combinations are strong enough to hold them together.

1.154 **General coupling requirements**

- (1) A fifth wheel coupling, the mating parts of a coupling, a kingpin or a tow bar must not be used for a load more than the manufacturer's load rating.
- (2) A kingpin must be used only with a fifth wheel coupling that has a corresponding jaw size.

Example

An adaptor must not be used to fit a kingpin to a fifth wheel coupling.

Note An example is part of the regulation, is not exhaustive and may extend, but does not limit, the meaning of the provision in which it appears (see [Legislation Act](#), s 126 and s 132).

- (3) The mating parts of a coupling used to connect a semitrailer to a towing vehicle must not allow the semitrailer to roll to an extent that makes the towing vehicle unstable.

1.155 **Drawbar couplings**

- (1) A coupling for attaching a light trailer, other than a semitrailer or pole-type trailer, to a towing vehicle must be built and fitted so—
 - (a) the coupling is equipped with a positive locking mechanism; and
 - (b) the positive locking mechanism can be released regardless of the angle of the trailer to the towing vehicle.

- (2) If the trailer is in a combination and is not fitted with breakaway brakes in accordance with section 1.137 (2), it must be connected to the towing vehicle by at least 1 chain, cable or other flexible device, as well as the coupling required by subsection (1).
- (3) The safety connection must be as short as practicable and be built and fitted so—
 - (a) it is not apt to accidental disconnection but is readily detachable from the towing vehicle; and
 - (b) it allows normal angular movements of the coupling without unnecessary slack; and
 - (c) it will prevent the forward end of the drawbar from striking the ground if the coupling is accidentally disconnected; and
 - (d) if it consists of more than 1 chain or wire rope—the chains or wire ropes are in a crossed-over position.
- (4) Any chain or wire rope in the safety connection must—
 - (a) if a chain—be of welded iron links; and
 - (b) if a wire rope—have a strength at least that of a chain of the same diameter; and
 - (c) be of a size mentioned in table 1.155.

Table 1.155

column 1 item	column 2 aggregate trailer mass	column 3 minimum size of chain or wire rope
1	up to 1t	6.3mm diameter
2	over 1t but not over 1.6t	8mm diameter
3	over 1.6t but not over 2.5t	10mm diameter
4	over 2.5t	7.1mm diameter

(5) For a total trailer mass over 2.5t, at least 2 chains or wire ropes must be used.

(6) In this section:

aggregate trailer mass means the total mass of the laden trailer when carrying the maximum load recommended by the manufacturer, including, for a trailer forming part of a combination, any mass imposed on the drawing vehicle when the combination is resting on a horizontal supporting plane.

Part 1.13 Other matters

1.156 Light vehicle equipment

A light vehicle is taken to have equipment mentioned in this schedule only if the equipment is in working order.

1.157 Restored light vehicles

- (1) For this schedule, a restored light vehicle is taken to have been built when it was originally built and not when it was restored.
- (2) In this section:

restored light vehicle means a light vehicle that is being, or has been, restored to its manufacturer's specifications, so far as it is practicable to meet the specifications.

1.158 Retractable axles

- (1) For this schedule, a retractable axle is taken to be an axle only when it is in the lowered position.
- (2) In this section:

retractable axle means an axle in an axle group with a means of adjustment enabling it to be raised or lowered in relation to the other axles in the axle group.

1.159 Measurement of distance between parallel lines

For this schedule, a distance between 2 parallel lines is measured at right angles between the lines.

1.160 Interpretation of certain 2nd edition ADRs

The words 'left' and 'right' in the following 2nd edition ADRs have the opposite meaning in the application of the ADRs, in accordance with this schedule, to a light motor vehicle with a left-hand drive—

- ADR 8 *Safety Glass*
- ADR 12 *Glare Reduction in Field of View*
- ADR 14 *Rear-vision Mirrors*
- ADR 16 *Windscreen-wipers and Washers*
- ADRs 18 and 18A *Location and Visibility of Instruments*
- ADRs 35 and 35A *Commercial Vehicle Braking Systems*.

Note Table 1.160 contains a list of some terms used in the 3rd edition ADRs and the corresponding term used in this schedule.

Table 1.160

column 1 item	column 2 3rd edition ADRs	column 3 this schedule
1	dipped-beam headlamp	low-beam (for a headlight)
2	front fog lamp	front fog light
3	rear fog lamp	rear fog light
4	wheelguard	mudguard
5	main-beam headlamp	high-beam (for a headlight)
6	reversing lamp	reversing light
7	direction indicator lamp	direction indicator light
8	stop lamp	brakelight
9	rear registration plate lamp	numberplate light
10	front position (side) lamp	parking light
11	rear position (side) lamp	tail-light
12	end-outline marker lamp	front or rear clearance light
13	external cabin lamp	external cabin light

Part 3 Road Transport (Vehicle Registration) Regulation 2000

Section 53

column 1 item	column 2 3rd edition ADRs	column 3 this schedule
14	internal lamp	interior light
15	side marker lamp	side marker light
16	daytime running lamp	daytime running light
17	rear reflex reflector, non-triangular	rear reflector
18	front reflex reflector, non-triangular	front reflector
19	side reflex reflector, non-triangular	side reflector

Part 1.14 DT80 transient test procedure for testing of diesel-fuelled vehicle exhaust emissions

DT80 test procedure

This procedure states the requirements for the testing of diesel-fuelled vehicle exhaust emissions mentioned in section 1.141 (4), definition of *DT80 test*.

Procedure

- 1 Secure the vehicle on the dynamometer.
- 2 Set the dynamometer to simulate the correct load and inertia for the vehicle.
- 3 Start sampling.
- 4 Idle for 60 seconds.
- 5 Accelerate rapidly to 80km/h under simulated inertia using wide open throttle, making gear changes as required for smooth acceleration.
- 6 Decelerate by removing all pressure from the accelerator pedal, disengaging the gears and gently applying brakes to bring the vehicle to a standstill.
- 7 Idle for 10 seconds.
- 8 Accelerate rapidly to 80km/h under simulated inertia, using wide open throttle, making gear changes as required for smooth acceleration.
- 9 Decelerate by removing all pressure from the accelerator pedal, disengaging the gears and gently applying brakes to bring the vehicle to a standstill.
- 10 Idle for 10 seconds.

- 11 Accelerate rapidly to 80km/h under simulated inertia using wide open throttle, making gear changes as required for smooth acceleration.
- 12 Maintain speed at 80km/h for 60 seconds, then stop sampling. Bring the vehicle to rest.

Note Explanation of the test procedure

This test has been designed to evaluate vehicle emissions during typical 'real-world' operating modes and conditions. There are 3 simple modes:

- 3 idle periods
- acceleration to 80km/h 3 times
- maintain speed at 80km/h.

The graph below indicates the modes of operation. The actual test will result in a graph that has more variation than the indicative graph below, because of the need to change gears when accelerating. Modes B-D and E-G and H-I have no specific time interval. All the specified time periods have an error margin of ± 1 second.

The vehicle is accelerated rapidly to 80km/h 3 times by applying wide-open throttle.

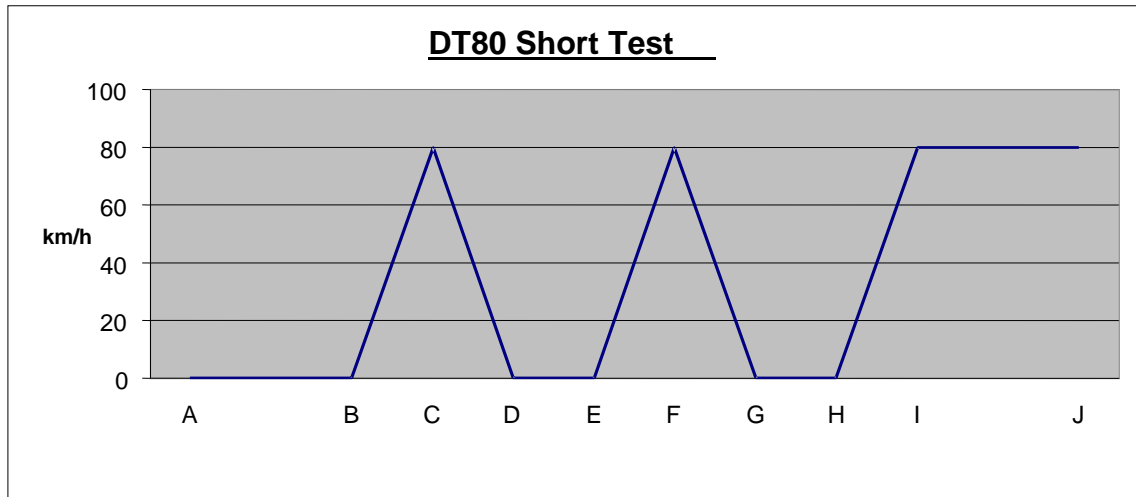
The driver selects the most appropriate gear change points for the vehicle being tested to achieve the correct speed.

The vehicle test mass for road load and inertia settings must be equal to the mass of the vehicle when operating with $\frac{1}{2}$ its nominal payload (that is, $GVM + \text{tare mass} \div 2$).

The vehicle's rolling resistance (based on tyre and bearing losses, frontal area and drag coefficient) must also be calculated and continuously factored into the dynamometer tractive effort calculations to ensure correct loading.

Empirical algorithms, based on vehicle test mass, GVM or other known parameters, may be used to automatically calculate realistic coefficients for these variables.

A simplified indicative graph produced by a test follows.



54 Dictionary, note 2

insert

- night

55 Dictionary, definition of 2nd edition ADR

omit

1.14

substitute

1.13

56 Dictionary, definition of 3rd edition ADR

omit

1.15

substitute

1.14

57 Dictionary, definitions of 50mm kingpin, 75mm kingpin and 90mm kingpin

omit

58 Dictionary, definition of adopted standard

omit

1.22

substitute

1.21

59 Dictionary, definition of ADR (or Australian Design Rule)

substitute

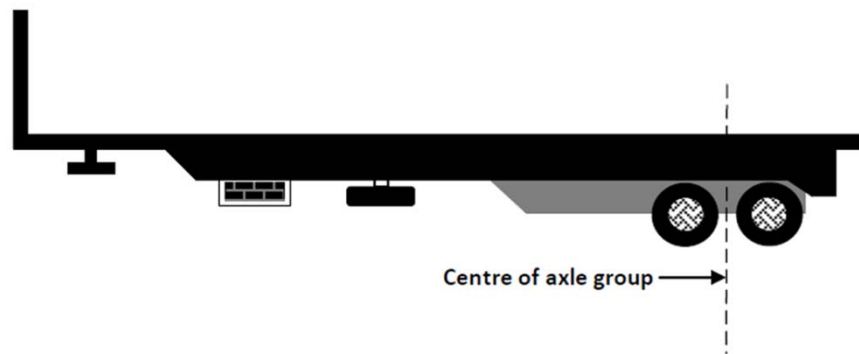
ADR (or *Australian Design Rule*)—see schedule 1 (Light vehicle standards), section 1.10.

60 Dictionary, definitions of articulated bus and B-double

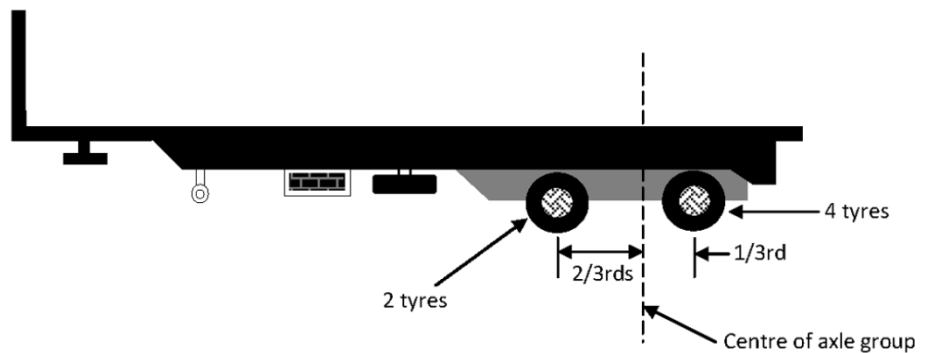
omit

61 Dictionary, definition of *centre-line*, diagrams

substitute



Centre-line of a tandem axle group fitted with an equal number of tyres on each axle



Centre-line of a tandem axle group fitted with a different number of tyres on each axle

62 Dictionary, definition of *certified to ADR 83/00*

omit

1.156B

substitute

1.144

63 Dictionary, definition of *compliance plate*

substitute

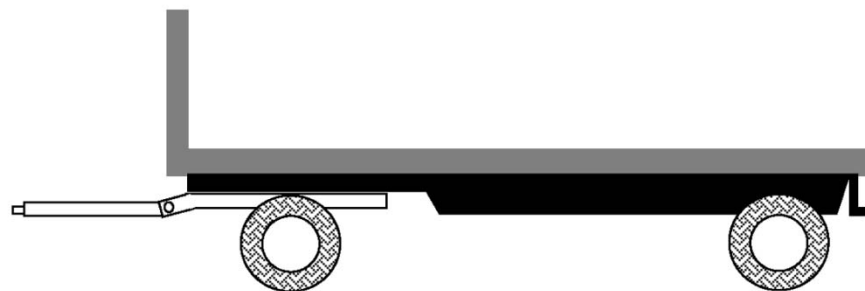
compliance plate means a plate mentioned in schedule 1 (Light vehicle standards), section 1.63 (Compliance plate to be attached to certain light motor vehicles).

64 Dictionary, definition of *controlled access bus*

omit

65 Dictionary, definition of *dog trailer*, diagram

substitute



Dog trailer

66 Dictionary, definition of *D-value*

omit

67 Dictionary, new definitions

insert

light combination means a combination of only light vehicles.

light motor vehicle means a motor vehicle that is a light vehicle.

light trailer means a trailer that is a light vehicle.

68 Dictionary, definition of *national standard*

substitute

national standard—see schedule 1 (Light vehicle standards), section 1.11 and section 1.12.

69 Dictionary, definition of *night*

omit

70 Dictionary, definition of *operator*, paragraph (a)

omit

motor vehicle or trailer

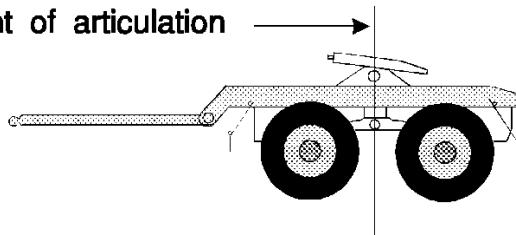
substitute

light vehicle

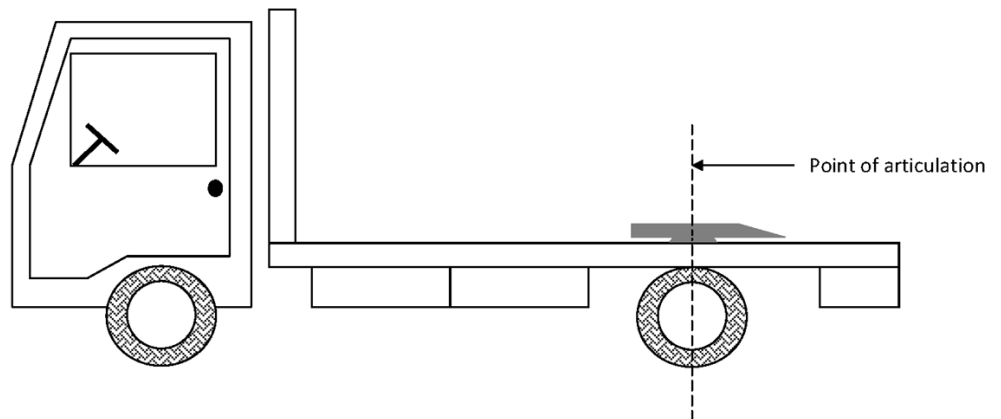
71 Dictionary, definition of *point of articulation*, diagrams

substitute

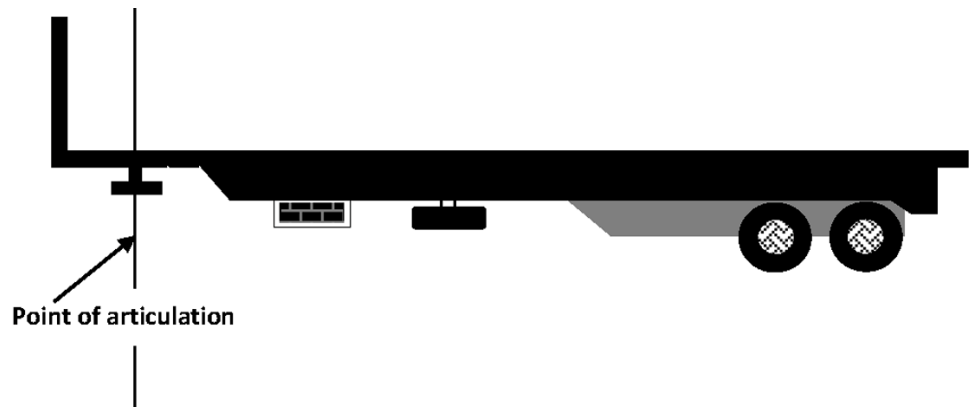
Point of articulation



Point of articulation—fifth wheel coupling on a converter dolly (forming the front axle group of a dog trailer)



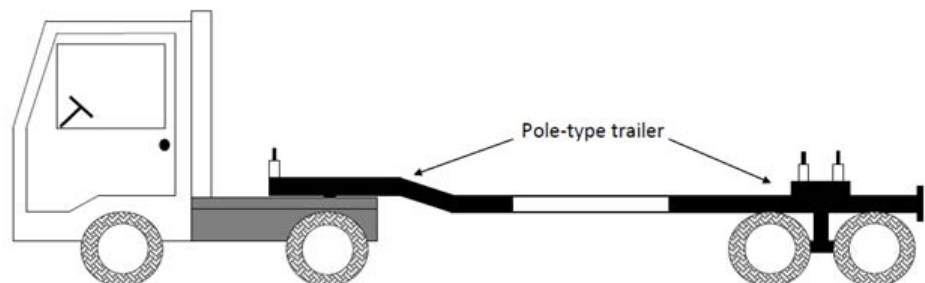
Point of articulation—fifth wheel on a prime mover



Point of articulation—kingpin for fifth wheel

72 Dictionary, definition of *pole-type trailer*, diagram

substitute



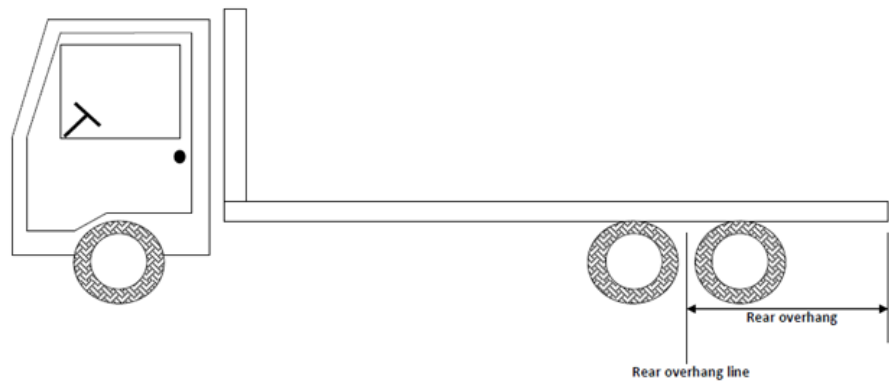
Pole-type trailer

73 Dictionary, definition of *quad axle group*

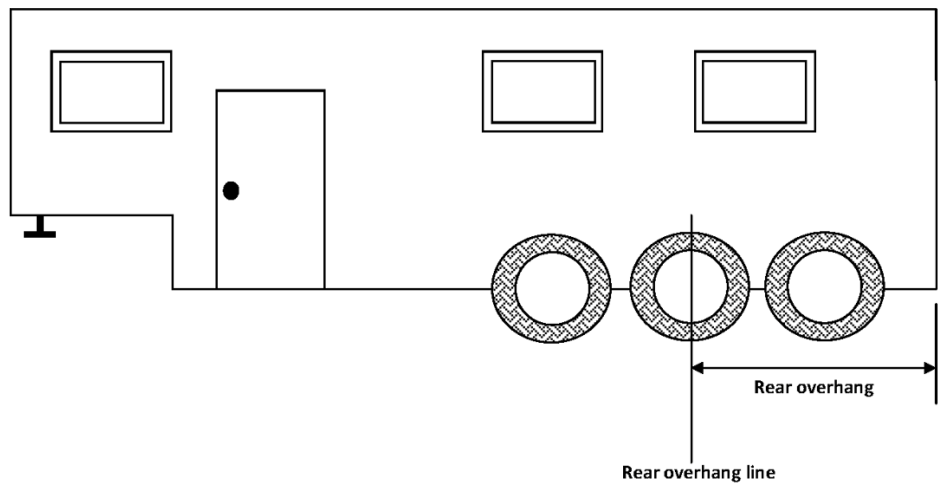
omit

74 Dictionary, definition of rear overhang line, diagrams

substitute



Rear overhang and rear overhang line—motor vehicle



Rear overhang and rear overhang line—semitrailer

75 Dictionary

omit the definitions of

road tank vehicle

road train

total loss

traffic offence detection device

twinsteer axle group

Endnotes

1 Notification

Notified under the [Legislation Act](#) on 7 February 2014.

2 Republications of amended laws

For the latest republication of amended laws, see www.legislation.act.gov.au.
