



Australian Government

Department of Infrastructure, Transport,
Regional Development, Communications and the Arts



➤ Guide to safer freight vehicles

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Safer freight vehicles

The Safer Freight Vehicle package of Australian Design Rules (ADRs) released by the Minister for Infrastructure, Transport, Regional Development and Local Government in September 2023 included new and amended ADRs, and amendments to definitions.

The new ADRs included in the package are:

- [ADR 14/03—Devices for Indirect Vision](#)
- [ADR 99/00—Lane Departure Warning Systems](#)
- [ADR 105/00—Blind Spot Information Systems](#)
- [ADR 106/00—Side Underrun Protection.](#)

The amended ADRs are:

- [ADR—Definitions and Vehicle Categories](#)
- [ADR 13/00—Installation of Lighting and Light Signalling Devices on other than L-Group Vehicles](#)
- [ADR 14/02—Rear Vision Mirrors](#)
- [ADR 35/07—Commercial Vehicle Brake Systems](#)
- [ADR 43/04—Vehicle Configuration and Dimensions](#), and
- [ADR 97/00—Advanced Emergency Braking for Omnibuses, and Medium and Heavy Goods Vehicles.](#)

The Safer Freight Vehicles package allows NB2 and NC category vehicles to operate at an overall width of up to 2,550 mm. Australian Design Rule (ADR) 43/04—Vehicle Configuration and Dimensions requires vehicles with an overall width greater than 2,500 mm to comply with additional ADRs.

These vehicles are referred to as **safer freight vehicles**. They include all vehicles that have met the national road vehicle standards required for them to exceed an overall width of 2,500 mm by up to 50 mm when they were entered on the Register of Approved Vehicles (RAV). These additional ADRs will improve the safety of these vehicles for road users.

ADRs and the vehicles they apply to

The following table shows the ADRs that safer freight vehicles must comply with.

Safer freight vehicles	ADRs
All must comply with these ADRs (or a later version).	<ul style="list-style-type: none"> • ADR 14/03—Devices for Indirect Vision • ADR 35/07—Commercial Vehicle Brake Systems.
All except vehicles with 4 or more axles and vehicles designed for off-road use.	<ul style="list-style-type: none"> • ADR 97/00—Advanced Emergency Braking for Omnibuses, and Medium and Heavy Goods Vehicles, or a later version; • ADR 99/00—Lane Departure Warning Systems, or a later version.
All except partially completed vehicles and prime movers.	<ul style="list-style-type: none"> • comply with ADR 106/00—Side Underrun Protection, or a later version • be fitted with conspicuity markings to the rear, in accordance with ADR 13/00—Installation of Lighting and Light Signalling Devices on other than L-Group Vehicles, or a later version, and

Safer freight vehicles	ADRs
	<ul style="list-style-type: none"> if more than 6,000 mm in total length, be fitted with conspicuity markings to both sides, in accordance with ADR 13/00—Installation of Lighting and Light Signalling Devices on other than L-Group Vehicles, or a later version.
Vehicles with a gross vehicle mass over 8 tonnes.	<ul style="list-style-type: none"> ADR 105/00—Blind Spot Information Systems, or a later version, from 1 November 2025 for new model vehicles, and 1 February 2027 for all vehicles.

How to apply for or vary a vehicle type approval

All applications must be submitted through [ROVER](#), the department's online applications and approvals portal. ROVER includes a field to collect the maximum overall width of any variant covered by the vehicle type approval for NB2 and NC category vehicles. In future, this field may be used to identify additional applicable ADRs for safer freight vehicles. At this stage, it is only used to assist with assessing the application.

When completing a new application or varying your approval, you will be required to complete this new field, even if the vehicle is not intended to be a safer freight vehicle. You will need to manually add the additional required ADRs to your application and complete the compliance information forms.

If any vehicles covered by the vehicle type approval will meet the exceptions identified above and in ADR 43/04 (that identify some ADRs as not applicable), you should include a comment in the Road Vehicle Descriptor remarks indicating that this is the case.

For example, if vehicles covered by the approval will be added to the RAV as a:

- partially completed vehicle such as a chassis-cab
- prime mover
- vehicle that is designed for off-road use.

An approval may include both safer freight vehicles and vehicles that do not comply with the safer freight vehicle ADRs. The RAV entry will need to accurately identify the vehicles that do comply with the additional ADRs to be allowed to operate at the wider width.

Adding safer freight vehicles to the RAV

A vehicle with an overall width between 2,500 mm and 2,550 mm will need to be identified as a safer freight vehicle when it is entered on the RAV. This may also include vehicles with an overall width of 2,500 mm or less that comply with additional ADRs that will allow the vehicles to have a body fitted up to 2,550 mm wide.

When the vehicle is added to the RAV, the submission will need to include a **Safer Freight Vehicle Identification Code** that identifies it as a safer freight vehicle as outlined below. The safer freight vehicle identification code will need to be in the following format, SFV-XX-Y₁Y₁Y₁-Y₂Y₂Y₂, where:

- The leading string part 'SFV' is an abbreviation of the term safer freight vehicle
- The code 'XX' descriptor is used as follows:
 - PM for a prime mover vehicle
 - CC for a chassis-cab vehicle
 - IO for a partially completed vehicle other than chassis-cab
 - for other vehicle types comprising completed sub-category NB2 and category NC vehicles, the 'XX' descriptor is not used (for example, SFV-Y₁Y₁Y₁-Y₂Y₂Y₂ OR SFV- Y₁Y₁Y₁)

- The code 'Y₁Y₁Y₁Y₁' descriptor is the maximum overall width (in mm) of the vehicle at the time of RAV entry. This is the manufacturer's nominal value plus upper (positive) manufacturing tolerance for the particular design variant and is required for both complete and incomplete vehicles.
- The code 'Y₂Y₂Y₂Y₂' descriptor is the maximum permissible overall width (in mm) of the vehicle in accordance with the approval for its entry pathway under s15(2) of the *Road Vehicle Standards Act 2018*, at the time of RAV entry. Where this value does not differ from the 'Y₁Y₁Y₁Y₁', it is not entered.

Please note that the 'Y₂Y₂Y₂Y₂' descriptor will be greater than the 'Y₁Y₁Y₁Y₁' descriptor in some circumstances. These include:

- where a chassis-cab vehicle is intended to have a wider body fitted at a later stage of manufacture or, for example, through modification in accordance with National Code of Practice Heavy Vehicle Modifications in force at the time they were made, and this increased vehicle width has been accounted for in the original approval to relevant national road vehicle standards such as:
 - Vehicle Standard (ADR 14/03—Devices for Indirect Vision) 2023, where dummy headboards may be used to simulate a range of body widths during testing, and
 - Vehicle Standard (ADR 105/00—Blind Spot Information Systems) where performance and test requirements include prescribed distance of a test dummy from the extreme outer edge on the near side of the vehicle
- where a goods vehicle is complete at the point of RAV entry, but has been certified to relevant national road vehicle standards (see above) to allow for an increase in overall width without requiring re-certification to those national road vehicle standards.

Manufacturers and vehicle operators should continue to engage with their registration authority to determine whether road access permits are required.

Further information

For further information, please visit the [department's website](#) or submit an [online enquiry](#).

Quick links

- [ROVER](#)
- [Vehicle type approvals](#)
- [Australian Design Rules](#)