

## DRAFT EXPLANATORY STATEMENT

Approved by the Hon Michael McCormack MP, Deputy Prime Minister and Minister for Infrastructure, Transport and Regional Development

*Road Vehicle Standards (Model Reports—Compliance with Standards) Determination 2020*

### Introduction

This draft Explanatory Statement accompanies the Exposure Draft of the *Road Vehicle Standards (Model Reports—Compliance with Standards) Determination 2020* (the Determination).

The Department of Infrastructure, Transport, Regional Development and Communications (the Department) invites interested parties to provide feedback on the Determination and Explanatory Statement.

Please note that this Explanatory Statement is still being developed and is intended only as a guide to assist with interpretation of the Determination. The Department will undertake further editorial review post consultation once the final version of the Determination is settled.

The Determination has also been drafted based on changes that are yet to be made to the Rules. These changes will be made before the Determination is made. For example, the Department is considering whether a broader determination-making power in paragraph 89(2)(b) is necessary to give full effect to the policy intention. In addition, changes to section 72 of the Rules are under contemplation to more clearly set out which standards certain classes of vehicle must comply with.

### Summary

Under sections 72, 73 and 75 of the *Road Vehicle Standards Rules 2019* (the Rules), the Secretary may only approve certain types of Model Report if satisfied that a road vehicle of a relevant model or variant would, if manufactured or modified in accordance with the Model Report, comply or substantially comply with the applicable standards determined by the Minister under subsection 89(2).

The Determination provides the applicable standards that apply in specified circumstances. These include the standards applicable to all relevant vehicles including where a degree of non-compliance is permitted (as set out in Schedule 1 to the Determination). In addition, the Determination sets out a range of standards relevant to Model Reports that apply to models or variants entered on the Specialist and Enthusiast Vehicles (SEVs) Register, including special accessibility requirements for mobility vehicles (Schedule 2), standards for left hand drive conversions (Schedule 3) and standards for campervans and motorhomes (Schedule 4).

Additional standards are set out in Schedule 5, which (among other things) have the effect of permitting or requiring all vehicles manufactured or modified in accordance with a Model Report to comply with later versions of particular national road vehicle standards.

### Legislative context

The Rules, and determinations made under the Rules, set out matters that support the regulatory framework of the *Road Vehicle Standards Act 2018* (the Act). The Act provides a modern framework for the Commonwealth to regulate, among other matters, the importation and the first provision of road vehicles in Australia. It includes measures to manage the risks associated with road vehicles and road vehicle components. Such measures are designed to ensure that road vehicles and approved road vehicle components provided in Australia meet certain safety,

anti-theft and environmental standards. The Act also gives effect to Australia's obligations regarding the international harmonisation of road vehicle standards.

The Rules set out a series of 'tools' in Part 4—approvals that enable road vehicles to satisfy the requirements of entry pathways, which, in turn, enable such vehicles to be provided for the first time in Australia. One of the 'tools' relates to Model Reports.

### **Legislative authority**

The Determination is made under subsection 89(2) of the Rules. Subsection 89(2) of the Rules provides that the Minister may, by legislative instrument, determine:

- standards that apply to vehicles manufactured or modified in accordance with a Model Report
- the circumstances in which the Secretary must be satisfied that vehicles manufactured or modified in accordance with a Model Report comply with those standards, or an applicable national road safety standard, on the basis of specified evidence, and
- the type of evidence the Secretary must, in those circumstances, have regard to in deciding whether a vehicle complies with such standards.

### **Purpose and operation of the instrument**

#### Overview of the Act and Rules

The Act regulates the importation and first provision of road vehicles in Australia. The Rules set out matters that support the regulatory framework of the Act. The Rules provide for the keeping of a Register of Approved Vehicles (RAV) (Part 2 of the Rules) on which a road vehicle must generally be entered before it may be provided for the first time in Australia (section 24 of the Act). A vehicle may be entered on the RAV if it satisfies the requirements of an entry pathway (subsection 15(1) of the Act).

Subsection 19(2) of the Act states that the Rules may provide for or in relation to the grant of approvals to enable road vehicles to satisfy the requirements of the type approval pathway or other entry pathways.

There are currently two pathways available for vehicles to be entered on the RAV (Part 3 of the Rules):

- the type approval pathway, which applies to all vehicles of a particular type that fully or substantially comply with the applicable national road vehicle standards made under the Act and are approved for volumetrically unrestricted supply to the Australian market (section 15 of the Rules)
- the concessional RAV entry approval pathway, which applies to an individual vehicle if:
  - there is a concessional RAV entry approval in force for that vehicle
  - certain conditions of the approval have been met, and
  - the vehicle is in Australia, unless the approval lifts this requirement (section 31 of the Rules).

The Rules set out eligibility requirements for each pathway. The Rules also set out the mechanisms through which road vehicles may satisfy the requirements of RAV entry pathways, such as approvals relating to RAWs, AVVs, Model Reports and testing facilities.

Section 68 of the Rules provides that a person may apply to the Secretary for approval of a Model Report that applies to a model, or one or more variants, of:

- a road vehicle entered on the Specialist and Enthusiast Vehicles (SEVs) Register
- a used two or three-wheeled vehicle that is not on the SEVs Register

- a trailer with an aggregate trailer mass more than 4.5 tonnes, or
- a road vehicle that has been entered on the RAV through the type approval pathway and will be subject to second stage of manufacture.

In deciding whether to approve certain kinds of Model Report, the Secretary must, among other matters, be satisfied that vehicles manufactured or modified in accordance with the Model Report would comply with the standards determined by the Minister under subsection 89(2) (see sections 71, 72, 73 and 75 of the Rules). This Determination sets out those standards.

However, the standards prescribed in the Determination are not the only relevant standards. For certain Model Reports to be approved, it is also necessary to demonstrate that a vehicle modified or manufactured in accordance with the Model Report would comply or substantially comply with the applicable national road vehicle standards as in force at the time the Model Report is approved (see sections 73 to 75 of the Rules). Those standards apply by virtue of the Rules directly.

In that respect, it is important to note that a vehicle standard in force under section 7 of the *Motor Vehicle Standards Act 1989* immediately before the commencement of Schedule 3 of the *Road Vehicle Standards (Consequential and Transitional Provisions) Act 2018* continues in force as if it were a national road vehicle standard determined under section 12 of the Act. Those standards are also known as Australian Design Rules (ADRs).

Certain national road vehicle standards may effectively be displaced by the standards set out in the Determination, but, otherwise, continue to apply.

The approval of a Model Report is subject to any conditions specified in the approval and to the conditions set out in the Rules (section 81 of the Rules). One of the conditions set out in the Rules requires the holder of the approval to keep the Model Report accurate and up-to-date (section 82). The holder of the approval is required to notify the Secretary of the Department if (broadly speaking):

- the Model Report contains an error or does not meet the requirements of a determination made under subsection 88(1) of the Rules, or
- a vehicle manufactured or modified in accordance with the Model Report would not comply or substantially comply with certain relevant standards.

The holder of the approval must rectify the Model Report in such cases, either by applying to vary the Report, or asking the Secretary to suspend or revoke the Model Report approval (subsection 82(1)). There are also other conditions that relate to matters such as the keeping of records (section 83) and allowing the Department access to the Model Report (section 84).

#### Purpose of the Determination

The purpose of the Determination is to set out matters relating to the standards that a vehicle manufactured or modified in accordance with the Model Report must meet.

The Model Report is used to ensure that a vehicle modified or manufactured in accordance with it will meet the relevant standards and the requirements for entry on the RAV. The Determination is to be read in conjunction with the *Road Vehicle Standards (Model Reports) Determination 2020* made under section 88 of the Rules which sets out the required form and content to be included in the Model Report. The two determinations will assist in maintaining a minimum level of general quality of vehicles being approved for use on public roads in Australia.

Further, the Determination deals with matters relating to the material that the Secretary may consider when deciding an application for approval of a Model Report.

A Statement of Compatibility with Human Rights for the Determination is at Attachment A.

A section by section explanation of the Determination is at Attachment B.

### **Consultation**

The Department has consulted with industry associations, in-service regulators and the public on the development of policy relating to the content and operation of Model Reports.

Initially, consultation on the development of the Road Vehicle Standards Bill 2018 was conducted in three distinct phases from 2013 onward. Further information about this consultation process can be found at chapter 6, 'Consultation', in the *Review of the Motor Vehicle Standards Act 1989 Regulation Impact Statement, 6 March 2018* (<https://ris.pmc.gov.au/2018/03/06/review-motor-vehicle-standards-act-1989>).

The Department then conducted more targeted consultation with industry associations and in-service regulators on the development of the Determination, primarily through the Road Vehicle Standards Act Implementation Consultation Framework, which established three consultation groups.

In July and November 2019 the Department consulted with the Tools Consultation Group considering the Department's approach to Model Reports. In November 2020, targeted consultation with industry was undertaken on the policy underpinning the Determination.

### **Prescribing matters by reference to other instruments or documents**

Subparagraph 14(1)(a)(ii) and subsection 14(3) of the *Legislation Act 2003* provides that a legislative instrument may incorporate the provisions of a disallowable legislative instrument as in force from time to time unless a contrary intention appears in the enabling legislation. Subsection 82(6) of the Act further permits the Determination to make provision in relation to a matter by applying, adopting or incorporating, with or without modification, any matter contained in an instrument or other writing as in force or existing from time to time.

The Determination references the instruments and documents listed at Attachment C.

### **Regulation Impact Statement**

A Regulation Impact Statement (RIS) was prepared in relation to policy options regarding the *Motor Vehicle Standards Act 1989* and policy options for its repeal and replacement with the *Road Vehicle Standards Act 2018* and the *Road Vehicles Standards Rules 2019*. The Office of Best Practice Regulation (OBPR) reference number for the RIS is 17240. OBPR has advised that no further RIS is required.

## **ATTACHMENT A—STATEMENT OF COMPATIBILITY WITH HUMAN RIGHTS**

Prepared in accordance with Part 3 of the *Human Rights (Parliamentary Scrutiny) Act 2011*  
***Road Vehicle Standards (Model Reports—Compliance with Standards) Determination 2020***

This disallowable legislative instrument is compatible with the human rights and freedoms recognised or declared in the *Human Rights (Parliamentary Scrutiny) Act 2011*.

### **Overview of the Disallowable Legislative Instrument**

The *Road Vehicle Standards (Model Reports—Compliance with Standards) Determination 2020* (the Determination) is made under subsection 89(2) of the *Road Vehicle Standards Rules 2019* (the Rules). The purpose of the Determination is to ensure vehicles on public roads meet safety and environmental standards to support the realisation of the human rights to life and health.

The Determination sets out standards that apply to road vehicles manufactured or modified in accordance with a Model Report in specified circumstances. These include the standards applicable to all relevant vehicles including where a degree of non-compliance is permitted. In addition, the Determination sets out a range of standards relevant to Model Reports that apply to models or variants entered on the Specialist and Enthusiast Vehicles (SEVs) Register, including special accessibility requirements for mobility vehicles, standards for left hand drive conversions and standards for campervans and motorhomes. Additional standards are set out in Schedule 5, which (among other things) have the effect of permitting or requiring all vehicles manufactured or modified in accordance with a Model Report to comply with later versions of particular national road vehicle standards.

### **Human rights implications**

This disallowable instrument supports the regulatory framework of the *Road Vehicle Standards Act 2018* and the Rules to ensure that vehicles on public roads meet safety and environmental standards to support the human right to life and health. The determination does not engage any human rights beyond those addressed in the Explanatory Statement for the Rules.

### **Conclusion**

This disallowable instrument is compatible with human rights because it promotes the protection of human rights and, to the extent that it may limit human rights, those limitations are considered to be reasonable, necessary and proportionate.

**Deputy Prime Minister and Minister for Infrastructure, Transport and Regional  
Development**

**The Hon Michael McCormack MP**

## **ATTACHMENT B—OVERVIEW OF PROVISIONS**

### **Section by section explanation of the *Road Vehicle Standards (Model Reports—Compliance with Standards) Determination 2020***

#### **Part 1—Introduction**

##### **Division 1—Preliminary**

###### **Section 1—Name**

Section 1 provides that the name of this legislative instrument is the *Road Vehicle Standards (Model Reports—Compliance with Standards) Determination 2020*.

###### **Section 2—Commencement**

Section 2 provides that the Determination is to commence at the same time as section 89 of the *Road Vehicle Standards Rules 2019* (the Rules).

###### **Section 3—Authority**

Section 3 provides that the Determination is made under subsection 89(2) of the Rules.

###### **Section 4—Definitions**

Section 4 defines key terms used in the Determination. The notes to the section indicate where terms used in the instrument are defined in the Rules or Act. This ensures consistency of terminology and intent across the range of instruments supporting the *Road Vehicle Standards Act 2018* (the Act).

The definition of ‘*vehicle structure*’ is included to clarify the parts of the vehicle that are considered structural of the purposes of this Determination and specifically applies when vehicles are converted from left-hand to right-hand drive.

###### **Section 5—Incorporation of documents**

Section 5 provides that where the Determination refers to or incorporates another instrument or other writing, that instrument or writing is incorporated as in force or existing from time to time unless otherwise specified. This clarifies that the Determination generally references the most recent version of the instruments and other documents that it incorporates.

##### **Division 2—Applicability date of national road vehicle standards**

###### **Section 6—Which version of a national road vehicle standard applies?**

Section 6 sets out that the version of a national road vehicle standard applying to a vehicle is ascertained by using the relevant method statement set out in Division 2. It clarifies that the reference to a national road vehicle standard includes an applicable national road vehicle standard mentioned in sections 72 to 75 of the Rules and one applied, adopted or incorporated by this instrument.

Some national road vehicle standards include different applicability dates for new models and existing models. The new model dates require compliance with the standard from an earlier date

than the date for existing models. The purpose of this is to give manufacturers more time to redesign existing models to meet new standards.

The intent of this Part is to set out the how the standards, to which the Model Report must demonstrate compliance, are determined.

### **Section 7—Definition of base vehicle**

Section 7 defines the term '*base vehicle*' which is used in the context of a vehicle that will be subject to a second stage of manufacture. The definition is required to support the method of determining which version of a standard applies to the vehicle following the second stage of manufacture.

### **Section 8—What is the standard date?**

Section 8 sets out how to establish the Standard Date to be used to ascertain which version of a standard applies to the vehicle that is to be manufactured or modified in accordance with a Model Report. Table 1 sets out the criteria by which the Standard Date is established for each type of Model Report.

Section 8 also provides that the date of original manufacture for the vehicle is the date on which the vehicle was first made available to a consumer in any market in the world.

### **Section 9—Applicability—vehicles entered on the SEVs Register (GVM ≤ 12 tonnes)**

Section 9 sets out the method by which the version of a national road vehicle standard is ascertained, for a model, or one or more variants of a road vehicle entered on the SEVs Register and having a gross vehicle mass or 12 tonnes or less.

### **Section 10—Applicability—vehicles entered on the SEVs Register (GVM ≥ 12 tonnes)**

Section 10 sets out the method by which the version of a national road vehicle standard is ascertained, for a model, or one or more variants of a road vehicle entered on the SEVs Register and having a gross vehicle mass of more than 12 tonnes.

### **Section 11—Applicability—two or three-wheeled vehicles not on the SEVs Register**

Section 11 sets out the method by which the version of a national road vehicle standard is ascertained, for a model, or one or more variants of a road vehicle two or three-wheeled vehicles not on the SEVs Register.

### **Section 12—Applicability—vehicle on the RAV subject to second stage of manufacture (no change of vehicle category)**

Section 12 sets out the method by which the version of a national road vehicle standard is ascertained, for a model, or one or more variants of a road vehicle entered on the RAV on the type approval pathway that will be subject to a second stage of manufacture, and will, after the second stage manufacture, remain in the same vehicle category as the base vehicle.

### **Section 13—Applicability—vehicle on the RAV subject to second stage of manufacture (change of vehicle category)**

Section 13 sets out the method by which the version of a national road vehicle standard is ascertained, for a model, or one or more variants of a road vehicle entered on the RAV on the type approval pathway that will be subject to a second stage of manufacture, and will, after the second stage manufacture, will fall within a different vehicle category to the base vehicle.

## **Part 2—Prescription of Standards**

### **Division 1—Simplified Outline**

#### **Section 14—Simplified outline of this Part**

Section 14 provides a simplified outline of Part 2 of the Determination. Part 2 gives effect to the concessional standards and testing concessions set out in Schedule 1. It also gives effect to a range of standards relevant to Model Reports that apply to certain models and variants entered on the SEVs Register (eg, mobility vehicles, rare vehicles and vehicles converted from left-hand drive). It sets out additional standards in some cases, and concessional or alternative standards in others (refer to Schedules 2 to 4). Finally, the Part gives effect to the additional standards set out in Schedule 5.

#### **Section 15—Purpose of this Part**

Section 15 provides that the purpose of Part 2 is to set standards that apply to road vehicles manufactured or modified in accordance with a Model Report, for the purposes of paragraph 89(2)(a) of the Rules. These standards are to be read in conjunction with the standards required by the national road vehicle standards.

Paragraph 89(2)(a) specifies that the Minister may determine the standards that apply to road vehicles manufactured or modified in accordance with a Model Report.

Section 15 also provides that subsections 16(3) and (4) set out matters relating to the material that the Secretary may consider when deciding an application for approval of a Model Report, for the purposes of paragraph 89(2)(b). Those subsections, broadly speaking, give effect to concessions relating to the supporting material that an applicant may rely on when seeking approval of a Model Report.

#### **Section 16—Concessional standards applicable to all relevant vehicles**

Section 16 prescribes standards that may be applied to all vehicles covered by this Determination. These standards are set out in Schedule 1 to the Determination. Section 16 specifies the circumstances where the standard required by a national road vehicle standard is varied to the extent listed in the Schedule. For example, the national road vehicle standard, Australian Design Rule (ADR) 86/00, relates to parking lamps. Schedule 1 provides that the luminous intensity of a vehicle's lamps may deviate unfavourably by up to 20% from the values specified in the ADR.

These requirements were identified as being impossible or difficult for vehicles entered on the SEVs Register from the key source markets to meet without significant modification. It was shown that even with the exemptions, the vehicles were acceptable for use on Australian roads. Additionally, some of the exemptions address the relaxation of requirements in the standard, allowing older vehicles to comply with the requirements in later versions of the standard, but ensuring that critical aspects of the standard are still met. This approach is intended to strike a balance between compliance with the standard's requirements originally intended to apply to new vehicles manufactured for the Australian market and the operation of the concessional RAV entry pathway.

Finally, subsections 16(3) to (4) give effect to the testing concessions set out in Schedule 1. Broadly speaking, those concessions exempt an applicant for approval of a Model Report from



the need to carry out full testing in accordance with certain national road vehicle standards when seeking to demonstrate that their Model Report would result in compliant vehicles.

### **Section 17—Standards—performance criterion**

Section 17 requires that a vehicle entered on the SEVs Register under the performance criterion, once manufactured or modified in accordance with the Model Report, must remain of the same variant description as it was prior to the manufacture or modification, and as is set out in the relevant entry on the SEVs Register.

The intent is to prevent the modification of vehicles that were entered on the SEVs Register under the performance criterion in a way that makes them not meet that criterion. For example, a vehicle may meet the performance criterion but is not able to meet emissions requirements. This provision will prevent a different engine being fitted to the vehicle as part of the Model Report process to allow it to comply with standards relating to emissions but as a result no longer meeting the performance criteria.

### **Section 18—Standards—mobility criterion**

Section 18 states that the standards in Schedule 2 apply to a road vehicle that is manufactured or modified in accordance with a Model Report that applies to vehicles entered on the SEVs Register on the basis of the mobility criterion (see section 132 of the Rules). As set out in clause 3 of Schedule 2, in specified circumstances a warning label must be fitted to the vehicle setting out various matters including instructions regarding the safe operation of certain mobility features (lift up and out seat or swivel seats).

The Schedule also sets out certain Australian Standards that apply to mobility vehicles (in addition to the other applicable standards). Australian Standards are broadly required by State and Territory government registration authorities before a vehicle will be registered for use as a vehicle to provide assistance to people with disabilities. Applying these standards through the Model Report process prevents vehicles with disability features not complying with these standards entering the market and being used for regular transport.

The standards are based on international standards published through the International Standards Organisation.

### **Section 19—Standards—left hand drive conversions**

Section 19 specifies that Schedule 3 to the Determination sets out the standards that apply to vehicles converted to right-hand drive in accordance with a Model Report. The requirements set out in that Schedule are designed to ensure the safe operation of converted vehicles on public roads in Australia. This approach is needed to deal with the broad range of design features on vehicles eligible under SEVs provisions.

### **Section 20—Standards—campervans and motorhomes**

Section 20 specifies that Schedule 4 to the Determination sets out the standards that apply to road vehicles that are manufactured or modified in accordance with a Model Report that applies to a model, or one or more variants, of a campervan or motorhome. It provides requirements in relation to the elements of the vehicle that result in it being characterised as a campervan or motorhome, such as:

- seating requirements
- access to living or sleeping space
- living space requirements
- sleeping accommodation requirements

- cooking facilities
- glazing requirements.

These requirements also include additional matters to ensure that modifications performed on such vehicles to turn them into campervans and motorhomes result in vehicles that are structurally sound and stable and minimise the likelihood of this criterion becoming an avenue through which regular non-specialist and enthusiast vehicles can be imported by reversing modifications that made them campervans or motorhomes.

### **Section 21—Standards—rare vehicles**

Section 21 sets out the concessions to the national road vehicle standards that apply to vehicles manufactured or modified in accordance with a Model Report that applies to a model, or one or more variants, of a road vehicle that is entered on the SEVs Register under the rarity criterion and has a gross vehicle mass of 12 tonnes or less. These include exemptions from certain standards that would require the vehicle to undergo testing that would result in the destruction of the whole or part of the vehicle, to be converted to right hand drive, and to meet some advanced braking system requirements.

The additional requirements are intended to prevent vehicles that were entered on the SEVs Register under the rarity criterion from being modified in a way that makes them not meet that criterion. For example, a variant of a popular model may be added to the SEVs Register because it was available overseas for a short time with a different engine or gearbox that was shown to be unreliable and was discontinued. This provision will prevent the vehicle being modified under the Model Report to fit the common engine that is available in Australia.

### **Section 22—Additional standards—all vehicles**

Section 22 sets out that the standards in Schedule 5 apply to a road vehicle that is manufactured or modified in accordance with a Model Report (that is, a Model Report of any kind). Schedule 5 sets out alternative national road vehicle standards that apply in relation to certain standards covering seat anchorages, seat belts, general requirements and vehicle marking.

Schedule 5 allows for Model Reports to show compliance with later versions of national road vehicle standards while ensuring that related requirements in other national road vehicle standards are also met. This was necessary because the requirements set out in some earlier national road vehicle standards (ADRs) were incorporated into standards with different titles.

Further, these additional requirements ensure all vehicles comply with the latest version of *ADR 61—Vehicle Marking* so that vehicles are not required to be fitted with identification plates, but are required to be fitted with secure vehicle marking.

## **Part 3 —Demonstrating compliance**

### **Division 1—Introduction**

#### **Section 23—Simplified outline of this Part**

Section 23 explains that Part 3 sets out matters relating to the material that the Secretary may consider when deciding an application for approval of a Model Report. It deals with the kinds of evidence that the Secretary may have regard to in determining whether a road vehicle manufactured or modified in accordance with a Model Report would comply (or substantially comply) with certain standards. It also sets out special requirements in relation to Model Reports that provide for vehicles to be converted from left-hand drive to right-hand drive.

## **Section 24—Purpose of this Part**

Section 24 specifies that Part 3 of the Determination sets out matters relating to the material that the Secretary may consider when deciding an application for approval of a Model Report for the purposes of paragraph 89(2)(b) of the Rules. The Department is currently considering amendments to relevant aspects of the instrument-making power to facilitate the operation of the relevant provisions.

## **Division 2—Demonstrating compliance: types of material**

### **Section 25—Relevant standards**

Section 25 defines that, in Part 3 of the Determination, ‘*relevant standard*’ means an applicable standard set out in the Determination or an applicable national road vehicle standard.

This provides clarity on the standards to which the Part of the Determination refers.

### **Section 26—Limitation on the supporting material that the Secretary may consider**

Subsection 26(1) provides that, in deciding whether a road vehicle manufactured or modified in accordance with a Model Report would comply, or substantially comply, with a relevant standard, the Secretary may only have regard to material of a kind specific in Division 2 or other material that the Secretary considers relevant.

Subsection 26(2) explains that it is sufficient that a testing facility holds a testing facility approval at the time the application is made for approval of the Model Report, even if it did not at the time the testing was conducted. This is relevant to the provisions of the Division that deal with supporting material obtained from testing facilities.

### **Section 27—Supporting material—all Model Reports**

Subsection 27(1) provides that section 27 applies where the Secretary is deciding whether a road vehicle is manufactured or modified in accordance with a Model Report of any kind would comply, or substantially comply, with a relevant standard.

In certain circumstances, the Secretary may have regard to:

- results of testing by approved testing facilities (subsection 27(2))
- approvals under the 1958 Agreement (subsection 27(3))
- design documentation, including engineering drawings (subsection 27(4))
- component type approvals (subsection 27(5))
- declarations made by the applicant (subsection 27(6))
- material specified in the relevant standard (subsection 27(7))
- additional supporting material (subsection 27(8)).

The types of supporting material set out in this section are broadly consistent with those that the Secretary can consider, under section 19 of the Rules, when deciding whether a type of road vehicle would comply or substantially comply with the applicable national road vehicle standards.

### **Section 28—Supporting material—vehicles on the SEVs Register manufactured for overseas supply**

Subsection 28(1) provides that section 28 applies where the Secretary is deciding whether a road vehicle would comply, or substantially comply, with a relevant standard if manufactured or modified in accordance with a Model Report that applies to vehicles on the SEVs Register manufactured for overseas supply.

Subsection 28(2) empowers the Secretary to have regard to material demonstrating:

- the extent to which the vehicle would comply with an overseas standard
- whether the requirements that apply under the overseas standard are equivalent to an applicable national road vehicle standard or section 89 standard, and
- the extent to which the pre-modification specifications set out in the Model Report are the same as the original manufacturer's specifications for the vehicle in question.

This is a concession because the applicant does not have to conduct the tests set out in the relevant national road vehicle standard on the vehicle and is similar to the concession offered under the previous arrangements under the *Motor Vehicle Standards Act 1989*. The applicant will need to provide sufficient supporting material to demonstrate equivalence of the standards.

### **Section 29—Supporting material—all vehicles on the SEVs Register**

Subsection 29(1) provides that section 29 applies where the Secretary is deciding whether a road vehicle would comply, or substantially comply, with a relevant standard if manufactured or modified in accordance with a Model Report that applies to a model, or one of more variants, of a road vehicle that is entered on the SEVs Register.

Subsection 29(2) empowers the Secretary to have regard to material demonstrating that:

- the vehicle or componentry is marked with an UN E-mark signifying compliance or substantial compliance with a UN regulation, where the national road vehicle standard in question is harmonised with the UN regulation
- the vehicle or componentry is marked with an EU e-mark signifying compliance with a vehicle standard set by the European Union or European Commission, where the requirements of the EU standard are equivalent to those of the relevant standard.

This concession is similar to the concession offered under the previous arrangements.

### **Section 30—Supporting material—vehicles on the SEVs Register, and vehicles on the RAV subject to second stage of manufacture**

Subsection 30(1) provides that section 30 applies where the Secretary is deciding whether a road vehicle would comply, or substantially comply, with a relevant standard if manufactured or modified in accordance with a Model Report that applies to a model or variant of road vehicle that is on the SEVs Register, or is entered on the RAV via the type approval pathway and will be subject to second stage of manufacture.

Subsection 30(2) empowers the Secretary to have regard to material that demonstrates that the vehicle, or component or system of the vehicle, is identical for the purposes of the relevant standard to a vehicle, or component or system of a vehicle, that is covered by:

- a road vehicle type approval granted on the basis that the type of vehicle complied with the applicable national road vehicle standards
- a road vehicle type approval granted on the basis that the type of vehicle substantially complied with the applicable national road vehicle standards, and the non-compliance was only in minor or inconsequential respects, or
- an approval given under subsection 10A(1) or (2) of the *Motor Vehicle Standards Act 1989*.

Subsection 30(3) provides that this material must demonstrate that the type-approved vehicle was required to comply with the same standards as the model or variant to which the Model

Report applies, based on the vehicle category and the date from which the standards applied to the relevant model or variant.

This kind of supporting material will be relevant where the vehicle covered by the Model Report has identical components to a vehicle covered by a type approval. Where a vehicle has been assessed under an application for a type approval as complying with requirements of a standard, then the same vehicle entered on the SEVs Register, or an SSM vehicle with the same specification, will also comply with the standard.

Where no other kind of material mentioned in Part 3 is available, subsection 30(4) permits the Secretary to have regard to technical analysis that demonstrates the extent to which the vehicle would comply with a relevant standard.

### **Section 31—Supporting material—conversion design**

Section 31 provides that, in deciding whether a road vehicle would comply, or substantially comply, with a relevant standard if manufactured or modified in accordance with a Model Report that provides for a model, or one or more variants, of a road vehicle is to be converted from left-hand drive to right-hand drive, the Secretary must have regard to the conversion design that meets the requirements of section 32.

### **Section 32—Requirements that apply to conversion design**

Section 32 sets out the requirements that apply to conversion designs. Among other things, a conversion design must:

- set out an analysis of the integrity of the converted vehicle structure (subsection 32(1)), which must address at least the requirements listed in subsection 32(2))
- include a certificate, issued by a Chartered Professional Engineer recognised by Engineers Australia, stating that the design meets the requirements in Schedule 3 relating to the modification of the safety systems listed in subsection 32(3)
- where the conversion design requires the electronic hardware and software (including Controller Area Network bus) systems of the vehicle to be modified, include a certificate or other document demonstrating that the original manufacturer of the vehicle or relevant components supports the modifications (subsection 32(4)).

### **Schedule 1—Standards applicable to all relevant vehicles: degree of non-compliance permitted**

Schedule 1 provides a table of national road vehicle standards and the alternative standard that may be applied. It specifies circumstances where the standard required by a national road vehicle standard is varied to the extent listed in the Schedule. For example, ADR 86/00 relates to parking lamps. The Schedule provides that the luminous intensity of a vehicle's lamps may deviate unfavourably by up to 20% from the values specified in the ADR.

These requirements were identified as being impossible or difficult for vehicles entered on the SEVs Register from the key source markets to meet without significant modification. It was shown that even with the exemptions the vehicles were acceptable for use on Australian roads. Additionally, some of the exemptions address the relaxation of national road vehicle standard requirements, allowing older vehicles to comply with the requirements in later standards, but ensuring that critical aspects of the standards are still met. This approach achieves a good balance between compliance with requirements of the standards originally intended to apply to new vehicles manufactured for the Australian market and the operation of the concessional RAV entry pathway.

## **Schedule 2—Standards – mobility criterion**

### **Clause 1—Purpose of this Schedule**

Clause 1 specifies that the Schedule sets out standards that apply to a road vehicle that is manufactured or modified in accordance with a Model Report that applies to road vehicles entered on the SEVs Register under the mobility criterion (section 132 of the Rules).

### **Clause 2—Additional requirements—Australian Standards**

Clause 2 sets out in what circumstances the following Australian Standards must be met:

- AS/NZS 3696.19:2009 (R2016)—*Wheelchairs - Part 19: Wheeled mobility devices for use as seats in motor vehicles* (ISO 7176-19:2008, MOD).
- AS/NZS 3856.1:1998 (R2016)—*Hoists and ramps for people with disabilities – Vehicle-mounted – Product requirements*
- AS/NZS 3856.2:1998 (R2016)—*Hoists and ramps for people with disabilities – Vehicle-mounted – Installation requirements*
- AS 3954:2019—*Motor vehicle driver controls – Adaptive systems for people with disabilities*
- AS/NZS 10542.1:2015—*Technical systems and aids for people with disability – Wheelchair tiedown and occupant-restraint systems, Part 1: Requirements and test methods for all systems* (ISO 10542-1:2012, MOD)

The Australian Standards are broadly required by state and territory government registration authorities before a vehicle will be registered for use as a vehicle to provide assistance to people with disabilities. It is considered appropriate to apply these standards through the Model Report process to prevent vehicles with disability features not complying with these standards entering the market and being used for regular transport.

These standards are based on international standards published through the International Standards Organisation.

### **Clause 3—Additional requirements—warning labels**

Clause 3 requires vehicles fitted with certain mobility features to be supplied with instructions concerning the safe operation of, and other matters relating to, those features. It also requires certain mobility features to be permanently marked with information relating to their safe operation and working load.

## **Schedule 3—Left-hand drive conversions**

### **Clause 1—Purpose of this Schedule**

Clause 1 specifies that the Schedule sets out standards that apply to a road vehicle that is manufactured or modified in accordance with a Model Report that provides for the conversion of vehicles from left-hand drive to right-hand drive.

### **Clause 2—Maximum variance in performance following conversion**

Clause 2 requires that the safety systems of the vehicle must not vary from the pre-conversion performance by more than 10%. This is subject to the other requirements of Schedule 3.

For clarity of the coverage of the requirements, the clause includes definitions of *safety systems* and *performance*.

The primary requirement for each conversion is to ensure that each safety system delivers a performance after conversion within 10% of its pre conversion performance. This means that the performance of each safety system will need to be measured or evaluated before and after conversion. This Schedule does not specify all of the characteristics that must be measured; these matters will be dealt with as part of the Conversion Design. It is impractical to specify each characteristic that may be relevant in this regard.

### **Clause 3—Permissible modifications to vehicle structure**

Clause 3 addresses modifications to the vehicle structure as part of the conversion process. Modifications to the structure must not be made where there is a viable alternative. If the modifications are required, the vehicle must structure retain a level of integrity equivalent to that of the original vehicle.

These requirements are intended to result in converted vehicles that behave in a manner consistent with vehicles constructed as right hand drive, both in normal use and during crashes.

### **Clause 4—Standards concerning components of the converted vehicle**

Clause 4 sets out the actions that can be taken in relation to replacing components of the vehicle during the conversion process. It requires that:

- original components must not be replaced, except where necessary to convert the vehicle or if the effect of the Determination under section 88 of the Rules is to require the component be replaced (for example, because the component exceeds the deterioration limit)
- where an original component required replacement and an equivalent component from a right-hand drive variant of the model is suitable and available, the equivalent component must be used to replace the original component, and
- the original component may be replaced with a compatible component designed for another model of vehicle if the original component must be replaced and an equivalent component from a right-hand drive variant of the model is not suitable or available.

This clause also sets out the requirements that apply to the fitting of additional or replacement components and the modification or replacement of load-bearing components.

The requirements in the clause will ensure the components fitted are appropriate for the task.

### **Clause 5—Standards concerning steering systems of the converted vehicle**

Clause 5 requires that the specified aspects of the steering system in the converted vehicle must remain consistent with those of the original vehicle. It also requires the steering and suspension components, under certain conditions, to move freely following conversion.

The intention is to ensure the design of the conversion is sufficiently thorough to result in vehicles that steer and handle appropriately and that associated systems also function correctly.

### **Clause 6—Converted vehicle must achieve comparable performance upon lane-change testing**

Clause 6 relates to the performance of vehicles in a lane-change test. It requires that the vehicle must achieve the same speed test result and a result within  $\pm 10$  percent of the result achieved by the original vehicle for all other aspects of the test. The clause also specifies the document containing the different standards that apply to vehicles 4.5 tonnes or less and those more than 4.5 tonnes.

The requirements of this clause relate to performance tests that will need to be carried out on a sample vehicle on which a Model Report has been based, after conversion. This will show the design process has resulted in a safe vehicle and vehicles modified in accordance with the Model Report will meet applicable standards. These tests have been taken from various sources and are considered to be reasonably applied by an approved testing facility. This is intended to ensure the design of the conversion is sufficiently thorough to result in vehicles that steer and handle appropriately and that associated systems also function correctly.

#### **Clause 7—Standards concerning handling characteristics of converted vehicles**

Clause 7 requires that the specified characteristics of the converted vehicle must be equivalent, within specified tolerances, to those of the original vehicle. The characteristics are:

- the turning circle in both clockwise and anticlockwise directions
- the suspension travel
- for passenger vehicles, the peak lateral acceleration in both clockwise and anticlockwise directions, as measured in accordance with *ISO 4138:2012(en) Passenger cars — Steady-state circular driving behaviour — Open-loop test methods*
- for vehicles other than passenger vehicles, the results achieved by the converted vehicle upon executing a single sine-wave lateral acceleration input, as specified in Part 10 (sinusoidal input) of ISO 14793: 2011 Road Vehicles – Heavy Commercial Vehicles and Buses – Lateral transient response test methods.

As with other steering and handling tests, the intention is to ensure the design of the conversion is sufficiently thorough to result in vehicles that steer and handle appropriately and that associated systems also function correctly

#### **Clause 8—Standards concerning Lane Keep Assist Systems of converted vehicle**

Clause 8 sets out that, where the original manufacturer has fitted to the vehicle a Lane Keep Assist System that allows the system to operate on the left-hand side of the road, the system must be suitable for use on Australian roads. Where this is not the case, the system must meet the requirements the specified International Standard.

Testing to meet the requirements of the International Standard may prevent vehicles with lane keep assist systems from being eligible under this criterion if they cannot be modified to work in the right-hand drive configuration. This is intended to ensure the design of the conversion is sufficiently thorough to result in vehicles that steer and handle appropriately and that associated systems also function correctly.

#### **Clause 9—Standards concerning braking systems of converted vehicle**

Clause 9 requires that the braking system controls must be relocated for a right-hand drive configuration, and specifies aspects in which there can be no significant changes to braking and stability performance. It also sets out the requirements for a converted vehicle fitted with Autonomous Emergency Braking (AEB) as original equipment.

Moving the controls from the left to right hand side of a vehicle typically results in changes to the vehicle's braking system. The clause imposes additional requirements to ensure that the braking system works in conjunction with the relevant braking national road vehicle standards that the vehicle must be shown to meet after the conversion. However, the performance requirements in the standards are relatively easy to meet so the additional requirements ensure the braking system delivers a similar performance to that provided before conversion.



The special requirement to deal with vehicles fitted with AEB systems are to address where these systems are not yet covered by national road vehicle standards. The additional requirements are intended to ensure the AEB system will function properly after conversion.

#### **Clause 10—Standards concerning occupant protection**

Clause 10 requires that all occupant protection systems of the vehicle that were fitted by the original manufacturer must continue to function normally following conversion.

It also sets out the requirements for vehicles with a gross vehicle mass of 4.5 tonnes or less, where the vehicle's structure is asymmetrical between the left hand and right hand frontal crush zones. This includes the criteria for it to be considered suitable for use on Australian roads.

The clause sets out the requirements for passenger airbags, where fitted, along with the criteria under which the Secretary may be satisfied that, following conversion, it will not cause additional injury when deployed.

Conversion of steering controls and modifications to structures will normally affect occupant protection systems. The requirements in this clause are intended to ensure the vehicle structure will provide similar levels of protection to both driver and front passengers after conversion when compared with the vehicle before conversion.

Certain vehicles are required to undergo beaming and torsion tests as part of the design process. This test is intended to determine if the vehicle structure is asymmetrical. Some vehicles are designed with asymmetrical crush structures to cope with offset frontal crash standards. After conversion, the asymmetrical structure will not perform properly for offset crashes to the other side of the vehicle. The additional requirements are intended to ensure asymmetrical vehicles are shown to function properly after conversion.

The conversion of passenger airbags is considered more difficult than driver's airbags because it involves the mounting structure and the design of the dashboard. Testing is to be done to show the completed dashboard design functions properly and does not make the vehicle dangerous to occupants.

#### **Clause 11—Standards concerning electrical and electronic systems**

Clause 11 relates to the treatment of electrical and electronic systems and requires that they, where modified, must comply with the requirements of Automotive Electronics Council standards AEC-Q100 and AEC-Q200. Further where there are sensors or devices that trigger safety systems, they must be oriented for a right-hand drive configuration.

Electronic systems are very sensitive to electromagnetic radiation. The intent is to ensure all modifications to wiring are properly insulated and systems do not become susceptible to interference. The clause is also intended to ensure that sensors on vehicles function correctly after conversion. For example, if airbag firing sensors are moved as part of a left to right hand drive conversion they must be recalibrated against the vehicle's computers and oriented in the correct direction.

#### **Clause 12—Standards concerning dashboard and vehicle controls**

Clause 12 requires that the malfunction indicator lamps designed to alert the driver of a malfunction and on-board diagnostic systems must indicate that there are no faults or malfunctions in the vehicle.

During conversion the vehicle's dashboard must be replaced with a mirror imaged dashboard and vehicle controls must be transferred to the other side. Some aspects of dashboard and

controls are covered by the national road vehicle standards. This provision calls for a high level check to give confidence vehicle controls and systems are functioning properly.

### **Clause 13—Standards concerning destructive testing**

Clause 13 provides that the vehicle is not required to comply with the specified national road vehicle standards to the extent that they require destructive testing to demonstrate compliance.

Those standards are:

- ADR 10 – Steering Column
- ADR 69 – Full Frontal Impact Occupant Protection
- ADR 72 – Dynamic Side Impact Occupant Protection
- ADR 73 – Offset Frontal Impact Occupant Protection
- ADR 85 – Pole Side Impact Performance

This provision works in conjunction with additional requirements for the conversion of vehicles from left to right hand drive. It has been long standing policy that vehicles that have undergone a steering conversion are not required to undergo destructive tests. In this case, the approach has been changed to exempt vehicles from these tests, rather than deem the vehicles to comply if converted in accordance with applicable standards. This change has been made to emphasise that the vehicles most likely do not comply with those occupant protection standards and offer lower levels of safety compared to equivalent vehicles made for right hand drive markets.

### **Clause 14—Converted vehicle must have a warning label**

Clause 14 requires that a vehicle must be marked with a warning label to advise where, as allowed by this Determination, the vehicle does not comply with certain national road vehicle standards. This applies when the vehicle has not been tested to determine if it meets the standards or has been tested, but does not comply with those requirements. The clause also sets out the form of the warning and where it is to be placed.

The provision of this warning label links to the exemption relating to destructive testing in clause 13 and is intended to facilitate the provision of converted vehicles without requiring destructive testing.

## **Schedule 4—Campervans and motorhomes**

### **Clause 1—Purpose of this Schedule**

Clause 1 specifies that the Schedule sets out standards that apply to a road vehicle that is manufactured or modified in accordance with a Model Report that applies to a model, or one or more variants, of a campervan or motorhome. This includes vehicles entered on the SEVs Register under a criterion other than motor homes and campervans, but will operate as a motorhome or campervan.

### **Clause 2—Definitions**

Clause 2 provides definitions for terms used in the Schedule. These definitions are intended to provide clarity about the characteristics of campervans and motorhomes that are used in setting standards. These definitions are for:

- Designated seating position
- Original vehicle
- Permanent bed
- Sleeping berth

- Unladen mass
- Vehicle

The clause also provides the requirements that must be met for a bed to be considered permanently affixed inside a vehicle.

### **Clause 3—Standards applicable to campervans or motorhomes**

Clause 3 explains which kinds of vehicles must comply with particular requirements in the Schedule. Both campervans and motorhomes must meet the standards described in the Schedule as applying to a ‘vehicle’. Vehicles with a gross vehicle mass of more than 3.5 tonnes must meet the requirements specified as applying to a motorhome. All other vehicles may meet either the requirements specified for a campervan, those specified for a motorhome, or a combination of both.

The requirements for motorhomes are more significant than the requirements for campervans recognising the different use of the vehicles. This does not preclude a smaller vehicle from meeting some or all of the motorhome requirements.

### **Clause 4—Maximum weight of vehicle**

Clause 4 requires that the mass of the vehicle must not exceed the gross vehicle mass specified by the original manufacturer for the vehicle as originally manufactured. The clause also specifies how the mass of the vehicle is to be calculated, taking into account the unladen mass and allowances for each designated seating position and sleeping berth.

Setting the maximum weight is designed to address the risks associated with overweight vehicles on the road and to ensure that the vehicle is suitable for use as a campervan or motorhome.

### **Clause 5—Access to living or sleeping space**

Clause 5 describes the requirements that the vehicle must meet in relation to space for movement within the vehicle. It specifies the location of, and other requirements, for access doors. It also requires the use of an ‘access gauge’ of a specified size to measure if there is sufficient unimpeded access through the vehicle.

Additional requirements have been added to clarify what constitutes a door for the purposes of ADR 44/02 Specific Purpose Vehicle Requirements. This national road vehicle standard requires vehicles with sleeping and cooking facilities to have at least one outward opening door on the left hand side or the rear of the vehicle. This requirement is intended to ensure a safe escape from the vehicle without entering traffic on the right hand side. This prevents campervan and motorhome convertors fitting small access hatches or relying on the passenger side door in the driving compartment. It is felt that such doors generally do not meet the intent of the relevant standard and additional clarification was needed to ensure all campervan and motorhome modifications are safe.

The requirements for the access gauge are to provide a performance based test to ensure campervan and motorhome doors are suitably sized.

### **Clause 6—Seating Requirements**

Clause 6 requires that all vehicles must be fitted with a permanent label or plaque identifying the number and location of seating positions that may be occupied while the vehicle is in motion. The clause sets out where the warning is to be located and the minimum lettering size.

Campervans and Motorhomes often have seats only intended for use when the vehicle is stationary. Additional requirements are needed to ensure users are made aware of which seats are suitable for use while driving. The requirement is consistent with the requirements specified under the operation of the MVSA.

### **Clause 7—Living space requirements**

Clause 7 sets out the requirements for living space in campervans and motorhomes. This requires space where one or more occupants may live when the vehicle is not in motion and provides the factors to be taken into account when assessing if the vehicle meets the requirements for living space, including permanent fitting of a dining table and chairs.

These requirements have been included to ensure suitable base vehicles with sufficient space are used for campervans and motorhomes. Ensuring that vehicles are suitable for use as campervans or motorhomes and requiring the fixtures to be permanent will reduce the likelihood of them later reverting to people movers and trucks through the removal of features that characterise the vehicle as a campervan or motorhome.

### **Clause 8—Sleeping accommodation requirements**

Clause 8 sets out the requirements for sleeping accommodation in campervans and motorhomes. It requires that the number of sleeping berths must not exceed the number of designated seating positions in the vehicle and that each berth must be suitable for use by an adult. It also specifies the minimum sleeping accommodation required for a motorhome.

These requirements are intended to ensure the beds provided are able to be used and to reduce the likelihood that the vehicles will have modifications reversed. The difference of requirements between campervans and motorhomes recognises that motorhomes are larger vehicles and should have more permanent features.

### **Clause 9—Cooking facilities**

Clause 9 requires that relevant vehicles must be fitted with permanent cooking facilities suitable for preparing meals for at least as many people as there are sleeping berths. It sets out additional requirements for motorhomes, stipulating that they must have a sink and tap, permanent plumbing fixtures and a drain plumbed to a wastewater tank.

Cooking facilities are a fundamental part of both campervans and motorhomes. These additional requirements are included to ensure that such vehicles are fitted with appropriate cooking facilities and to prevent vehicles using this criterion that are not modified to include permanent cooking facilities. The requirements take into account that motorhomes must have more significant facilities than campervan.

### **Clause 10—Utilities requirements (motorhomes)**

Clause 10 sets out the requirements that a motorhome must meet in relation to power supply for use in the vehicle.

Motorhomes must be fitted with an independent internal power supply to allow lamps and other appliances to function while not connected to mains power. This requirement recognises that motorhomes are more independent than campervans and prevents vehicles being approved as motorhomes without these features.

### **Clause 11—Storage requirements**

Clause 11 sets out the minimum storage capacity for campervans and motorhomes. The level of storage capacity required depends on the number of sleeping berths in the vehicle. In the case of

a motorhome, the capacity of any refrigerator may be treated as part of the storage capacity. The clause provides parameters for the mounting of the storage facilities and a requirement to include features to prevent doors from opening when the vehicle is in motion.

The intention of these requirements is to ensure that vehicles under this criterion are large enough to perform the function of a campervan or motorhome. Vehicles that are not large enough are more likely to have modifications reversed for operation as trucks or people movers.

### **Clause 12—Water storage requirements**

Clause 12 sets out minimum water storage capacity required for each motorhome or campervan and whether that tank may be fixed or moveable.

The ability to carry water is considered fundamental to the operation of both campervans and motorhomes. The requirements reflect the different operational requirements of each type of vehicle.

### **Clause 13—Hygiene and refrigeration facilities (motorhomes)**

Clause 13 requires that a motorhome must be fitted with a toilet, shower and permanently secured refrigeration facility.

It is considered that these types of features are fundamental to motorhomes and these requirements will prevent vehicles being eligible under this criterion without them. These requirements recognise the operational differences between campervans and motorhomes.

### **Schedule 5—Additional standards: all vehicles**

Schedule 5 sets additional standards that apply to a road vehicle that is manufactured or modified in accordance with a Model Report of any kind. Broadly speaking, the additional requirements set out in this Schedule allow relevant vehicles to comply with later versions of certain national road vehicle standards while ensuring that related requirements in other standards are also met. This was necessary because the requirements set out in some earlier ADRs were incorporated into ADRs with different titles.

Further, these additional requirements ensure all vehicles comply with the latest version of *ADR 61—Vehicle Marking* so that vehicles are not required to be fitted with identification plates, but are required to be fitted with secure vehicle marking.

## ATTACHMENT C—DOCUMENTS REFERENCED

The following documents and instruments are referenced in the Determination:

- *Vehicle Standard (Australian Design Rule 10/02 – Steering Column) 2008*
- *Vehicle Standard (Australian Design Rule 44/02 – Specific Purpose Vehicle Requirements) 2006*
- *Vehicle Standard (Australian Design Rule 61/02 – Vehicle Marking 2005*
- *Vehicle Standard (Australian Design Rule 61/03 – Vehicle Marking 2020*
- *Vehicle Standard (Australian Design Rule 69/00 – Full Frontal Impact Occupant Protection) 2006*
- *Vehicle Standard (Australian Design Rule 72/00 – Dynamic Side Impact Occupant Protection) 2005*
- *Vehicle Standard (Australian Design Rule 73/00 – Offset Frontal Impact Occupant Protection 2005*
- *Vehicle Standard (Australian Design Rule 85/00 – Pole Side Impact Performance) 2015*
- *Vehicle Standard (Australian Design Rule 86/00 – Parking Lamps) 2016*
- Automotive Electronics Council Standard AEC-Q100 (Failure Mechanism Based Stress Test Qualification for Packaged Integrated Circuits)
- Automotive Electronics Council Standard AEC-Q200 (Automotive crystals)
- AS/NZS 3696.19:2009 (R2016)—*Wheelchairs - Part 19: Wheeled mobility devices for use as seats in motor vehicles (ISO 7176-19:2008, MOD).*
- AS/NZS 3856.1:1998 (R2016)—*Hoists and ramps for people with disabilities – Vehicle-mounted – Product requirements*
- AS/NZS 3856.2:1998 (R2016)—*Hoists and ramps for people with disabilities – Vehicle-mounted – Installation requirements*
- AS 3954:2019—*Motor vehicle driver controls – Adaptive systems for people with disabilities*
- AS/NZS 10542.1:2015—*Technical systems and aids for people with disability – Wheelchair tiedown and occupant-restraint systems, Part 1: Requirements and test methods for all systems (ISO 10542-1:2012, MOD)*
- *ISO 4138:2012(en) Passenger cars — Steady-state circular driving behaviour — Open-loop test methods*
- *ISO 14793: 2011 Road Vehicles – Heavy Commercial Vehicles and Buses – Lateral transient response test methods*