



# CIRCULAR 81/01 - 2 – 1

## SELECTION OF TEST VEHICLES

### 1. INTRODUCTION

1.1 This Circular should be read in conjunction with the General Circular 0 - 2 - 11 "*General Procedures for Selection of Vehicles and Components for ADR Compliance Testing*" containing requirements applicable to all ADRs.

1.2 The intention of the criteria in this circular is to reduce the number of vehicle specifications required to be tested. This circular details criteria to select the variants of a vehicle model to be tested. The Administrator will usually accept these tests as having demonstrated compliance for all variants in the model range. Additional tests may be required for combinations of characteristics not anticipated in this circular.

1.3 It remains the responsibility of the vehicle manufacturer to ensure that every vehicle supplied to the Australian market complies with ADR 81/01.

### 2. SELECTION CRITERIA

2.1 A particular vehicle variant or specification must be tested unless the untested vehicle, when compared to a single tested vehicle:

- a) Has an engine belonging to the same engine family as the tested vehicle;
- b) Uses the same fuel type (e.g. petrol, LPG) as the tested vehicle;
- c) Has the same general body shape above the wheel centres as the tested vehicle or, if the untested vehicle does not have the same general body shape above the wheel centres as the tested vehicle, has a dynamometer road power absorption value no more than 10% greater than the tested vehicle;
- d) Has an Equivalent Test Inertia Mass value equal to or less than the tested vehicle;
- e) Has the same transmission type (e.g. Auto, auto with lockup, manual, CVT) as the tested vehicle;
- f) Has no lesser number of transmission ratios and for each transmission ratio on the tested vehicle the modulus of E is less than 0.8 where

$$E = \frac{V_2 - V_1}{V_1}$$

and  $V_1$  and  $V_2$  are respectively the speed at 1,000 rpm of the tested and untested vehicles using the transmission ratio.

2.2 The Administrator will consider requests for further reductions in the number of tests on receipt of documented evidence that the fuel consumption of the untested vehicles would not result in a fuel consumption value that is more than 4% higher than that of the tested vehicle. That documented evidence may be simulated or calculated consumption results for the untested vehicle with any such simulations or calculations being traceable to similar comparisons between tested vehicles.