



ADMINISTRATIVE CIRCULAR 27A-1-6

CIRCULAR NO. 27A-1-6

APPLICATION PROCEDURE FOR APPROVAL TO AUSTRALIAN DESIGN RULE NO. 27A – VEHICLE EMISSION CONTROL FOR THE ANNUAL PERIOD COMMENCING 1 JANUARY 1981.

INTRODUCTION

1. Emission levels and deterioration factors remain unchanged from the previous certification period.
2. Vehicles which comply with ADR 27B need not comply with the requirements of ADR 27A. Approval to affix Compliance Plates bearing either ADR 27A or ADR 27B may be obtained for vehicles manufactured before 1 January 1982.
3. For engine families which have not been previously approved, a complete submission is required as described in Circular No. 27A-1-1 covering initial certification.
4. Where an approval for an engine family exists for the period prior to that commencing 1 January 1981, it may be possible for a vehicle manufacturer to use that approval as a basis for certification for the annual period commencing 1 January 1981. The procedure applicable in this instance is described in this Circular.

APPLICATION FOR PREVIOUSLY APPROVED ENGINE FAMILY

5. A new application is required for each engine family for which certification, for 1981 is desired. A manufacturer is required to provide the data necessary to enable selection of a test fleet for 1981.
6. It will be necessary for the complete Part 1 submission to be on forms of the new format (issue 2/79). The submission should consist of a new Application - Form EC 27A/1 - with attachments 1 and 2 and new submissions of Annexes A,B,C and D, except that complete new submissions of Annexes A,B,C and D will not be necessary where complete new submissions were made for 1980 certification and there have been no subsequent changes. If approval is sought on the basis of carryover of test data from previous periods, an appropriate note should be made on Attachment 2 of EC 27A/1 (proposed emission/durability data fleet), to indicate that the proposed test vehicles are identical to previously tested vehicles.
7. A new test fleet for 1981 will be selected by the Board (exercising its responsibility as Administrator) and notification of the fleet will be sent to the applicant. Alternatively, use of the submission procedure outlined in paragraph 14 is likely to lead to earlier issue of approval.
8. Where vehicles corresponding to the 1981 test fleet approved by the Board have already been tested and the testing and results are acceptable to the Board for 1981 certification, it will not be necessary for vehicles of that pattern to be tested again. Where all vehicles of the 1981 test fleet approved by the Board have not already been tested, then



in consultation with the

Australian Motor Vehicle Certification Board

comprising Commonwealth, State and Territory representatives

testing of the new vehicles is required and the procedures for initial certification must be followed. The Board will advise the applicant with regard to these testing requirements.

9. If running changes have been made to an engine family since the certification testing was carried out, the Board may call for further testing which could include new emission data vehicles. Contributory elements that will be considered in determining whether further testing or new emission data vehicles will be required include:

- (a) the number and nature of running changes that have been approved;
- (b) the type of testing performed to certify the running changes. It should be noted that running changes certified with back-to-back tests on a stabilized non-certification vehicle will normally result in a requirement for new emission data vehicles. Additionally where running changes have been certified on only certain variants within an engine family, additional testing on the other variants affected by the running changes may be required;
- (c) the period of time since certification tests were performed. Generally, if 3 years or more have elapsed, and one or more running changes have been made, new emission data vehicles will be required.

TESTING

10. The results of any testing required are to be submitted using the Part II forms of the new format (Annexes E to I, Issue 2/79).

CERTIFICATION

11. In all instances, a Part III submission (Annex J, issue 2/79 and Annex K) is required. Manufacturers making application on the basis of carryover should provide the Part III submission at the same time as the Part I submission.

12. The purpose of Annex K is to specifically relate the engine family to all vehicle models for which Compliance Plate Approval is required. It is important therefore; that all vehicles make and model designations together with the other information is entered accurately when submitting an Annex K. If insufficient space is provided to enter all the vehicle make/model designations multiple sheets may be submitted. The introduction Annex K has been done with complement changes in the Board's Standard Submission form CS 27A (Issue 4/79) to minimize the duplication of information provide.

13. It should be noted that cases where a vehicle manufacturer seeks approval of a vehicle model(s) in of ADR 27B. ADR 27B application procedures will be the subject of another Circular.

TESTING PRIOR TO TEST FLEET APPROVAL

14. Where a manufacturer can conveniently do so the Board would prefer testing to be carried out without first obtaining the Board's approval of the test fleet. In this instance all parts of the application should be submitted together. The Board reserves the right to require any additional information or testing as is necessary to demonstrate compliance to the Board's satisfaction, after examination of the submission.