



CIRCULAR NO. 33-2-2

SELECTION OF TEST VEHICLES

GENERAL

1. ADR 33 - Motorcycle Brake Systems - requires that all motorcycles comply with the requirements of the Rule. To reduce the number of tests the Australian Motor Vehicle Certification Board has decided to accept brake tests based on grouping of motorcycles and brake systems for the purpose of demonstrating compliance with ADR33.
2. It will be the responsibility of the motorcycle manufacturer to ensure that every vehicle to which a Compliance Plate is affixed complies with the Design Rule.
3. The Board wishes to advise manufacturers that the selection procedures designated in this Circular will be kept under review and may be amended. Any such amendments will be applicable to motorcycles which will be certified after 28 February 1979.
4. The provisions of this Circular are applicable also to tests conducted to the requirements of Board Circular No.33-2-1.

IMPLEMENTATION PROCEDURE

5. The Board requires that each unique brake system be subjected to the full series of tests required by the Design Rule.
6. To be considered as the same unique brake system, systems must have a combination of components which have the same physical and dimensional properties.
7. Any variation to the components of the brake system will constitute a different unique brake system except for:
 - a) length, diameter or routing of connecting hydraulic lines or cables;
 - b) location within a hydraulic line of valves, fittings or other devices;
 - c) the metallurgical condition of the disc or drum material.

SELECTION OF TEST VEHICLES (MOTOR CYCLE OR MOTORCYCLES)

8. Each unique braking system shall be tested on each range of motorcycles which have common characteristics.
9. To be considered to be within a range for purposes of testing the motorcycles shall be:
 - a) of the same make;
 - b) fitted with the same unique braking system;
 - c) of equal or lesser maximum speed than the test motorcycle ;



- d) within an unladen motorcycle mass variation of not more than 5% between lightest and heaviest motorcycle, where the unladen motorcycle mass is the laden motorcycle mass (as defined in Clause 33.1.7) less 90kg.
- 10. Each vehicle manufacturer shall submit, as part of his ADR 33 Submission, specifications and performance data of his range of vehicles and his test vehicle fleet which represent that range. It will be the responsibility of the manufacturer to demonstrate that compliance with the requirements of this Circular has been achieved and that the test vehicles are representative with the terms of the foregoing criteria for those vehicles for which approval is sought. Prior approval of the test vehicle fleet will not normally be given.
- 11. For other unique braking systems where it can be proved to the satisfaction of the Board by engineering analysis, laboratory testing or vehicle testing, that a particular braking system will give the most adverse braking performance, then only that unique braking system need be tested.
- 12. The Board reserves the right to include all motorcycle or group of motorcycles into the test fleet which it considers requires testing to demonstrate compliance of the range of motorcycles and its braking system. It is appreciated that in some instances the provisions of this Circular may not be sufficiently specific to meet the needs of the manufacturer. When such circumstances arise, it is recommended that the manufacturer should approach the Board for advice.