

Vehicle Standard (Australian Design Rule 19/01 – Installation of Lighting and Light-Signalling Devices on L-Group Devices) 2007

Made under section 7 of the Motor Vehicle Standards Act 1989

Explanatory Statement

Issued by the authority of the Minister for Transport and
Regional Service

April 2007

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1. LEGISLATIVE CONTEXT

Vehicle Standard (Australian Design Rule 19/01 — Installation of Lighting and Light-Signalling Devices on L-Group Vehicles) 2007 is made under the *Motor Vehicle Standards Act 1989* (the Act). The Act enables the Australian Government to establish nationally uniform standards for road vehicles when they are first supplied to the market in Australia. The Act applies to such vehicles whether they are manufactured in Australia or are imported as new or second hand vehicles.

The making of the vehicle standards necessary for the Act's effective operation is provided for in section 7 which empowers the Minister to "determine vehicle standards for road vehicles or vehicle components".

Australian Design Rule (ADR) 19/01 was originally determined in *Road Vehicle (National Standard) Determination No 3 of 1990*. It has been amended in four subsequent determinations and more recently remade as *Vehicle Standard (Australian Design Rule 19/01 – Lighting and Light-Signalling Devices) 2006* to meet the requirements of the *Legislative Instrument Act 2003*.

2. CONTENT AND EFFECT OF ADR 19/01 - INSTALLATION OF LIGHTING AND LIGHT-SIGNALLING DEVICES ON L-GROUP VEHICLES

2.1. Overview of the ADR

Australian Design Rule 19/01 sets out the design and installation requirements for lighting and light-signalling devices (stop lamps, direction indicators and others) for two and three wheeled road vehicles (motorcycles and motorised tricycles).

The ADR was remade in 2006 to comply with the requirements of the *Legislative Instruments Act 2003*. It had been previously amended in 1995 and reissued in July 2000. The July 2000 issue did not introduce any significant changes to the 1995 version; changes were confined to format and presentation, as well as the incorporation of relevant up-to-date international standards. Vehicles complying with the 1995 version would comply with the 2000 version.

2.2. Changes to the ADR

When remaking the ADR in 2006 to comply with the LIA, the 1995 version was used as the source instead of the July 2000 issue. This instrument repeals *Vehicle Standard (Australian Design Rule 19/01 – Installation of Lighting and Light-Signalling Devices on L-Group Vehicles) 2006* with the correct version.

There have been approximately 80 vehicle models certified to ADR 19/01 since 30 July 2006, all of which have met the requirements of *Vehicle Standard (Australian Design Rule 19/01 – Installation of Lighting and Light-Signalling Devices on L-Group Vehicles) 2007*. Correcting this error will have no impact on these existing or any future certifications.

2.3. Documents Incorporated by Reference

This section lists documents referenced in the vehicle standard and how they can be obtained. The parentheses after the document title indicates where it is referenced.

- Australian Design Rules can be purchased on CD-ROM from the Department of Transport and Regional Services or can be downloaded from http://www.dotars.gov.au/roads/motor/design/adr_online.aspx.
 - Australian Design Rule 1/00 – Reversing Lamps (Table 1)
 - Australian Design Rule 6/00 – Direction Indicators (Table 1)
 - Australian Design Rule 19/00 – Installation of Lighting and Light-Signalling Devices on L-Group Vehicles (Applicability Table)
 - Australian Design Rule 46/00 – Headlamps (Table 1)
 - Australian Design Rule 47/00 – Retroreflectors (Table 1)
 - Australian Design Rule 49/00 – Front and Rear Position (Side) Lamps, Stop Lamps and End Outline Marker Lamps (Table 1)
 - Australian Design Rule 50/00 – Front Fog Lamps (Table 1)
 - Australian Design Rule 51/00 – Filament Lamps (Table 1)
 - Australian Design Rule 53/00 – Front and Rear Position Lamps, Stop Lamps, Direction Indicators and Rear Registration Plate Lamps for L-Group Vehicles (Table 1)
 - Australian Design Rule 54/00 – Headlamps for Mopeds (Table 1)
 - Australian Design Rule 55/00 – Headlamps for Motor Cycles (Table 1)
 - Australian Design Rule 67 – Installation of Lighting and Light-Signalling Devices on Three-Wheeled Vehicles (s2.5)
 - UNECE Regulations are available from their website, <http://www.unece.org/trans/main/wp29/wp29regs.html>.
 - United Nations – Economic Commission for Europe Regulation No. 53 – “UNIFORM PROVISIONS CONCERNING THE APPROVAL OF CATEGORY L3 VEHICLES (MOTOR CYCLES) WITH REGARD TO THE INSTALLATION OF LIGHTING AND LIGHT –SIGNALLING DEVICES ‘from the edition incorporating the 00 series of amendments up to and including the edition incorporating the 01 series of amendments (s9.1)
 - United Nations – Economic Commission for Europe Regulation No. 74 – “UNIFORM PROVISIONS CONCERNING THE APPROVAL OF MOPEDS WITH REGARD TO THE INSTALLATION OF LIGHTING AND LIGHT –SIGNALLING DEVICES ‘from the edition incorporating the 00 series of amendments up to and including the edition incorporating the 01 series of amendments (s9.2)
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3. BEST PRACTICE REGULATION

3.1. Business Cost Calculator

In keeping with the requirements of the Office of Best Practice Regulation (OBPR) the Business Cost Calculator (BCC) has been used to determine if regulatory change has any impact on business. Preliminary analysis using the BCC Quickscan function indicates this instrument does not change the cost of compliance.

3.2. General Consultation Arrangements

It has been longstanding practice to consult widely on proposed new or amended vehicle standards. For many years there has been active collaboration between the Federal and the State/Territory Governments, as well as consultation with industry and consumer groups. Much of the consultation takes place within institutional arrangements established for this purpose. The analysis and documentation prepared in a particular case, and the bodies consulted, depend on the degree of impact the new or amended standard is expected to have on industry or road users.

Depending on the nature of the proposed changes, consultation could involve the Technical Liaison Group (TLG), Transport Agencies Chief Executives (TACE), and the Australian Transport Council (ATC).

- TLG consists of representatives of government (Australian and State/Territory), the manufacturing and operational arms of the industry (including organisations such as the Federal Chamber of Automotive Industries and the Australian Trucking Association) and of representative organisations of consumers and road users (particularly through the Australian Automobile Association).
- TACE consists of the chief executives of Australian and State/Territory departments of transport and road vehicle administrations.
- ATC consists of the Australian, State/Territory and New Zealand Ministers with responsibility for transport issues.

Editorial changes and changes to correct errors are processed by the Department of Transport and Regional Services. This approach is only used where the amendments do not vary the intent of the vehicle standard.

New standards, or significant changes that increase the stringency of existing standards, are subject to a vote by ATC Ministers. Unless disapproved by a majority of ATC Ministers, the Minister for Local Government, Territories and Roads, can then determine the new or amended standards, under the authority of the Minister for Transport and Regional Services. Proposals that are regarded as significant need to be supported by a Regulation Impact Statement meeting the requirements of the Office of Regulation Review as published in *A Guide to Regulation*.

3.3. Specific Consultation Arrangements for this Vehicle Standard

As this amendment is administrative in nature, no consultation has been carried out and a regulation impact statement has not been prepared.
