

# **Vehicle Standard (Australian Design Rule 13/00 – Installation of Lighting and Light Signalling Devices on other than L-Group Vehicles) 2005 Amendment 1**

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

**June 2007**

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## **1. LEGISLATIVE CONTEXT**

*Vehicle Standard (Australian Design Rule 13/00 – Installation of Lighting and Light Signalling Devices on other than L-Group Vehicles) 2005* 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) 13/00 was originally determined in *Determination of Motor Vehicle Standards - Order No 1 of 1989* and has been amended in ten subsequent determinations. It was then remade in 2005 to meet the requirements of the *Legislative Instruments Act 2003*.

## **2. CONTENT AND EFFECT OF ADR 13/00 AND AMENDMENTS**

### **2.1. Overview of the ADR**

ADR 13/00 provides requirements for the layout and installation of vehicle lighting systems for four wheeled road vehicles. This includes main-beam and dipped-beam headlamps, fog, direction indicator, position, stop, reversing, parking, daytime running and cornering lamps, hazard warning signals and retroreflectors.

Its technical content is based on internationally accepted United Nations Economic Commission for Europe (UNECE) standards. Four wheeled road vehicles equipped with headlamps must meet the requirements of this standard.

### **2.2. Changes to the ADR**

The purpose of this amendment is to update the technical requirements of ADR 13/00 as a precursor to further amendments which will allow the use of headlamps equipped with Light Emitting Diode (LED) light sources. This is an administrative change that does not change the intent or technical content of ADR 13/00.

Clause 9.1 of ADR 13/00 allows the use of UNECE R48/00 48/01 or 48/02 as alternative technical requirements. This amendment incorporates the full text of UNECE R48/02 in its current form. From the time that UNECE R48/02 was first included in the ADR there have been 14 minor amendments to the UNECE standard. Schedule 2 contains the full text of UNECE R48 including all 14 amendments.

As clause 9.1 references UNECE R48/02 without reference to particular amendments the changes being made to ADR 13/00 reflect the standard as currently in use and does not increase the stringency of the vehicle standard, nor does it impose any additional burden on business.

Items [1] to [4] modify the applicability and requirements section to clarify the options available to satisfy the ADR. In particular, a reference has been added to make the reader aware of the alternative standards.

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Items [5] and [6] of Schedule 1 exempts irrelevant clauses of Appendix A. All UNECE regulations include administrative provisions for applying for UNECE approval. As Australia does not use the UNECE component approval system (the Department of Transport and Regional Services administers a vehicle type approval system for new vehicles manufactured in or imported to Australia) these administrative provisions are not relevant to the ADR.

Item [7] replaces references to UNECE regulations with the appropriate ADR lighting standards.

Item [8] deletes clause 10 as it is no longer relevant for the new version of Appendix A.

### **3. BEST PRACTICE REGULATION**

#### **3.1. Business Cost Calculator**

The changes set out in this amendment do not change the intent or applicability of ADR 13/00 and do not impose any additional cost on business.

#### **3.2. Specific Consultation Arrangements for this Vehicle Standard**

No consultation has been carried out as this amendment is administrative in nature and does not impact on the automotive industry or the general public.

#### **3.3. Regulation Impact Statement**

As there is no increase in cost or impact on trade a regulation impact statement is not necessary.

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