

Vehicle Standard (Australian Design Rule 29/00 – Side Door Strength) 2006 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 Services

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1. LEGISLATIVE CONTEXT

Vehicle Standard (Australian Design Rule 29/00 —Side Door Strength) 2006 was 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) 29/00 was originally determined in *Determination of Motor Vehicle Standards – Order No. 1 of 1989* and has been amended in six subsequent determinations.

2. CONTENT AND EFFECT OF THE AMENDMENT

2.1. Overview of the ADR

The function of this vehicle standard is to specify strength and stiffness requirements for side doors of passenger cars which can be used for occupant access to reduce intrusion into the passenger compartment as a result of side impacts.

2.2. Amendment to the ADR

The following changes have been made:

- The original ADR29 only applied to light commercial vehicles up to 2.7 tonnes Gross Vehicle Mass (vehicle category code NA1). When the ADR was registered on the Federal Register of Legislative Instruments (FRLI) the applicability table was inadvertently changed to include all light commercial vehicles (vehicle category code NA) which includes both NA1 and NA2 and effectively applied to all light commercial vehicles up to 3.5 tonnes Gross Vehicle Mass.. This amendment restores the original intent of the ADR by resetting the applicability table to indicate that the ADR applies to NA1 but not to NA2 category vehicles.
- The original ADR29 contained Figure 1. This has been reinserted to correct an omission error from the previous determination.

The changes do not alter the substance of the original standard.

3. BEST PRACTICE REGULATION

3.1. Business Cost Calculator

The changes set out in this amendment do not change the intent or applicability of the original ADR 29/00 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 corrects a typographical error and an omission that occurred when ADR29 was registered on FRLI 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 was not prepared.
