



Vehicle Standard (Australian Design Rule 59/00 – Standards for Omnibus Rollover Strength) 2007 Amendment 1

I, CATHERINE KING, Parliamentary Secretary for Infrastructure and Transport,
determine this vehicle standard under section 7 of the *Motor Vehicle Standards Act
1989*.

Dated 9 / 7 /2012

Catherine King

Parliamentary Secretary for Infrastructure and Transport

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1. LEGISLATIVE PROVISIONS

1.1 Name of Legislative Instrument

1.1.1 This instrument is the Vehicle Standard (Australian Design Rule 59/00 – Standards for Omnibus Rollover Strength) 2007 Amendment 1.

1.2 Commencement

1.2.1 This instrument commences on the day after it is registered.

2. AMENDMENT OF VEHICLE STANDARD

2.1 The changes specified in Schedule 1 amend Vehicle Standard (Australian Design Rule 59/00 – Standards for Omnibus Rollover Strength) 2007.

SCHEDULE 1

[1] Clause 4.2 amend to read:

“4.2. Definitions in Section 2 of Appendix A of this standard or Section 2 of the alternative standard at clause 7;”

[2] Delete clauses 4.2.1 and 4.2.2.

[3] Clause 4.3 amend to read:

“4.3. Definitions in Clause 1 of Appendix B; and where there is no conflict”

[4] Clause 4.4 amend to read:

“4.4. Vehicle Standard (Australian Design Rule Definitions and Vehicle Categories) 2005.”

[5] Clause 6.1 amend to read:

“6.1 Compliance with the following parts, sections and annexes of Appendix A is not required or is to be modified for the purposes of this standard.

Scope Paragraph 1.1 is not applicable

Section 3 Application for Approval

Section 4 Approval

Section 6 Modification and extension of approval of a vehicle type

Section 7 Conformity of Production

Section 8 Penalties for non conformity of production

Section 9 Production definitely discontinued

Section 10 Transitional Provisions

Section 11 Names and addresses of technical services responsible for conducting approval tests, and of administrative departments

Annex 1 Communication concerning the approval or refusal or extension or withdrawal of production definitely discontinued of a vehicle type with regards to the strength of its strength if it superstructure pursuant to regulation No. 66

Annex 2 Arrangements of the approval mark”

[6] Clause 7 amend to read:

“7. ALTERNATIVE STANDARDS

The technical requirements adopted by the United Nations – Economic Commission for Europe Regulation No. 66 – UNIFORM TECHNICAL PRESCRIPTIONS CONCERNING THE APPROVAL OF LARGE PASSENGER VEHICLES WITH REGARD TO THE STRENGTH OF THEIR SUPERSTRUCTURE, from the edition incorporating the 00 series of amendments up to and including the edition incorporating the 02 series of

amendments shall be deemed to be equivalent to the technical requirements of this standard.”

[7] Delete clause 8.2.

[8] Appendix A title page amend to read:

“APPENDIX A

AGREEMENT

CONCERNING THE ADOPTION OF UNIFORM TECHNICAL PRESCRIPTIONS FOR WHEELED VEHICLES, EQUIPMENT AND PARTS WHICH CAN BE FITTED AND/OR BE USED ON WHEELED VEHICLES AND THE CONDITIONS FOR RECIPROCAL RECOGNITION OF APPROVALS GRANTED ON THE BASIS OF THESE PRESCRIPTIONS ^{*/}

(Revision 2, including the amendments which entered into force on 16 October 1995)

Addendum 65 : Regulation No. 66

Revision 1

Incorporating all valid text up to:

Supplement 1 to the original version of the Regulation - Date of entry into force: 3 September 1997
01 series of amendments - Date of entry into force: 9 November 2005

and the following amendments included by the Department of Infrastructure and Transport:

Erratum to the 01 series of amendments;

Corrigendum 1 to the 01 series of amendments, subject of Depositary Notification C.N.1151.2006
TREATIES-1 dated 13 December 2006;

Corrigendum 2 to the 01 series of amendments, subject of Depositary Notification C.N.553.2007
TREATIES-1 dated 10 May 2007;

Supplement 1 to the series 01 of the Regulation - Date of entry into force: 15 October 2008

02 series of amendments to the Regulation: Date of entry into force: 19 August 2010

UNIFORM TECHNICAL PRESCRIPTIONS CONCERNING THE APPROVAL OF LARGE PASSENGER VEHICLES WITH REGARD TO THE STRENGTH OF THEIR SUPERSTRUCTURE



UNITED NATIONS

^{*/}

Former title of the Agreement:

Agreement Concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958.”

- [9] Appendix A, paragraph 1 insert a reference to a new footnote 1/, the corresponding footnote 1/ and amend to read:
- “1. SCOPE
- 1.1 This Regulation applies to single-deck rigid or articulated vehicles belonging to categories M₂ or M₃, Classes II or III or class B having more than 16 passengers ^{1/}.
- 1.2 At the request of the manufacturer, this Regulation may also apply to any other M₂ or M₃ vehicle that is not included in paragraph 1.1.”
- and
- “_____
- ^{1/} As defined in Annex 7 to the Consolidated Resolution on the Construction of vehicles (R.E.3), (document TRANS/WP.29/78/Rev.1/Amend.2 as last amended by Amend.4).”
- [10] Appendix A, paragraph 2.4 amend to read:
- “2.4. “Group of vehicle types” means those vehicle types, proposed in future as well as existing now, which are covered by the approval of the worst case, in respect of this Regulation.”
- [11] Appendix A, insert a new paragraph 2.5 to read:
- “2.5 “Double deck vehicle” means a vehicle where the provided spaces for passengers are arranged, at least in one part, in two superimposed levels and spaces for standing passengers are not provided in the upper deck.”
- [12] Appendix A, paragraphs 2.5 to 2.8 (former) renumber as 2.6. to 2.9.
- [13] Appendix A, paragraph 2.9 (former) renumber as 2.10. and amend to read:
- “2.10. “Passenger compartment(s)” means the space(s) intended for passengers’ use excluding any space occupied by fixed appliances such as bars, kitchenettes or toilets.”
- [14] Appendix A, paragraphs 2.10 to 2.21 (former) renumber as 2.11 to 2.22.
- [15] Appendix A, paragraph 2.22 (former) renumber as 2.23 and amend to read:
- “2.23. “Body work” means the complete structure of the vehicle in running order, including all the structural elements which form the passenger compartment(s), driver's compartment, baggage compartment and spaces for the mechanical units and components.”
- [16] Appendix A, paragraphs 2.23 to 2.30 (former) renumber as 2.24 to 2.31.
- [17] Appendix A, paragraph 2.31 (former) renumber as 2.32 and amend to read:
- “2.32. “Cantrail” means the longitudinal structural part of the bodywork above the side windows including the curved transition to the roof structures.

In the rollover test the cantrail (in the case of a double deck coach, the cantrail of the upper deck) hits the ground first.”

- [18] Appendix A, paragraph 2.32 (former) renumber as 2.33 and amend to read:

“2.33. “Waistrail” means the longitudinal structural part of the bodywork below the side windows. In the rollover test the waistrail (in the case of a double deck coach, the waistrail of the upper deck) may be the second area to contact the ground after initial deformation of the vehicle cross-section.”

- [19] Appendix A, paragraph 3.2.2.1 amend to read:

“.....

$M_t = M_k + k.M_m$, where $k = 0.5$ and M_m is the total mass of the restrained occupants (see paragraph 2.16.)

.....”

- [20] Appendix A, paragraph 4.2 amend to read:

“4.2. An approval number shall be assigned to each vehicle type approved. Its first two digits (at present 02 corresponding to the 02 series of amendments) shall indicate the series of amendments incorporating the most recent major technical amendments made to the Regulation at the time of issue of the approval. The same Contracting Party shall not assign the same number to another vehicle type.”

- [21] Appendix A, paragraph 4.4.1., the reference to footnote 1/ and footnote 1/, renumber as footnote 2/ and amend to read:

“_____

^{2/} 1 for Germany, 10 for Serbia, 50 for Malta, 51 for the Republic of Korea, 52 for Malaysia, 53 for Thailand, 54 and 55 (vacant), 56 for Montenegro and 58 for Tunisia. Subsequent numbers shall be assigned”

- [22] Appendix A, paragraph 5.5 amend to read:

“5.5. Testing of articulated vehicles

In the case of an articulated vehicle, each rigid section of the vehicle shall comply with the general requirement specified in paragraph 5.1. Each rigid section of an articulated vehicle may be tested separately or in combination as described in Annex 5, paragraph 2.3, or in Annex 3, paragraph 2.6.7.”

- [23] Appendix A, paragraph 6.1.1 amend to read:

“6.1.1. agree that the modifications made are unlikely to have an appreciable effect and that in any case the modified vehicle type still complies with the requirements of this Regulation and constitutes part of a group of vehicle types together with the approved vehicle type; or”

[24] Appendix A, insert new paragraphs 10.7 to 10.11 to read:

- “10.7. As from the date of entry into force of the 02 series of amendments, no Contracting Parties applying this Regulation shall refuse to grant approval under this Regulation as amended by the 02 series of amendments.
- 10.8. Until 48 months after the date of entry into force of the 02 series of amendments, no Contracting Parties shall refuse national or regional approval of a vehicle approved to the preceding series of amendments to this Regulation.
- 10.9. As from 9 November 2017, Contracting Parties may refuse first registration of a new vehicle which does not meet the requirements of the 02 series of amendments to this Regulation.
- 10.10. Notwithstanding paragraphs 10.8 and 10.9, approvals of vehicle categories and classes granted to the preceding series of amendments to the Regulation, which are not affected by the 02 series of amendments, shall remain valid and Contracting Parties applying the Regulation shall continue to accept them.
- 10.11. Contracting Parties applying this Regulation shall not refuse to grant extensions of approval to the preceding series of amendments to this Regulation.”

[25] Appendix A, Annex 1, item 3 amend to read (including the insertion of a new footnote 3):

“3. Vehicle category/class^{3/}:
”

and

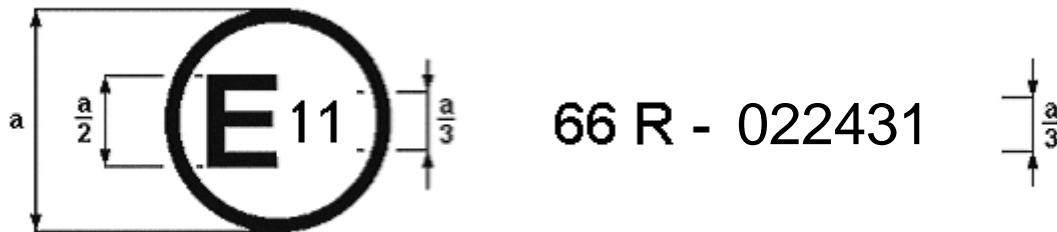
“ _____

^{3/} As defined in Annex 7 to the Consolidated Resolution on the Construction of vehicles (R.E.3), (document TRANS/WP.29/78/Rev.1/Amend.2 as last amended by Amend.4)”

[26] Appendix A, Annex 2 amend to read:

“Annex 2

ARRANGEMENT OF THE APPROVAL MARK
(See paragraph 4.4. of this Regulation)



The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to the strength of the superstructure, been approved in the United Kingdom (E11) pursuant to Regulation No. 66 under approval number 022431. The first two digits of the approval number indicate that the approval was granted in accordance with the requirements of the 02 series of amendments to Regulation No. 66.”

[27] Appendix A, Annex 3, insert new paragraph 1.6.3 to read:

“1.6.3. In the case of a double deck vehicle, the mass of the passengers both on the lower and upper deck seats shall be taken into account.”

[28] Appendix A, Annex 5, paragraph 3.3 amend to read:

“3.3. For inside observation high-speed photography, video, deformable templates, electrical contact sensors or other suitable means shall be used to determine that the requirements of paragraph 5.1. of this Regulation has been met. This shall be verified at any places of the passenger, driver's and crew compartment where the residual space seems to be endangered, the exact positions being at the discretion of the technical service. At least two positions, nominally at the front and rear of the passenger compartment(s) shall be used.”

[29] Appendix A, Annex 6, paragraph 3.1.3 amend to read:

“3.1.3. in an artificial body section (see paragraph 2.28. of this Regulation) the ratio of the mass of any one bay to any other bay shall not exceed 2;”

[30] Appendix A, Annex 6, paragraph 3.5.1 amend to read:

“3.5.1. The whole body section (bays, connecting structures, additional structural elements, supports) shall be considered when checking the validity of the two equations given in Annex 4, paragraph 4.2.1 and 4.2.2.”

[31] Appendix A, Annex 6, paragraph 5.1 amend to read:

“5.1. The vehicle type shall be approved if all the body sections pass the rollover test and the two equations in paragraph 4.1.1 and 4.1.2 of Annex 4 are fulfilled.”

[32] Appendix A, Annex 7 Appendix 1, Figure A7.A1.1, amend the title to read:

“Figure A7.A1.1 – Initial height of the vehicle centre of gravity”

[33] Appendix A, Annex 7 Appendix 1, paragraph 4 amend to read:

“4. If more than one body sections are tested and each body section has a different vertical movement (Δh), the vertical movement of centre of gravity (Δh_i) shall be determined for each body section and the combined mean value (Δh) is taken as,

$$\Delta h = \frac{1}{k} \sum_{i=1}^k \Delta h_i$$

where:

Δh_i = the vertical movement of the centre of gravity of the i^{th} body section,
k = the number of body sections tested.”