



Vehicle Standard (Australian Design Rule) Amendment Instrument 2022 (No.1)

I, CAROL BROWN, Assistant Minister for Infrastructure and Transport make the following determination.

Dated

13 October 2022

[SIGNED]

Carol Brown
Assistant Minister for Infrastructure and Transport

1. Name

This is the Vehicle Standard (Australian Design Rule) Amendment Instrument 2022 (No.1).

2. Commencement

This instrument commences at the start of the day after it is registered on the Federal Register of Legislation.

Note: The Federal Register of Legislation may be accessed free of charge at www.legislation.gov.au.

3. Authority

This instrument is made under section 12 of the *Road Vehicle Standards Act 2018*.

4. Schedules

Each instrument that is specified in a schedule to this instrument is amended as set out in the applicable items in the schedule concerned, any other item in a schedule to this instrument has effect according to its terms.

Schedule 1 – Amendment

Vehicle Standard (Australian Design Rule - Definitions and Vehicle Categories) 2005

1. Section 3. DEFINITIONS

Omit:

GROUND CLEARANCE - the minimum distance to the ground from the under side of a vehicle excluding its tyres, wheels, wheel hubs, brake backing plates and flexible mudguards or mudflaps.

Substitute:

GROUND CLEARANCE - the minimum distance to the ground from the under side of a vehicle excluding unsprung mass, flexible mudguards or mudflaps, flexible underbody aerodynamic aids and flexible underbody covers or trays.

Note: Underbody components that do not reduce the service life of road infrastructure as a result of contact will be considered to be flexible underbody components.

2. Section 3. DEFINITIONS

Omit:

RUNNING CLEARANCE - the distance from the surface on which an unladen vehicle is standing to the lowest point on the vehicle excluding unsprung mass.

Substitute:

RUNNING CLEARANCE - the distance from the surface on which an unladen vehicle is standing to the lowest point on the vehicle excluding unsprung mass, flexible underbody aerodynamic aids and flexible underbody covers or trays.

Note: Underbody components that do not reduce the service life of road infrastructure as a result of contact will be considered to be flexible underbody components.

Schedule 2 – Amendment

Vehicle Standard (Australian Design Rule 25/02 – Anti-Theft Lock) 2006

1. Section 6. ALTERNATIVE STANDARDS

Insert:

- 6.1.5 The original (00) series of amendments to UN Regulation 161 Uniform provisions concerning the protection of motor vehicles against unauthorized use and the approval of the device against unauthorized use (by mean of a locking system).

Schedule 3 – Amendment

Vehicle Standard (Australian Design Rule 43/04 – Vehicle Configuration and Dimensions) 2006

1. Section 6. DIMENSIONS OF VEHICLES

Omit:

6.1.4.1. The ‘*Ground Clearance*’ of a motor vehicle, other than an L-Group vehicle, measured from a horizontal road surface to any point on the underside of the vehicle except the tyres, wheels and wheel hubs must, under the conditions of ‘Maximum Loaded Test Mass’ loading as specified in the relevant braking rule, be not less than:

Substitute:

6.1.4.1. The ‘Ground Clearance’ of a motor vehicle, other than an L-Group vehicle, measured from a horizontal road surface to any applicable point on the underside of the vehicle must, under the conditions of ‘Maximum Loaded Test Mass’ loading as specified in the relevant braking rule, be not less than:

Schedule 4 – Amendments

Vehicle Standard (Australian Design Rule 82/00 – Engine Immobilisers) 2006

1. Section 2. APPLICABILITY

Omit text only:

Applicability Table

Substitute text only:

2.3 Applicability Table

2. Section 3. DEFINITIONS

Omit:

3.2. Definitions in Part III of Regulation No. 97 adopted by the United Nations Economic Commission for Europe.

Substitute:

3.2. Definitions in Part III of United Nations Regulation No. 97 adopted by the United Nations Economic Commission for Europe.

3. Section 4. REQUIREMENTS

Omit:

4.1. The technical requirements adopted by the United Nations - Economic Commission for Europe in Part III of Regulation No. 97 - UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLE ALARM SYSTEMS (VAS) AND OF MOTOR VEHICLES WITH REGARD TO THEIR ALARM SYSTEMS (AS) which incorporates the 01 series of amendments, except as varied by section 5. EXEMPTIONS AND ALTERNATIVE PROCEDURES and section 6. SUPPLEMENTARY GENERAL REQUIREMENTS, of this standard.

Substitute:

4.1. The technical requirements adopted by the United Nations - Economic Commission for Europe in Part III of United Nations Regulation No. 97 - UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLE ALARM SYSTEMS (VAS) AND OF MOTOR VEHICLES WITH REGARD TO THEIR ALARM SYSTEMS (AS) which incorporates the 01 series of amendments, except as varied by section 5. EXEMPTIONS AND ALTERNATIVE PROCEDURES and section 6. SUPPLEMENTARY GENERAL REQUIREMENTS, of this standard.

4. Section 7. ALTERNATIVE STANDARDS

Omit:

- 7.1 The technical requirements in Part III, of United Nations - Economic Commission for Europe Regulation No. 97 - "UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLE ALARM SYSTEMS (VAS) AND OF MOTOR VEHICLES WITH REGARD TO THEIR ALARM SYSTEMS (AS)", incorporating supplement 1 and corrigenda 1 to the 00 series of amendments, are deemed to be equivalent to the technical requirements of this standard.
- 7.2. The technical requirements in Part III, of United Nations - Economic Commission for Europe Regulation No. 97 - "UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLE ALARM SYSTEMS (VAS) AND OF MOTOR VEHICLES WITH REGARD TO THEIR ALARM SYSTEMS (AS)", incorporating the 01series of amendments, are deemed to be equivalent to the technical requirements of this standard.
- 7.3. The technical requirements in Part IV: Approval of Immobilizers and approval of a vehicle with regards to its immobilizer of United Nations Regulation No. 116 UNIFORM TECHNICAL PRESCRIPTIONS CONCERNING THE PROTECTION OF MOTOR VEHICLES AGAINST UNAUTHORIZED USE, incorporating the 00 series of amendments.

Substitute:

- 7.1 The technical requirements in Part III, of United Nations Regulation No. 97 - "UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLE ALARM SYSTEMS (VAS) AND OF MOTOR VEHICLES WITH REGARD TO THEIR ALARM SYSTEMS (AS)", incorporating supplement 1 and corrigenda 1 to the 00 series of amendments, are deemed to be equivalent to the technical requirements of this standard.
- 7.2. The technical requirements in Part III, of United Nations Regulation No. 97 - "UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLE ALARM SYSTEMS (VAS) AND OF MOTOR VEHICLES WITH REGARD TO THEIR ALARM SYSTEMS (AS)", incorporating the 01series of amendments, are deemed to be equivalent to the technical requirements of this standard.
- 7.3. The technical requirements in Part IV: Approval of Immobilizers and approval of a vehicle with regards to its immobilizer of United Nations Regulation No. 116 UNIFORM TECHNICAL PRESCRIPTIONS CONCERNING THE PROTECTION OF MOTOR VEHICLES AGAINST UNAUTHORIZED USE, incorporating the 00 series of amendments, are deemed to be equivalent to the technical requirements of this standard.
- 7.4. The technical requirements of the original (00) series of amendments to United Nations Regulation 162 - UNIFORM TECHNICAL PRESCRIPTIONS CONCERNING APPROVAL OF IMMOBILIZERS AND APPROVAL OF A VEHICLE WITH REGARD TO ITS IMMOBILIZER, are deemed to be equivalent to the technical requirements of this standard.

5. Section 8. NOTES

Omit:

- 8.1. Appendix A is a copy of the United Nations - Economic Commission for Europe Regulation No. 97 -UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLE ALARM SYSTEMS (VAS) AND OF MOTOR VEHICLES WITH REGARD TO THEIR ALARM SYSTEMS (AS)² which incorporates the 01 series of amendments.

Substitute:

- 8.1. Appendix A is a copy of the United Nations Regulation No. 97 - UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLE ALARM SYSTEMS (VAS) AND OF MOTOR VEHICLES WITH REGARD TO THEIR ALARM SYSTEMS (AS)² which incorporates the 01 series of amendments.