TABLE OF PROVISIONS

<table>
<thead>
<tr>
<th>Regulation</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Objectives</td>
<td>1</td>
</tr>
<tr>
<td>2. Authorising provisions</td>
<td>1</td>
</tr>
<tr>
<td>3. Principal Regulations</td>
<td>2</td>
</tr>
<tr>
<td>4. Definitions</td>
<td>2</td>
</tr>
<tr>
<td>5. Amendment of vehicle registration regulations</td>
<td>3</td>
</tr>
<tr>
<td>6. Revocation and amendment of various offences</td>
<td>3</td>
</tr>
<tr>
<td>7. Non-compliance with standards for registration</td>
<td>4</td>
</tr>
<tr>
<td>8. Amendment of Schedule 1</td>
<td>4</td>
</tr>
<tr>
<td>9. Amendment of Schedule 2</td>
<td>6</td>
</tr>
<tr>
<td>10. Amendment of Schedule 3</td>
<td>7</td>
</tr>
<tr>
<td>11. New Schedule 8 inserted</td>
<td>7</td>
</tr>
</tbody>
</table>

SCHEDULE 8—VEHICLE STANDARDS

PART 1—INTRODUCTORY

Division 1—General

1. Vehicle Standards | 8 |
2. Object of Vehicle Standards | 8 |

Division 2—Some features of the Vehicle Standards

3. Definitions | 8 |
4. Diagrams | 12 |
5. Notes | 12 |
6. Examples | 12 |

PART 2—APPLICATION OF THE VEHICLE STANDARDS

7. Application to vehicles on roads and road-related areas | 12 |
8. What is a road? | 13 |
9. What is a road-related area? | 13 |
10. Vehicles to which the Vehicle Standards do not apply | 13 |
11. Non-application of Vehicle Standards—exemption under other laws | 13 |
12. Non-application of Vehicle Standards—inconsistent ADR requirements 14

PART 3—AUSTRALIAN DESIGN RULES 15

Division 1—Interpretation 15
14. What is an ADR? 15
15. What is a national standard? 16
16. References to national standards 16
17. What is a second edition ADR? 16
18. What is a third edition ADR? 16

Division 2—Compliance with ADRs 16
19. Compliance with second edition ADRs 16
20. Compliance with third edition ADRs 17
21. Exception to compliance with ADRs—vehicles that are not road vehicles 18
22. Exception to compliance with ADRs—Motor Vehicle Standards Act 18
23. Partial exception to compliance with ADRs—personally imported vehicles 19

PART 4—ADOPTED STANDARDS 20

24. What is an adopted standard? 20
25. Reference to adopted standards 20
26. Exception to compliance with adopted standards 20

PART 5—GENERAL SAFETY REQUIREMENTS 20

Division 1—All vehicles 20
27. Steering 20
28. Turning ability 21
29. Ability to travel backwards and forwards 21
30. Protrusions 21
31. Driver's view and vehicle controls 21
32. Seating 22
33. Mudguards and spray suppression 22
34. Horns, alarms etc. 23
35. Rear vision mirrors 24
36. Rear vision mirrors—surfaces 25
37. Additional rear vision mirrors 25
38. Automatic transmission 25
39. Diesel engines 25
<table>
<thead>
<tr>
<th>Regulation</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>40. Bonnet securing devices</td>
<td>26</td>
</tr>
<tr>
<td>41. Electrical wiring, connections and installations</td>
<td>26</td>
</tr>
<tr>
<td>42. Television receivers and visual display units</td>
<td>26</td>
</tr>
<tr>
<td>43. Windscreens and windows</td>
<td>27</td>
</tr>
<tr>
<td>44. Window tinting</td>
<td>28</td>
</tr>
<tr>
<td>45. Windscreen wipers and washers</td>
<td>29</td>
</tr>
<tr>
<td>46. Wheels and tyres—size and capacity</td>
<td>30</td>
</tr>
<tr>
<td>47. Pneumatic tyres generally</td>
<td>30</td>
</tr>
<tr>
<td>48. Pneumatic tyres—carrass construction</td>
<td>30</td>
</tr>
<tr>
<td>49. Pneumatic tyres—size and capacity</td>
<td>30</td>
</tr>
<tr>
<td>50. Tyres—defects</td>
<td>31</td>
</tr>
<tr>
<td>51. Tyres for use on vehicles with GVM over 4.5 tonnes</td>
<td>31</td>
</tr>
<tr>
<td>52. Tyres—manufacturer's rating</td>
<td>31</td>
</tr>
<tr>
<td>53. Retreads</td>
<td>32</td>
</tr>
<tr>
<td>54. Tyre tread</td>
<td>33</td>
</tr>
<tr>
<td><strong>Division 2—Additional requirements for motor cycles</strong></td>
<td>33</td>
</tr>
<tr>
<td>55. Steering gear and handlebars</td>
<td>33</td>
</tr>
<tr>
<td>56. Foot rests</td>
<td>34</td>
</tr>
<tr>
<td>57. Chain guards</td>
<td>34</td>
</tr>
<tr>
<td><strong>PART 6—VEHICLE MARKING</strong></td>
<td>34</td>
</tr>
<tr>
<td>58. Vehicle and engine identification numbers</td>
<td>34</td>
</tr>
<tr>
<td>59. White or silver band on certain vehicles</td>
<td>35</td>
</tr>
<tr>
<td>60. Warning signs for vehicles over 22 metres long</td>
<td>35</td>
</tr>
<tr>
<td>61. Warning signs for pilot and escort vehicles</td>
<td>36</td>
</tr>
<tr>
<td>62. Specifications for warning signs</td>
<td>36</td>
</tr>
<tr>
<td>63. Left-hand drive signs</td>
<td>37</td>
</tr>
<tr>
<td><strong>PART 7—VEHICLE CONFIGURATION AND DIMENSIONS</strong></td>
<td>38</td>
</tr>
<tr>
<td><strong>Division 1—Axles</strong></td>
<td>38</td>
</tr>
<tr>
<td>64. Axle configuration</td>
<td>38</td>
</tr>
<tr>
<td>65. Relation between axles in axle group</td>
<td>39</td>
</tr>
<tr>
<td><strong>Division 2—Dimensions</strong></td>
<td>39</td>
</tr>
<tr>
<td>66. Width</td>
<td>39</td>
</tr>
<tr>
<td>67. Length of single motor vehicles</td>
<td>39</td>
</tr>
<tr>
<td>68. Length of single trailers</td>
<td>39</td>
</tr>
<tr>
<td>69. Length of combinations</td>
<td>40</td>
</tr>
<tr>
<td>70. Rear overhang</td>
<td>40</td>
</tr>
<tr>
<td>71. Trailer drawbar length</td>
<td>40</td>
</tr>
<tr>
<td>72. Height</td>
<td>40</td>
</tr>
<tr>
<td>73. Ground clearance</td>
<td>40</td>
</tr>
</tbody>
</table>
### PART 8—LIGHTS AND REFLECTORS

#### Division 1—General requirements for lights

74. Certain requirements apply only at night
75. Prevention of glare
76. Pairs of lights

#### Division 2—Headlights

77. Headlights to be fitted to vehicles
78. How headlights are to be fitted
79. How single headlights are to be fitted
80. How additional headlights are to be fitted
81. Performance of headlights
82. Effective range of headlights
83. Changing headlights from high-beam to low-beam position

#### Division 3—Parking lights

84. Parking lights

#### Division 4—Daytime running lights

85. Daytime running lights

#### Division 5—Tail lights

86. Tail lights generally
87. Pattern of fitting tail lights
88. Performance of tail lights
89. Wiring of tail lights

#### Division 6—Number plate lights

90. Number plate lights

#### Division 7—Clearance lights

91. Front clearance lights
92. External cabin lights
93. Rear clearance lights

#### Division 8—Side marker lights

94. Vehicles needing side marker lights
95. Location of side marker lights
96. Performance of side marker lights
97. Side marker lights and rear clearance lights

#### Division 9—Brake lights

98. Fitting brake lights
99. Performance and operation of brake lights
<table>
<thead>
<tr>
<th>Division 10—Reversing lights</th>
<th>54</th>
</tr>
</thead>
<tbody>
<tr>
<td>100. Reversing lights</td>
<td>54</td>
</tr>
<tr>
<td>Division 11—Direction indicator lights</td>
<td>54</td>
</tr>
<tr>
<td>101. Direction indicator lights on motor vehicles</td>
<td>54</td>
</tr>
<tr>
<td>102. Direction indicator lights on trailers</td>
<td>55</td>
</tr>
<tr>
<td>103. Location of direction indicator lights</td>
<td>55</td>
</tr>
<tr>
<td>104. Operation and visibility of direction indicator lights</td>
<td>56</td>
</tr>
<tr>
<td>Division 12—Fog lights</td>
<td>57</td>
</tr>
<tr>
<td>105. Front fog lights</td>
<td>57</td>
</tr>
<tr>
<td>106. Rear fog lights</td>
<td>58</td>
</tr>
<tr>
<td>Division 13—Interior lights</td>
<td>59</td>
</tr>
<tr>
<td>107. Interior lights</td>
<td>59</td>
</tr>
<tr>
<td>Division 14—Reflectors generally</td>
<td>59</td>
</tr>
<tr>
<td>108. General requirements for reflectors</td>
<td>59</td>
</tr>
<tr>
<td>Division 15—Rear reflectors</td>
<td>59</td>
</tr>
<tr>
<td>109. Rear reflectors</td>
<td>59</td>
</tr>
<tr>
<td>Division 16—Side reflectors</td>
<td>60</td>
</tr>
<tr>
<td>110. Compulsory side reflectors on pole-type trailers</td>
<td>60</td>
</tr>
<tr>
<td>111. Optional side reflectors</td>
<td>60</td>
</tr>
<tr>
<td>Division 17—Front reflectors</td>
<td>60</td>
</tr>
<tr>
<td>112. Compulsory front reflectors on trailers</td>
<td>60</td>
</tr>
<tr>
<td>113. Optional front reflectors</td>
<td>61</td>
</tr>
<tr>
<td>Division 18—Warning lights and signs on buses carrying children</td>
<td>61</td>
</tr>
<tr>
<td>114. Application of Division</td>
<td>61</td>
</tr>
<tr>
<td>115. Fitting of warning lights and signs</td>
<td>61</td>
</tr>
<tr>
<td>116. Operation and performance of warning lights</td>
<td>62</td>
</tr>
<tr>
<td>117. Specifications for warning signs</td>
<td>63</td>
</tr>
<tr>
<td>Division 19—Other lights, reflectors, rear marking plates or signals</td>
<td>64</td>
</tr>
<tr>
<td>118. Other lights and reflectors</td>
<td>64</td>
</tr>
<tr>
<td>119. Rear marking plates</td>
<td>65</td>
</tr>
<tr>
<td>Regulation</td>
<td>Page</td>
</tr>
<tr>
<td>------------</td>
<td>------</td>
</tr>
<tr>
<td>120. Signalling devices</td>
<td>66</td>
</tr>
<tr>
<td>121. Mechanical signalling devices</td>
<td>66</td>
</tr>
<tr>
<td>122. Turn signals</td>
<td>67</td>
</tr>
</tbody>
</table>

Division 20 — Vehicles not required to have lights or reflectors 67

<table>
<thead>
<tr>
<th>Regulation</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>123. Certain vehicles used in daytime</td>
<td>67</td>
</tr>
<tr>
<td>124. Certain vehicles used for collection or exhibition purposes</td>
<td>67</td>
</tr>
</tbody>
</table>

PART 9 — BRAKING SYSTEMS 67

Division 1 — Brake requirements for all vehicles 68

<table>
<thead>
<tr>
<th>Regulation</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>125. Parts of a braking system</td>
<td>68</td>
</tr>
<tr>
<td>126. Provision for wear</td>
<td>68</td>
</tr>
<tr>
<td>127. Supply of air or vacuum to brakes</td>
<td>68</td>
</tr>
<tr>
<td>128. Performance of braking systems</td>
<td>69</td>
</tr>
</tbody>
</table>

Division 2 — Motor vehicle braking systems 71

<table>
<thead>
<tr>
<th>Regulation</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>129. What braking system a motor vehicle must have</td>
<td>71</td>
</tr>
<tr>
<td>130. Operation of brakes on motor vehicles</td>
<td>72</td>
</tr>
<tr>
<td>131. Air or vacuum brakes on motor vehicles</td>
<td>72</td>
</tr>
</tbody>
</table>

Division 3 — Trailer braking systems 73

<table>
<thead>
<tr>
<th>Regulation</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>132. What brakes a trailer must have</td>
<td>73</td>
</tr>
<tr>
<td>133. Operation of brakes on trailers</td>
<td>73</td>
</tr>
<tr>
<td>134. Air or vacuum brakes on trailers</td>
<td>74</td>
</tr>
</tbody>
</table>

Division 4 — Additional brake requirements for B-doubles and long road trains 74

<table>
<thead>
<tr>
<th>Regulation</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>135. Application of Division to certain road trains</td>
<td>74</td>
</tr>
<tr>
<td>136. Braking system design for a prime mover in a B-double</td>
<td>74</td>
</tr>
<tr>
<td>137. Braking system design for motor vehicles in road trains</td>
<td>75</td>
</tr>
<tr>
<td>138. Braking system design for trailers in B-doubles or road trains</td>
<td>75</td>
</tr>
<tr>
<td>139. Air brakes of motor vehicles in B-doubles or road trains</td>
<td>75</td>
</tr>
<tr>
<td>140. Air brakes in a B-double or road train: least favoured chamber</td>
<td>76</td>
</tr>
<tr>
<td>141. Recovery of air pressure for brakes in B-doubles and road trains</td>
<td>77</td>
</tr>
<tr>
<td>142. Air supply for brakes in B-doubles and road trains</td>
<td>77</td>
</tr>
<tr>
<td>143. Brake line couplings</td>
<td>77</td>
</tr>
<tr>
<td>144. Simultaneous parking brake application</td>
<td>78</td>
</tr>
<tr>
<td>145. Capacity of air reservoirs</td>
<td>78</td>
</tr>
</tbody>
</table>

PART 10 — CONTROL OF EMISSIONS 78

<table>
<thead>
<tr>
<th>Regulation</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>142.</td>
<td>77</td>
</tr>
<tr>
<td>143.</td>
<td>77</td>
</tr>
<tr>
<td>144.</td>
<td>78</td>
</tr>
<tr>
<td>145.</td>
<td>78</td>
</tr>
<tr>
<td>Division 1—Crank case gases and visible emissions</td>
<td>78</td>
</tr>
<tr>
<td>146. Crank case gases</td>
<td>78</td>
</tr>
<tr>
<td>147. Visible emissions</td>
<td>78</td>
</tr>
<tr>
<td>Division 2—Exhaust systems</td>
<td>79</td>
</tr>
<tr>
<td>148. Exhaust systems</td>
<td>79</td>
</tr>
<tr>
<td>Division 3—Noise emissions</td>
<td>80</td>
</tr>
<tr>
<td>149. Silencing device for exhaust systems</td>
<td>80</td>
</tr>
<tr>
<td>150. Stationary noise levels—car-type vehicles and motor cycles and trikes</td>
<td>80</td>
</tr>
<tr>
<td>151. Stationary noise levels—other vehicles with spark ignition engines</td>
<td>81</td>
</tr>
<tr>
<td>152. Stationary noise levels—other vehicles with diesel engines</td>
<td>81</td>
</tr>
<tr>
<td>153. Measurement of stationary noise levels</td>
<td>81</td>
</tr>
<tr>
<td>PART 11—LPG FUEL SYSTEMS</td>
<td>82</td>
</tr>
<tr>
<td>154. LPG-powered vehicles</td>
<td>82</td>
</tr>
<tr>
<td>PART 12—MAXIMUM ROAD SPEED LIMITING</td>
<td>82</td>
</tr>
<tr>
<td>155. Speed limiting</td>
<td>82</td>
</tr>
<tr>
<td>156. Exemptions from speed limiting</td>
<td>83</td>
</tr>
<tr>
<td>PART 13—MECHANICAL CONNECTIONS BETWEEN VEHICLES</td>
<td>83</td>
</tr>
<tr>
<td>Division 1—Couplings on all types of vehicles</td>
<td>83</td>
</tr>
<tr>
<td>157. General coupling requirements</td>
<td>83</td>
</tr>
<tr>
<td>158. Drawbar couplings</td>
<td>84</td>
</tr>
<tr>
<td>Division 2—Additional coupling requirements for B-doubles and long road trains</td>
<td>84</td>
</tr>
<tr>
<td>159. What is a long road train?</td>
<td>84</td>
</tr>
<tr>
<td>160. Couplings for B-doubles and long road trains</td>
<td>84</td>
</tr>
<tr>
<td>161. Selection of fifth wheel couplings for B-doubles and long road trains</td>
<td>85</td>
</tr>
<tr>
<td>162. D-value of a fifth wheel coupling</td>
<td>85</td>
</tr>
<tr>
<td>163. Mounting of fifth wheel couplings on B-doubles and long road trains</td>
<td>86</td>
</tr>
<tr>
<td>164. Branding of fifth wheel couplings and turntables on B-doubles and long road trains</td>
<td>86</td>
</tr>
<tr>
<td>165. Selection of kingpins for B-doubles and long road trains</td>
<td>86</td>
</tr>
<tr>
<td>166. Attachment of kingpins on B-doubles and long road trains</td>
<td>88</td>
</tr>
<tr>
<td>167. Branding of kingpins on B-doubles and long road trains</td>
<td>88</td>
</tr>
<tr>
<td>Regulation</td>
<td>Page</td>
</tr>
<tr>
<td>------------</td>
<td>------</td>
</tr>
<tr>
<td>168. Selection of couplings and drawbar eyes for long road trains</td>
<td>88</td>
</tr>
<tr>
<td>169. Attachment of couplings and drawbar eyes on long road trains</td>
<td>88</td>
</tr>
<tr>
<td>170. Branding of couplings and drawbar eyes on long road trains</td>
<td>89</td>
</tr>
<tr>
<td>171. Tow coupling overhang on long road trains</td>
<td>89</td>
</tr>
</tbody>
</table>

**PART 14—OTHER MATTERS**

<table>
<thead>
<tr>
<th>Regulation</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>172. Vehicle equipment</td>
<td>91</td>
</tr>
<tr>
<td>173. Restored vehicles</td>
<td>91</td>
</tr>
<tr>
<td>174. Interpretation of certain second edition ADRs</td>
<td>91</td>
</tr>
<tr>
<td>12. Amendment of Road Safety (Drivers) Regulations 1999</td>
<td>92</td>
</tr>
<tr>
<td>13. New regulation 106 inserted in Road Safety (General) Regulations 1999</td>
<td>93</td>
</tr>
<tr>
<td>106. Certificate under section 84</td>
<td>93</td>
</tr>
<tr>
<td>14. Further amendment of Road Safety (General) Regulations 1999</td>
<td>93</td>
</tr>
</tbody>
</table>

---

**NOTES**

95
The Governor in Council makes the following Regulations:

Dated: 11 May 1999

Responsible Minister:

GEOFF CRAIGE
Minister for Roads and Ports

BILLY ZISIMOPOULOS
Acting Clerk of the Executive Council

1. Objectives

The objectives of these Regulations are—

(a) to amend the Road Safety (Vehicles) Regulations 1999 to provide for the vehicle standards that are to form the standards for registration of vehicles under the Road Safety Act 1986; and

(b) to make minor amendments to the Road Safety (Vehicles) Regulations 1999, the Road Safety (Drivers) Regulations 1999 and the Road Safety (General) Regulations 1999.

2. Authorising provisions

These Regulations are made under section 95 of the Road Safety Act 1986.
3. **Principal Regulations**

In these Regulations, the Road Safety (Vehicles) Regulations 1999\(^1\) are called the Principal Regulations.

4. **Definitions**

In regulation 105 of the Principal Regulations—

(a) **indicate the following definitions**—

"**ADR**" has the meaning given in clause 14 of Schedule 8;

"**articulated bus**" means a bus with at least 2 rigid sections that allow passengers access between the sections and are connected to allow rotary movement between the sections;

"**Australian Standard**" means a standard approved for publication on behalf of the Council of the Standards Association of Australia as in force from time to time\(^2\);

"**bus**" means a motor vehicle built mainly to carry people that seats over 9 adults (including the driver);

"**ground clearance**", of a vehicle, means the minimum distance to the ground, measured with the vehicle fully laden, from a point on the underside of the vehicle, except a point on a tyre, wheel, wheel hub, brake backing plate or flexible mudguard or mudflap of the vehicle;

"**high-beam**", for a headlight or front fog light fitted to a vehicle, means that the light is built or adjusted so, when the vehicle is standing on level ground, the
top of the main beam of light projected is above the low-beam position;

"yellow" includes amber;

(b) the definitions of "ADR 13/00", "AS 1744" and "AS 1906.1" are revoked;

(c) for the definition of "standards for registration" substitute—

' "standards for registration" means the Vehicle Standards set out in Schedule 8;'

(d) for the definition of "VIN" substitute—

' "VIN" means the vehicle identification number marked on a vehicle in accordance with clause 58 of Schedule 8;'.

5. **Amendment of vehicle registration regulations**

In the Principal Regulations—

(a) in regulation 220—

(i) in sub-regulation (3) after "that is" (where twice occurring) insert "or was";

(ii) in sub-regulation (4) paragraph (a) is revoked;

(b) in regulation 230(3) for "Sub-regulation (1)(c)" substitute "Sub-regulation (1)(c)(i)".

6. **Revocation and amendment of various offences**

In the Principal Regulations—

(a) in regulation 803, sub-regulation (2) is revoked;

(b) regulation 806 is revoked;
(c) in regulation 807, sub-regulation (1) is revoked;
(d) in regulation 810(1) for "specified" substitute "provided for".

7. Non-compliance with standards for registration

(1) In regulation 819(2) of the Principal Regulations, for "section 9(3) of the Act" substitute "regulation 224(1)".

(2) At the end of regulation 819(4)(d) of the Principal Regulations insert—

"; or

(e) the vehicle is being repaired, or is being tested in the course of being repaired, so it will comply with the standards for registration; or

(f) the vehicle is being driven or towed directly to a place where it is to be repaired so it will comply with the standards for registration; or

(g) the vehicle is a trailer—
(i) that is constructed and used exclusively as an agricultural implement or for transporting the combs of a grain header; or

(ii) that is a bulk bin used exclusively for holding grain; or

(iii) that is constructed and used exclusively for the carriage of bulk fruit bins.".

8. Amendment of Schedule 1
(1) In Schedule 1 to the Principal Regulations for clause 7 substitute—

"7. Class 1 vehicles only permitted on specified highways and at specified times

A class 1 vehicle may only be used on a highway—

(a) that is in an area, or on a route; and

(b) at the times—

specified by the Corporation by notice published in the Government Gazette.".

(2) In Schedule 1 to the Principal Regulations, in clause 9(6)(b), for "AS 1906.1" substitute

"Australian Standard AS 1906 Retro-reflective Materials and Devices for Road Traffic Control Purposes".

(3) In Schedule 1 to the Principal Regulations for clause 10 substitute—

"10. Additional warning lights at night

At night—

(a) a class 1 vehicle that has a load projection must have additional front clearance lights, rear clearance lights and side marker lights on any part of a load that projects out from the vehicle;

(b) a class 1 vehicle that is wider than 2.5 metres or longer than 22.0 metres must display a warning light.".

(4) In Schedule 1 to the Principal Regulations, in clause 14(1)(a), for "AS 1906.1" substitute

"Australian Standard AS 1906 Retro-reflective Materials and Devices for Road Traffic Control Purposes".

(5) In Schedule 1 to the Principal Regulations, in clause 17(1), for "AS 1744" substitute

"Australian Standard AS 1744 Forms of Letters and Numerals for Road Signs".
(6) In Schedule 1 to the Principal Regulations, in clause 37(1) for "ADR 13/00" substitute "third edition ADR 13".

(7) In Schedule 1 to the Principal Regulations, in clause 54(1)(a), for "AS 1906.1" substitute "Australian Standard AS 1906 Retro-reflective Materials and Devices for Road Traffic Control Purposes".

(8) In Schedule 1 to the Principal Regulations, in clause 57(1)(a) and (b), for "AS 1744" substitute "Australian Standard AS 1744 Forms of Letters and Numerals for Road Signs".

9. Amendment of Schedule 2

(1) In Schedule 2 to the Principal Regulations, after clause 22 insert—

"22A. Warning signs for certain long road trains

(1) A road train over 30 metres long that includes 1 or more dog trailers must display road train warning signs complying with this clause and clause 62 of Schedule 8.

(2) The following vehicles must display road train warning signs, or a long vehicle warning sign, complying with this clause and clause 62 of Schedule 8—

(a) a road train over 22 metres but not over 30 metres long that includes 1 or more dog trailers;

(b) a road train over 22 metres but not over 36-5 metres long that does not include a dog trailer.

(3) Road train warning signs must be used in pairs and fitted horizontally, one at the front and the other at the rear of the vehicle.

(4) A long vehicle warning sign must be fitted horizontally at the rear of the vehicle.".
(2) In Schedule 2 to the Principal Regulations clause 29 is revoked.

10. **Amendment of Schedule 3**

(1) In Schedule 3 to the Principal Regulations, in clause 32 for sub-clause (1) substitute—

"(1) At night, a vehicle (other than a B-double) carrying a load of baled hay that is wider than 2.5 metres must display—

(a) a warning light; and

(b) if the hay projects beyond the extremities of the vehicle—additional front clearance lights, rear clearance lights and side marker lights on any part of the projecting hay.”.

(2) In Schedule 3 to the Principal Regulations, in clause 32 sub-clause (2) is revoked.

11. **New Schedule 8 inserted**

After Schedule 7 to the Principal Regulations insert—

'SCHEDULE 8—VEHICLE STANDARDS

PART 1—INTRODUCTORY

Division 1—General

*Note: This Schedule sets out standards that vehicles must comply with to be eligible for unconditional registration and to be driven on roads and road-related areas.*

The ADRs (Australian Design Rules) are rules for designing and building vehicles. Imported vehicles must also comply with the ADRs.

The Vehicle Standards require a vehicle that is subject to an ADR when built or imported to continue to comply with the ADR.

The Vehicle Standards also apply certain other standards (adopted standards) that are intended to complement the ADRs.

The ADRs do not cover:

* vehicles built before 1969
• combinations of vehicles of any age

These matters are covered by the Vehicle Standards.

In most cases, if a vehicle complies with the Vehicle Standards, it is suitable for road use.

1. Vehicle Standards

This Schedule contains the Vehicle Standards that form the standards for registration under the Road Safety Act 1986.

2. Object of Vehicle Standards

(1) The object of the Vehicle Standards is to set standards, about the construction and performance of motor vehicles, trailers and combinations, that are uniform throughout Australia.

(2) The standards are intended—

(a) to promote, throughout the life of motor vehicles, trailers and combinations, their safe use and efficiency and the protection of the environment; and

(b) to reduce the cost of transport administration.

Division 2—Some features of the Vehicle Standards

3. Definitions

In the Vehicle Standards—

"50 millimetre kingpin" means a kingpin meeting the dimension requirements for a 50 millimetre kingpin in Australian Standard AS 2175–1990 Articulated Vehicles Kingpins;

"75 millimetre kingpin" means a kingpin with the dimensions mentioned in clause 165(3);

"90 millimetre kingpin" means a kingpin meeting the dimension requirements for a 90 millimetre kingpin in Australian Standard AS 2175–1990 Articulated Vehicles Kingpins;

"adopted standard" has the meaning given in clause 24;

"air brake" means an air-operated or air-assisted brake;
"braking system", of a vehicle, means all the brakes of the vehicle and all the components of the mechanisms by which they are operated;

"British Standard" means a standard approved for publication on behalf of the British Standards Institution;

Note: Copies of British Standards are available from offices of the Standards Association of Australia.

"British Standards Institution" means the institution of that name established under royal charter in the United Kingdom;

"car" means a motor vehicle built mainly to carry people that—

(a) seats not over 9 adults (including the driver); and

(b) has a body commonly known as a sedan, station wagon, coupe, convertible, or roadster; and

(c) has 4 or more wheels;

"drive" includes be in control of;

"driver", of a vehicle, means the person driving the vehicle;

"emergency brake" means a brake designed to be used if a service brake fails;

"emergency vehicle" means—

(a) an ambulance under the control of—

(i) an ambulance service created by section 23 of the Ambulance Services Act 1986 or listed in Schedule 1 to that Act; or

(ii) an ambulance service created under a law in force in another State or in a Territory of the Commonwealth that the Minister, by notice in the Government Gazette, declares to be an ambulance service to which this paragraph applies; or

(iii) the Australian Defence Force;

(b) a fire service unit under the control of—
(i) the Metropolitan Fire and Emergency Services Board; or
(ii) the Department of Natural Resources and Environment; or
(iii) the Country Fire Authority; or
(iv) the Australian Defence Force;
(c) a vehicle under the control of the State Emergency Service;

"front fog light" means a light used to improve the illumination of the road in case of fog, snowfall, heavy rain or a dust storm;

"left", for a vehicle, means to the left of the centre of the vehicle when viewed by a person in the vehicle who is facing to the front of the vehicle;

"moped" means a motor cycle or trike with an engine cylinder capacity of not over 50 millilitres and a maximum speed of not over 50 kilometres an hour;

"motor trike" means a motor vehicle with 3 wheels, but does not include a 2 wheeled motor vehicle with a sidecar attached to it that is supported by a third wheel;

"mudguard" means a fitting or device, with or without a mudflap, that is built and fitted to a vehicle in a way that will, as far as practicable, catch or deflect downwards any stone, mud, water, or other substance, thrown up by the rotation of the wheel to which the fitting or device is fitted;

"national standard" has the meaning given in clause 15;

"point of articulation" means—
(a) the axis of a kingpin for a fifth wheel; or
(b) the vertical axis of rotation of a fifth wheel coupling; or
(c) the vertical axis of rotation of a turntable assembly; or
(d) the vertical axis of rotation of the front axle group, or single axle, of a dog trailer; or
(e) the coupling pivot point of a semi trailer;
"police vehicle" means a vehicle driven by a member of the police force in the course of his or her duty;

"rear fog light" means a light used on a vehicle to make it more easily visible from the rear in dense fog;

"repeater horn" means a device that makes a sound alternating between different tones or frequencies on a regular time cycle;

"right", for a vehicle, means to the right of the centre of the vehicle when viewed by a person in the vehicle who is facing to the front of the vehicle;

"road tank vehicle" has the same meaning as in the sixth edition of the Australian Code for the Transport of Dangerous Goods by Road and Rail;

"second edition ADR" has the meaning given in clause 17;

"service brake", for a vehicle, means the brake normally used to decelerate the vehicle;

"spring brake" means a brake using 1 or more springs to store the energy needed to operate the brake;

"Standards Association of Australia" means the association of that name incorporated in Australia under royal charter;

"street rod vehicle" means a vehicle that has been modified for safe road use and that—

(a) has a body and frame that were built before 1949; or

(b) is a replica of a vehicle the body and frame of which were built before 1949;

"third edition ADR" has the meaning given in clause 18;

"transport enforcement vehicle" means a vehicle being used to convey an officer of the Roads Corporation or an employee in the Department of Infrastructure engaged in connection with the enforcement of—

(a) the Road Safety Act 1986; or

(b) the Transport Act 1983;

"turntable" means a bearing built to carry vertical and horizontal loads, but does not allow quick separation of its upper and lower rotating elements, and that is used to connect and allow articulation between—
Road Safety (Vehicles) (Vehicle Standards) Regulations 1999
S.R. No. 54/1999

(a) a prime mover and semi-trailer; or
(b) the steering axle or axle group of a dog trailer and the body of the trailer; or
(c) a fifth wheel coupling and the vehicle to which it is mounted;

"vacuum brakes" means vacuum-operated or vacuum-assisted brakes.

4. Diagrams

(1) A diagram in the Vehicle Standards is part of the Vehicle Standards.

(2) A diagram of something (except the essential diagram in clause 165) is an illustrative example of the thing in black and white, but does not represent its dimensions or the dimensions of any part of it.

Note: The essential diagram in clause 165 provides the dimensions required for a 75 millimetre kingpin used in a B-double or road train.

5. Notes

A note in the Vehicle Standards is explanatory and is not part of the Vehicle Standards.

6. Examples

(1) An example (whether or not in the form of a diagram) in the Vehicle Standards is part of the Vehicle Standards.

(2) If the Vehicle Standards include an example of the operation of a provision of the Vehicle Standards—

(a) the example is not exhaustive; and

(b) the example does not limit, and may extend, the meaning of the provision; and

(c) the example and the provision are to be read in the context of each other and of the other provisions of the Vehicle Standards, but, if the example and the provision as so read are inconsistent, the provision prevails.

PART 2—APPLICATION OF THE VEHICLE STANDARDS

7. Application to vehicles on roads and road-related areas
The Vehicle Standards apply to motor vehicles and trailers on roads and road-related areas.

8. **What is a road?**

A "road" is defined in section 3(1) of the Act as—

(a) an area that is open to or used by the public and is developed for, or has as one of its main uses, the driving or riding of motor vehicles; or

(b) a place that is a road by virtue of a declaration under sub-section (2)(a) of the Act—

but does not include a place that is not a road by virtue of a declaration under sub-section (2)(a) of the Act.

9. **What is a road-related area?**

A "road-related area" is defined in section 3(1) of the Act as—

(a) an area that divides a road; or

(b) a footpath or nature strip adjacent to a road; or

(c) an area that is open to the public and is designated for use by cyclists or animals; or

(d) an area that is not a road and that is open to or used by the public for driving, riding or parking vehicles; or

(e) a place that is a road related area by virtue of a declaration under sub-section (2)(a) of the Act—

but does not include a place that is not a road related area by virtue of a declaration under sub-section (2)(a) of the Act.

10. **Vehicles to which the Vehicle Standards do not apply**

The Vehicle Standards do not apply to—

(a) a vehicle designed to be controlled by a person walking next to it; or

(b) a vehicle propelled by a motor with a maximum power output of not over 200 watts.

11. **Non-application of Vehicle Standards—exemption under other laws**
(1) A provision of the Vehicle Standards does not apply to a vehicle if the vehicle is exempt from—
   (a) the provision under another law of this jurisdiction; or
   (b) the corresponding provision of the law of another jurisdiction.

(2) However, the vehicle is exempt only if all conditions of the exemption (if any) are being complied with.

Example

An exemption permitting a greater dimension limit for a vehicle is subject to conditions about the route where, and times when, the vehicle is permitted to travel, and the escort vehicles required to accompany the vehicle. A relevant provision of the Vehicle Standards does not apply to the vehicle only if the conditions are complied with.

12. Non-application of Vehicle Standards—inconsistent ADR requirements

A provision of Parts 5 to 13 of the Vehicle Standards does not apply to a vehicle if—
   (a) the provision is inconsistent with a requirement of a second or third edition ADR applying to the vehicle; and
   (b) the vehicle complies with the requirement.


A provision of Parts 5 to 13 of the Vehicle Standards does not apply to a vehicle if—
   (a) the vehicle does not comply with a requirement of an ADR applying to the vehicle; and
   (b) the provision of the Vehicle Standards corresponds to the requirement of the ADR; and
   (c) despite the non-compliance, approval has been given, under section 10A(2) or (3) of the Motor Vehicle Standards Act 1989 of the Commonwealth, to place identification plates on vehicles of that type; and
   (d) the vehicle complies with the approval conditions (if any).

Note 1: Section 10A(2) of the Motor Vehicle Standards Act 1989 (Cwlth) deals with vehicles that do not comply with an...
ADR, but the non-compliance is only in minor and inconsequential respects.

Note 2: Section 10A(3) of that Act deals with vehicles that do not comply with an ADR, and the non-compliance is not minor and inconsequential, but the vehicle will be safe to use if conditions are complied with.

PART 3—AUSTRALIAN DESIGN RULES

This Part applies the second and third edition ADRs to various vehicles.

Under the Part, a vehicle that is subject to ADRs when it is built generally remains subject to the ADRs throughout its life. However, a vehicle need not comply with a standard if the standard is replaced by, or inconsistent with, a later standard and the vehicle complies with the later standard. Older vehicles may, therefore, be fitted with any equipment allowed on newer vehicles.

Vehicles that are modified must continue to comply with the Vehicle Standards.

The following provisions of the Vehicle Standards extend the application of particular second or third edition ADRs to vehicles to which the ADRs are not expressed to apply:

- Clause 41(4) (electrical wiring, connections and installations)
- Clause 119 (rear marking plates)
- Clause 136(1) and (2) (braking system for prime mover in B-double)
- Clause 137 (braking system design for motor vehicles in road trains)
- Clause 138(1) and (3) (braking system design for trailers in B-doubles or road trains)
- Clause 155(1) and (2) (speed limiting).

The following provisions of the Vehicle Standards apply to a vehicle instead of the corresponding ADR requirement:

- Clause 44(5) and (6) (window tinting)
- Clauses 51 and 52 (tyre speed category requirements)
- Clause 115 (warning lights and signs on buses carrying children)
- Clause 118(4) (display of certain lights and reflectors).

Division 1—Interpretation

14. What is an ADR?
15. **What is a national standard?**

A "national standard" is a national standard under the Motor Vehicle Standards Act 1989 of the Commonwealth.

16. **References to national standards**

Unless the contrary intention appears, a reference in the Vehicle Standards to a national standard is a reference to the national standard as in force from time to time.

17. **What is a second edition ADR?**

A "second edition ADR" is a national standard incorporated in the document described as the Australian Design Rules for Motor Vehicle Safety, Second Edition, originally published by the then Commonwealth Department of Transport.

18. **What is a third edition ADR?**


**Division 2—Compliance with ADRs**

19. **Compliance with second edition ADRs**

(1) If a second edition ADR recommends that the ADR should apply to the design and construction of a vehicle, the vehicle must comply with the ADR.

(2) If a second edition ADR contains a requirement for a type of equipment fitted to a vehicle built on or after a stated time any equipment of the same type fitted to the vehicle after it is built must comply with—

(a) the requirement as in force when the vehicle was built; or

(b) if the requirement is amended after the vehicle is built and before the equipment is fitted—the requirement as in force—

(i) when the vehicle was built; or
(ii) when the equipment was fitted; or
(iii) at any time between when the vehicle was built and the equipment was fitted.

(3) However, a vehicle, or equipment fitted to a vehicle, need not comply with a recommendation or requirement of a second edition ADR if—

(a) the recommendation or requirement is replaced by, or is inconsistent with, a requirement of a third edition ADR applying to the vehicle or equipment; and

(b) the vehicle or equipment complies with the requirement of the third edition ADR.

(4) If a second edition ADR allows a vehicle built on or after a stated time to be fitted with equipment, a vehicle built before the time may also be fitted with the equipment.

20. Compliance with third edition ADRs

(1) If a third edition ADR applies to the design and construction of a vehicle, the vehicle must comply with the ADR.

(2) If a third edition ADR contains a requirement for a type of equipment fitted to a vehicle built on or after a stated time, any equipment of the same type fitted to the vehicle after it is built must comply with—

(a) the requirement as in force when the vehicle was built; or

(b) if the requirement is amended after the vehicle is built and before the equipment is fitted—the requirement as in force—

(i) when the vehicle was built; or

(ii) when the equipment was fitted; or

(iii) at any time between when the vehicle was built and the equipment was fitted.

(3) However, a vehicle, or equipment fitted to a vehicle, need not comply with a requirement of a third edition ADR if—

(a) the requirement is replaced by, or is inconsistent with, a requirement of a later version of the ADR applying to the vehicle or equipment; and

(b) the vehicle or equipment complies with the requirement of the later version.
(4) If a third edition ADR allows a vehicle built on or after a stated time to be fitted with equipment, a vehicle built before the time may also be fitted with the equipment.

21. Exception to compliance with ADRs—vehicles that are not road vehicles

A vehicle need not comply with an ADR applied by clause 19(1) or 20(1) if a determination or declaration under section 5B of the Motor Vehicle Standards Act 1989 of the Commonwealth provides that the vehicle is not a road vehicle for that Act.

22. Exception to compliance with ADRs—Motor Vehicle Standards Act

(1) A vehicle need not comply with an ADR applied by clause 19(1) or 20(1) if—

(a) despite non-compliance with the ADR, approval has been given, under section 10A(2) or (3) of the Motor Vehicle Standards Act 1989 of the Commonwealth, to place identification plates on vehicles of that type; and

(b) the vehicle complies with the approval conditions (if any).

Note: See notes to clause 13.

(2) A vehicle need not comply with an ADR applied by clause 19(1) or 20(1) if—

(a) the vehicle may be supplied to the market under sub-section 14A(1) of the Motor Vehicle Standards Act 1989 of the Commonwealth; and

(b) for a vehicle for which an approval has been given under that sub-section—the vehicle complies with the approval conditions (if any).

(3) A vehicle need not comply with an ADR applied by clause 19(1) or 20(1) if—

(a) the vehicle may be used in transport in Australia under sub-section 15(2) of the Motor Vehicle Standards Act 1989 of the Commonwealth; and
23. Partial exception to compliance with ADRs—personally imported vehicles

(1) In this clause—

"personally imported vehicle" means a vehicle built after 1968 that is imported into Australia by a person who—

(a) owned and used the vehicle for a continuous period of at least 3 months before it was imported into Australia; and

(b) when the vehicle was imported into Australia, was—

(i) an Australian citizen or permanent resident or a person who had applied to become an Australian citizen or permanent resident; and

(ii) old enough to hold a licence or permit to drive the vehicle; and

(c) within the previous year, had not imported into Australia another vehicle owned by the person.

(2) A personally imported vehicle must be fitted with—

(a) seat belts that are as effective as seat belts that meet an Australian Standard or British Standard for seat belts as in force when this clause commenced; and

(b) seat belt anchorages that meet the number and location requirements of second or third edition ADR 5; and

(c) child restraint anchorages that meet the number, location, accessibility, thread size and form requirements of second edition ADR 34 or third edition ADR 5 or 34; and

(d) head restraints that meet the number, location and size requirements of second or third edition ADR 22.

(3) However, a personally imported vehicle need only meet the requirements of an ADR mentioned in sub-clause (2) if the ADR recommends that it should apply, or applies, to a vehicle of the same type.
PART 4—ADOPTED STANDARDS

24. What is an adopted standard?

An "adopted standard" is a standard, except a national standard, that is applied, adopted or incorporated by the Vehicle Standards.

Example:


25. Reference to adopted standards

Unless the contrary intention appears, a reference in a clause or sub-clause to an adopted standard is a reference to the standard as in force when the clause or sub-clause commenced.

26. Exception to compliance with adopted standards

A vehicle need not comply with an adopted standard if—

(a) the standard is replaced by, or is inconsistent with, a later version of the standard; and

(b) the vehicle complies with the later version of the standard.

PART 5—GENERAL SAFETY REQUIREMENTS

Note: For a vehicle to be operated safely, the vehicle needs to be properly designed to minimise the potential for accidents and harm to other road users.

This Part sets out various requirements covering the driver's view from a vehicle, the driver's control of a vehicle, protection of vehicle occupants and other road users, and other general safety features.

Division 1—All vehicles

27. Steering
(1) A motor vehicle with a GVM over 4.5 tonnes must have a right-hand drive.

(2) A motor vehicle with a GVM not over 4.5 tonnes must have a right-hand drive if the vehicle is less than 30 years old.

(3) A motor vehicle has a right-hand drive if the centre of at least 1 steering control of the vehicle is to the right of, or in line with, the centre of the vehicle.

(4) A component of the steering system of a motor vehicle that is essential for effective steering of the vehicle must be built to transmit energy by mechanical means only.

(5) Failure of a non-mechanical component of the steering system must not prevent effective steering of the vehicle.

(6) This clause does not apply to a vehicle if the vehicle is built or used mainly for a purpose other than the transport of goods or people by road.

28. Turning ability

(1) A motor vehicle must be able to turn in a circle not over 25 metres in diameter, measured by the outer edge of the tyre track at ground level.

(2) The vehicle must be able to comply with sub-clause (1) whether it turns to the left or to the right.

29. Ability to travel backwards and forwards

A motor vehicle with an unloaded mass over 450 kilograms must be able to be driven both backwards and forwards when the driver is in the normal driving position.

30. Protrusions

(1) An object fitted to a vehicle must be designed, built and fitted to the vehicle in a way that minimises the likelihood of injury to a person making contact with the vehicle.

(2) However, sub-clause (1) does not apply to an object fitted to a vehicle if—

   (a) the vehicle was designed before 1965 and the object was part of the design of the vehicle; or

   (b) the object was fitted to the vehicle before 1965 in accordance with the law of the place where the object was fitted.

31. Driver's view and vehicle controls
A motor vehicle must be built—

(a) to allow the driver a view of the road and of traffic to the front and sides of the vehicle so the driver can drive the vehicle safely; and  
(b) with its controls located so the driver can drive the vehicle safely.

32. Seating

A seat for a driver or passenger in a vehicle must be securely attached to the vehicle.

33. Mudguards and spray suppression

(1) A vehicle must have firmly fitted—

(a) a mudguard for each wheel or for adjacent wheels; and  
(b) for each axle group and single axle on a vehicle that is part of a B-double—spray suppression devices complying with Parts 1 and 2 of British Standard AU200–1984 Spray Reducing Devices for Heavy Goods Vehicle.

(2) However, sub-clause (1)(a) does not apply to a vehicle if—

(a) the construction or use of the vehicle makes the fitting of mudguards unnecessary or impracticable; or  
(b) the body or part of the body of the vehicle acts as a mudguard.

Examples of vehicles to which sub-clause (2)(a) applies:

1. Timber jinkers.
2. Most road-making plant.
3. Some agricultural equipment.

(3) A mudguard fitted to a vehicle with a GVM over 4.5 tonnes must, when the wheels of the vehicle are in position to move straight ahead—

(a) reduce the danger of a person contacting the moving wheels; and  
(b) for the rear wheels—

(i) cover the overall tyre width of the wheel or wheels to which it is fitted; and
(ii) be fitted so the height above ground level of the
lowest edge of the rear of the mudguard is not
over one-third of the horizontal distance
between the edge and the centre of the rearmost
axle.

(4) However, a mudguard may be up to—
   (a) 230 millimetres above ground level; or
   (b) on a vehicle built to be used off road—
       300 millimetres above ground level.

(5) The outside of a rear mudguard, except a mudflap, of a
    vehicle that can be seen from the rear of the vehicle must be
coloured white or silver if the vehicle—
   (a) is at least 2.2 metres wide; and
   (b) has a body the vertical measurement of which is
       under 300 millimetres at the rear, measured from the
       lowest point of the body above ground level to the
       highest point; and
   (c) is not fitted with rear marking plates in accordance
       with clause 119.

(6) For the purposes of sub-clause (5)(a), the width of a vehicle
is measured disregarding any anti-skid device mounted on
wheels, central tyre inflation systems, lights, mirrors,
reflectors, signalling devices and tyre pressure gauges.

34. Horns, alarms etc.

(1) A motor vehicle must be fitted with at least 1 horn or other
device that can give sufficient audible warning to other road
users of the approach or position of the vehicle.

(2) A motor vehicle must not be fitted with a device that can
make a sound like the sound of a siren, bell, exhaust whistle,
compression whistle or repeater horn.

(3) However, sub-clause (2) does not apply to—
   (a) a police vehicle; or
   (b) an emergency vehicle; or
   (c) a transport enforcement vehicle; or
   (d) an Australian Protective Service vehicle; or
   (e) an Australian Customs Service vehicle; or
   (f) an Airservices Australia vehicle; or
(g) a vehicle at least 25 years old that is fitted as a police or emergency vehicle if—
   (i) the vehicle is used for exhibition purposes; or
   (ii) it is part of a collection of former police or emergency vehicles; or

(h) an anti-theft alarm if the alarm cannot be operated while the vehicle's ignition is on.

(4) Also, a motor vehicle may be fitted with a device that emits a regular, intermittent sound while the vehicle is reversing or in reverse gear.

(5) The device must not be louder than is necessary so the driver, and a person near the vehicle, can hear the device when it is operating.

35. Rear vision mirrors

(1) A rear vision mirror or mirrors must be fitted to a motor vehicle as required by this clause so that a driver of the vehicle can clearly see by reflection the road behind the vehicle and any following or overtaking vehicle.

(2) At least 1 rear vision mirror must be fitted to—
   (a) a car; and
   (b) a motor trike with 2 front wheels; and
   (c) a motor cycle, or motor trike with 1 front wheel, built before July 1975.

(3) At least 1 rear vision mirror must be fitted to each side of—
   (a) a motor vehicle with a GVM over 3.5 tonnes; and
   (b) a motor cycle, or motor trike with 1 front wheel, built after June 1975.

(4) A motor vehicle with a GVM not over 3.5 tonnes (except a motor vehicle mentioned in sub-clause (2) or (3)) must be fitted with—
   (a) at least 1 rear vision mirror on the right side of the vehicle; and
   (b) at least 1 rear vision mirror on the left side of the vehicle or inside the vehicle.

(5) A rear vision mirror fitted to a motor vehicle with a GVM over 3.5 tonnes must not project over 150 millimetres
(6) However, the rear vision mirror may project not over 230 millimetres beyond the widest part of the vehicle or combination if it can fold to project not over 150 millimetres beyond the widest part.

36. **Rear vision mirrors—surfaces**

(1) A rear vision mirror required to be fitted to the side of a motor vehicle with a GVM over 3.5 tonnes must have a reflecting surface of at least 150 square centimetres.

(2) A rear vision mirror required to be fitted to the right side of a motor vehicle with a GVM over 3.5 tonnes must have a flat reflecting surface if—

(a) the motor vehicle has only 1 steering control; and

(b) the centre of the steering control is to the right of, or in line with, the centre of the motor vehicle.

(3) The reflecting surface of the rear vision mirrors that are required to be fitted to a motor cycle or moped must—

(a) each be of the same curvature; and

(b) if convex, be part of a notional sphere with a radius of at least 1.2 metres.

37. **Additional rear vision mirrors**

A motor vehicle may be fitted with additional rear vision mirrors or mirror surfaces that are flat or convex or a combination of flat and convex surfaces.

38. **Automatic transmission**

(1) A motor vehicle fitted with an automatic transmission must have an engine starter mechanism that cannot operate when the transmission control is in a position to drive the vehicle.

(2) A vehicle built after 1975 that is fitted with an automatic transmission must have an indicator in the driver’s compartment showing the transmission control position.

(3) Sub-clauses (1) and (2) do not apply to a motor vehicle with less than 4 wheels.

39. **Diesel engines**

A motor vehicle propelled by a compression ignition engine (commonly known as a diesel engine) must be fitted with a
device preventing the engine from being started accidentally or inadvertently.

40. Bonnet securing devices

(1) A motor vehicle with a moveable body panel forward of the windscreen that covers an engine or luggage storage or battery compartment, must have a device to secure the panel.

(2) However, if the panel opens from the front in a way that partly or completely obstructs the driver's forward view through the windscreen, the panel must have primary and secondary devices to secure the panel.

41. Electrical wiring, connections and installations

(1) The wiring of electrical equipment of a vehicle, except the high tension ignition wiring, must—

   (a) be supported at intervals of not over 600 millimetres, unless the vehicle is a pole-type trailer with a pole with an adjustable length, or an extendible trailer; and

(b) be insulated at each of its joints; and

(c) be located where it cannot—

   (i) become overheated; or

   (ii) contact moving parts; or

   (iii) come near enough to the fuel system to be a fire hazard; and

(d) be protected from chafing.

(2) The electrical connectors between motor vehicles and trailers, for operation of the vehicle lights required by the Vehicle Standards, must comply with Australian Standard AS 2513–1982 Electrical Connections for Trailer Vehicles.

(3) A trailer must be equipped with an electrical conductor, independent of the trailer coupling, that provides a return path between the electrical circuits of the trailer and towing vehicle.

(4) The electrical wiring, connections and installations of a semi-trailer, dog trailer or converter dolly used in a road train over 19 metres long after June 1998 must comply with third edition ADR 63, whether or not it was built before the date stated in the ADR for vehicles of that type.

42. Television receivers and visual display units
(1) A television receiver or visual display unit must not be installed in a vehicle so any part of the image on the screen is visible to the driver from the normal driving position.

(2) However, sub-clause (1) does not apply to—
   (a) a television receiver or visual display unit that cannot be operated when the vehicle is moving; or
   (b) a driver's aid in any vehicle or a destination sign in a bus.

   Examples of driver’s aids:
   1. Closed-circuit television security cameras.
   2. Dispatch systems.
   3. Navigational or intelligent highway and vehicle system equipment.
   4. Rearview screens.
   5. Ticket-issuing machines.

(3) A television receiver, or visual display unit, and its associated equipment in a vehicle must be securely mounted in a position that—
   (a) does not obscure the driver's view of the road; and
   (b) does not impede the movement of a person in the vehicle.

43. Windscreens and windows

(1) Transparent material used in a windscreen, window, or an interior partition, of a motor vehicle must be of approved material if—
   (a) the vehicle was built after June 1953; or
   (b) the material was first fitted to the vehicle after June 1953.

(2) In this clause—

"approved material" means material with the same characteristics as material mentioned in any of the following standards—
(a) Australian Standard AS R1–1965 Safety Glass for Land Transport;
(b) Australian Standard AS R1–1968 Safety Glass for Land Transport;
(c) Australian Standard AS 2080–1977 Safety Glass for Vehicles;
(e) British Standard BS 5282:1975 Road Vehicle Safety Glass;
(f) British Standard BS AU178:1980 Road Vehicle Safety Glass;
(g) Japanese Industrial Standard JIS R 3211–1979 Safety Glasses for Road Vehicles;

"transparent material" does not include any coating added to the windscreen, window or partition after its manufacture.

44. **Window tinting**

(1) Glazing used in a windscreen of a motor vehicle must have a luminous transmittance of at least—

(a) for a motor vehicle built after 1971—75%; or
(b) in any other case—70%.

(2) Windscreen glazing of a motor vehicle must not be coated in a way that reduces its luminous transmittance.

(3) However, sub-clauses (1) and (2) do not apply to the area of a windscreen that is—

(a) above the highest point of the windscreen in front of the driver's seating position swept by the windscreen wiper; or
(b) the top 10% of the windscreen as measured in front of the driver's seating position; or
(c) above a horizontal line 200 millimetres above the level of the driver's eyes.
(4) Glazing used in a window or interior partition of a motor vehicle must have a luminous transmittance of at least 70%.

(5) Glazing behind the rear of the driver's seat or in a side window forward of the rear of the driver's seat may be coated to achieve a luminous transmittance of not less than 35%.

(6) Glazing that has been coated to reduce its luminous transmittance must not have a reflectance of over 10%.

(7) The luminous transmittance requirements in sub-clause (5) apply to a vehicle instead of the corresponding requirements in the relevant ADR.

(8) In this clause—

"glazing" means any transparent material or combination of transparent materials fitted to a vehicle and available to the driver to obtain a view of the road and other road users;

"luminous transmittance", for glazing, means the amount of light that can pass through the glazing as a percentage of the amount of light that would be transmitted if the glazing were absent.

45. Windscreen wipers and washers

(1) A motor vehicle with 3 or more wheels that is fitted with a windscreen must be fitted with at least 1 windscreen wiper unless a driver in a normal driving position can obtain an adequate view of the road ahead of the motor vehicle without looking through the windscreen.

(2) At least 1 windscreen wiper fitted to the motor vehicle must—

(a) be able to remove moisture from the part of the windscreen in front of the driver to allow the driver an adequate view of the road ahead of the motor vehicle when the windscreen is wet; and

(b) be able to be operated from a normal driving position; and

(c) for a motor vehicle built after 1934—continue to operate until the wiper is switched off; and

(d) for a motor vehicle built after 1959 the driving position of which is nearer one side of the vehicle than the other—
(i) be able to remove moisture from the part of the windscreen in front of the driver, and a corresponding part of the windscreen on the other side of the centre of the motor vehicle, to allow the driver an adequate view of the road ahead of the motor vehicle when the windscreen is wet; and

(ii) if the windscreen wipers are operated by engine manifold vacuum—be provided with a vacuum reservoir or pump to maintain the efficient operation of the wiper or wipers while the vehicle is in motion.

(3) If the motor vehicle was built after 1982 and has a GVM over 4.5 tonnes, it must also be fitted with a windscreen washer that can direct water onto the windscreen within the area swept by a windscreen wiper so the wiper can spread the water to all of the area swept by the wiper.

Note: The ADRs require certain vehicles with a GVM not over 4.5 tonnes to be fitted with a windscreen washer.

(4) The windscreen washer must be able to be operated from a normal driving position.

46. **Wheels and tyres—size and capacity**

The wheels and tyres fitted to an axle of a vehicle must be of sufficient size and capacity to carry the part of the vehicle's gross mass transmitted to the ground through the axle.

47. **Pneumatic tyres generally**

A vehicle built after 1932 must be fitted with pneumatic tyres.

48. **Pneumatic tyres—carcass construction**

(1) A vehicle with a GVM not over 4.5 tonnes must not have pneumatic tyres of different carcass construction fitted to the same axle, but the tyres may have different cord materials and a different number of plies.

(2) However, sub-clause (1) does not apply to a tyre being used in an emergency as a temporary replacement for a tyre complying with the sub-clause.

49. **Pneumatic tyres—size and capacity**
The size and capacity of a pneumatic tyre to be fitted to a vehicle must be decided using a cold inflation pressure that is not more than the lesser of—

(a) the pressure recommended by the tyre manufacturer; and

(b) a pressure of—
   (i) for a radial ply tyre—825 kilopascals; or
   (ii) for another tyre—700 kilopascals.

50. **Tyres—defects**

A tyre fitted to a vehicle must be free of any apparent defect that could make the vehicle unsafe.

51. **Tyres for use on vehicles with GVM over 4.5 tonnes**

(1) A tyre fitted to a vehicle with a GVM over 4.5 tonnes must be suitable for road use at the lesser of—
   (a) 100 kilometres an hour; and
   (b) the vehicle's top speed.

(2) This clause applies to a vehicle instead of the tyre speed category requirements in the relevant ADR.

52. **Tyres—manufacturer's rating**

(1) This clause applies to a motor vehicle if the vehicle—
   (a) has 4 or more wheels; and
   (b) was built after 1972; and
   (c) has a GVM not over 4.5 tonnes.

(2) However, this clause does not apply to a tyre if the tyre—
   (a) is recommended by the vehicle builder as suitable for limited use on the vehicle in special circumstances at a speed less than the speed applying to the vehicle under sub-clause (3); or
   (b) is being used in an emergency as a temporary replacement for a tyre complying with this clause.

(3) A tyre fitted to a motor vehicle must, when first manufactured, have been rated by the tyre manufacturer as suitable for road use at the lesser of—
(a) a speed of at least—
   (i) for a car with special features for off-road use—140 kilometres an hour; or
   (ii) for another car—180 kilometres an hour; or
   (iii) for another motor vehicle—120 kilometres an hour; and

(b) the vehicle's top speed.

*Example for paragraph (a)(i):*

*A four-wheel drive vehicle.*

(4) This clause applies to a vehicle instead of the tyre speed category requirements in the relevant ADR.

53. **Retreads**

   (1) A tyre that is retreaded before the commencement of this clause must not be used on a vehicle if—

   (a) Australian Standard AS 1973–1976 Retreaded Pneumatic Passenger Car and Light Truck Tyre or Australian Standard AS 1973–1985 Retreaded Pneumatic Passenger and Light Truck Tyre applies to the tyre; and

   (b) the tyre was retreaded after publication of the Australian Standard; and


   (2) A tyre that is retreaded after the commencement of this clause must not be used on a vehicle if—

   (a) Australian Standard AS 1973–1993 Pneumatic Tyres—Passenger Car, Light Truck and Truck/Bus—Retreading and Repair Processes applies to the tyre; and

   (b) the tyre was not retreaded in accordance with the Australian Standard.
54. **Tyre tread**

(1) A tyre on a motor vehicle must not have cleats or other gripping devices that could damage road surfaces.

(2) Except at tread wear indicators, a tyre fitted to the vehicle must have a tread pattern at least 1.5 millimetres deep in a band that runs continuously—

(a) across—

(i) for a vehicle with a GVM over 4.5 tonnes—at least 75% of the tyre width that normally comes into contact with the road; or

(ii) for another vehicle—the tyre width that normally comes into contact with the road; and

(b) around the whole circumference of the tyre.

(3) A vehicle must not be fitted with a tyre that has been treated by recutting or regrooving the tread rubber, unless the tyre was—

(a) constructed with an extra thickness of rubber designed for recutting or regrooving; and

(b) labelled to indicate the construction.

---

**Division 2—Additional requirements for motor cycles**

55. **Steering gear and handlebars**

(1) The handlebars on a motor cycle must extend at least 250 millimetres, but not over 450 millimetres, on each side of the centre line of the vehicle.

(2) In taking a measurement for sub-clause (1), mirrors and lights mounted on the handlebars of the motor cycle are disregarded.

(3) The lowest part of the hand grip on the handle bars must not be higher than 380 millimetres above the attachment point of the handlebars to the motor cycle.
(4) Hand grips on the handle bars must be fitted symmetrically.

(5) If a motor cycle has the head stem as the steering pivot point, the horizontal distance from the midpoint between the head stem bearings to the centre of the front wheel must not be over 550 millimetres.

Figure 16: Illustration of maximum horizontal distance from midpoint between head stem bearings of motor cycle to centre of front wheel

56. Foot rests

A motor cycle must be fitted with foot rests for the driver, and for any passenger for whom a seating position is provided.

57. Chain guards

(1) If the engine power of a motor cycle is transmitted to the rear wheel by a chain, the driver and any passenger must be protected from the front sprocket and at least the upper part of the chain by—

   (a) the frame or equipment of the motor cycle; or
   
   (b) a chain guard.

(2) A chain guard must cover the chain to a point—

   (a) at least 300 millimetres to the rear of the rearmost foot rest; or
   
   (b) above the centre of the rear drive sprocket.

PART 6—VEHICLE MARKING

Note: This Part contains requirements for a vehicle that help to identify the vehicle and, if the vehicle is unusually long, to warn other motorists.

58. Vehicle and engine identification numbers
(1) In this clause—
"number" includes letter.

(2) A motor vehicle must have an individual engine identification number clearly stamped, embossed or otherwise permanently marked on it.

(3) A motor vehicle built after 1930 must have the engine identification number on its engine block or the main component of its engine.

(4) A vehicle must have an individual vehicle identification number clearly stamped, embossed or otherwise permanently marked on a substantial part of its frame or chassis.

(5) A vehicle or engine identification number must be located where a person can read it easily without having to use tools to remove a part of the vehicle that would otherwise obstruct the person's view.

59. **White or silver band on certain vehicles**

(1) This clause applies to a vehicle that—
   
   (a) is at least 2.2 metres wide; and
   
   (b) has a body with a vertical measurement under 300 millimetres at the rear, measured from the lowest point of the body above ground level to the highest point; and
   
   (c) is not fitted with rear marking plates in accordance with clause 119.

(2) For sub-clause (1)(a), the width of a vehicle is measured disregarding any anti-skid device mounted on wheels, central tyre inflation systems, lights, mirrors, reflectors, signalling devices and tyre pressure gauges.

(3) The vehicle must have a white or silver band at least 75 millimetres high across the full width of the rearmost part of the body of the vehicle.

60. **Warning signs for vehicles over 22 metres long**

(1) A vehicle that is over 22 metres long must display a long vehicle warning sign complying with this clause and clause 62.
(2) A long vehicle warning sign must be fitted horizontally at the rear of the vehicle.

(3) This clause does not apply to—

(a) a class 1 vehicle; or

Note: The requirements for warning signs on class 1 vehicles are found in Division 3 of Part 1 of Schedule 1.

(b) a road train; or

Note: The requirements for warning signs on road trains are found in clause 22A of Schedule 2.

(c) a class 3 vehicle referred to in regulation 515(1)(e) (vehicles carrying hay).

Note: The requirements for warning signs on vehicles carrying hay are found in clause 31 of Schedule 3.

61. Warning signs for pilot and escort vehicles

The requirements for warning signs for pilot and escort vehicles that accompany class 1 vehicles are contained in Part 5 of Schedule 1.

62. Specifications for warning signs

(1) A road train or long vehicle warning sign must be manufactured in 1 or 2 parts from sheet steel 0.8 millimetres thick or another material of at least the same stiffness, unless it is designed to be fixed to a vehicle using an adhesive.

(2) The warning sign must be at least 1.02 metres wide and at least 250 millimetres high.

(3) A road train warning sign must display the words "road train", and a long vehicle warning sign must display the words "long vehicle", in black capital letters at least 180 millimetres high in typeface Series B (N) that complies with Australian Standard AS 1744 Forms of Letters and Numerals for Road Signs.

(4) If the warning sign is in 2 parts, one word of the expression "road train" or "long vehicle" must be on one part and the other word of the expression must be on the other part.

(5) The warning sign must display the sign manufacturer's name or logo, and the brand and class of retro-reflective material used, in block letters not over 10 millimetres high.
(6) The warning sign must have a black border.

(7) The warning sign must be coated with yellow retro-reflective material of class 1 or 2 that meets Australian Standard AS 1906 Retro-reflective Materials and Devices for Road Traffic Control Purposes.

(8) The warning sign must be fitted so—

(a) no part of the sign is—

(i) over 1.8 metres above ground level; or

(ii) under 500 millimetres above ground level; and

(b) if the sign is in 2 parts—the parts are fitted at the same height above ground level.

Figure 17: Illustration of the positioning of a warning sign

63. **Left-hand drive signs**

(1) This clause applies to a motor vehicle with a GVM over 4.5 tonnes that has the centre of a steering control to the left of the centre of the vehicle.

(2) The vehicle must display the words "left hand drive" on the rear of the vehicle.

(3) The words must be in letters at least 75 millimetres high, and in a colour contrast with the background to the words.
PART 7—VEHICLE CONFIGURATION AND DIMENSIONS

Note: This Part sets out various requirements covering the suspension on vehicles and size limits for single vehicles and combinations of vehicles, so that they can be operated safely with other traffic, without taking up too much road space or damaging the road and structures on the road.

Generally, the limits in this Part apply to a vehicle and any load it may be carrying.

Specific requirements for loaded vehicles are covered by other laws.

Division 1—Axles

64. Axle configuration

(1) A motor vehicle, except an articulated bus, must have only—

(a) 1 axle group, or single axle, towards the front of the vehicle; and

(b) 1 axle group, or single axle, towards the rear of the vehicle.

(2) An articulated bus must have—

(a) on its front section—

(i) only 1 axle group, or single axle, towards the front of the section; and

(ii) only 1 axle group, or single axle, towards the rear of the section; and

(b) on another section—only 1 axle group or single axle.

(3) A trailer must have only—

(a) 1 axle group or single axle; or

(b) 2 axle groups, 2 single axles, or 1 axle group and single axle, in the following configuration—

(i) 1 axle group, or single axle, towards the front of the vehicle, with all the wheels on the axle group or single axle connected to the steering mechanism for that part of the trailer;

(ii) 1 axle group, or single axle, towards the rear of the vehicle.
(4) A semi-trailer that is extendible, or is fitted with sliding axles, must—

(a) have a securing device that—

(i) can securely fix the extendible part or sliding axles to the rest of the vehicle in any position of adjustment provided; and

(ii) is located in a position that can prevent accidental or inadvertent release, if the device is mounted on the chassis of the vehicle; and

(iii) is fitted with a visible or audible warning system to indicate to a person standing beside the vehicle that the device is not engaged; and

(iv) is fitted with a way of preventing loss of air from the air brake supply, if the device uses air from the brake system and fails in a way allowing air to escape; and

(v) is held in the applied position by direct mechanical action without the intervention of an electric, hydraulic or pneumatic device; and

(b) be built so the adjustable parts of the vehicle remain connected if the securing device fails.

65. Relation between axles in axle group

The axles in an axle group, except a twinsteer axle group, fitted to a vehicle with a GVM over 4.5 tonnes must relate to each other through a load-sharing suspension system.

Division 2—Dimensions

66. Width

The maximum width for a vehicle is specified in regulation 408 or the relevant provisions of Schedule 1, 2 or 3.

67. Length of single motor vehicles

The maximum length for a motor vehicle is specified in regulation 409.

68. Length of single trailers

The maximum length for a trailer is specified in regulation 410.
69. **Length of combinations**
   
The maximum length for combinations is specified in regulation 411 or the relevant provisions of Schedule 1, 2 or 3.

70. **Rear overhang**
   
The requirements in respect of the rear overhang of vehicles are specified in regulation 412 or in Table 5 in clause 5 of Schedule 1.

71. **Trailer drawbar length**
   
The requirements in respect of the length of trailer drawbars are specified in regulation 413.

72. **Height**
   
The maximum height for vehicles is specified in regulation 407 or the relevant provisions of Schedule 1, 2 or 3.

73. **Ground clearance**
   
The requirements for the ground clearance of vehicles are specified in regulation 414.

**PART 8—LIGHTS AND REFLECTORS**

*Note: This Part deals with how the lights on a vehicle must be fitted and work so that the driver can see the road, pedestrians and other vehicles at night, and can signal to others.*

*Other laws provide for when certain lights must be switched on.*

*In this Part, the description "yellow" is used as a more modern term, instead of the description "amber" which is used in earlier legislation and some ADRs.*

**Division 1—General requirements for lights**

74. **Certain requirements apply only at night**
   
The requirements of this Part for a light, except a brake or direction indicator light, to be visible over a stated distance apply only at night.

75. **Prevention of glare**
A light, except a high-beam headlight, fitted to a vehicle must be built and adjusted to provide the necessary amount of light, without dazzling the driver of another vehicle approaching, or being approached by, the vehicle.

76. **Pairs of lights**

(1) If lights are required under the Vehicle Standards to be fitted to a vehicle in pairs—

(a) a light must be fitted on each side of the longitudinal axis of the vehicle; and

(b) the centre of each light in a pair must be the same distance from the longitudinal axis of the vehicle; and

(c) the centre of each light in a pair must be at the same height above ground level; and

(d) each light in a pair must project approximately the same amount of light of the same colour.

(2) Sub-clause (1) applies to a motor cycle with an attached sidecar as if the sidecar were not attached.

---

**Division 2—Headlights**

77. **Headlights to be fitted to vehicles**

(1) A motor vehicle must be fitted with—

(a) 1 low-beam headlight if it is a moped, motor cycle, or motor trike with 1 front wheel; or

(b) a pair of low-beam headlights if it has 4 or more wheels or is a motor trike, except a moped, with 2 front wheels.

(2) If a motor vehicle built after 1934 can travel at over 60 kilometres an hour—

(a) each low-beam headlight mentioned in sub-clause (1) must be able to work in the high-beam position; or

(b) the vehicle must be fitted with—

(i) 1 headlight that can work in the high-beam position if the vehicle is required to have 1 low-beam headlight; or

(ii) a pair of headlights that can work in the high-beam position.
(3) A motor cycle may be equipped with a headlight modulation system that—
   (a) varies the brightness of its high-beam headlight or low-beam headlight, but not both, at a rate of at least 200 and at most 280 flashes a minute; and
   (b) is designed to operate only in the daytime.

(4) Additional headlights may be fitted to a motor cycle or motor trike, or a motor vehicle with 4 or more wheels that was built before 1970.

(5) Additional pairs of headlights may be fitted to a motor vehicle with 4 or more wheels that was built after 1969.

78. How headlights are to be fitted

(1) The centres of low-beam headlights fitted as a pair on a motor vehicle with 4 or more wheels must be at least 600 millimetres apart.

(2) However, sub-clause (1) does not apply to a motor vehicle built before 1970 if the centres of its low-beam headlights—
   (a) were under 600 millimetres apart when the vehicle was built; and
   (b) are not nearer than they were when the vehicle was built.

(3) Each low-beam headlight of a pair on a motor trike (except a moped) with 2 front wheels must not be over 400 millimetres from the nearer side of the vehicle.

(4) The centre of a low-beam headlight fitted to a motor vehicle built after June 1953 must be—
   (a) at least 500 millimetres above ground level; and
   (b) not over 1.4 metres above ground level.

79. How single headlights are to be fitted

(1) A motor cycle or trike with a single headlight fitted must have the light fitted in the centre.

(2) Sub-clause (1) applies to a motor cycle with an attached sidecar as if the sidecar were not attached.

80. How additional headlights are to be fitted
If 2 or more additional headlights are fitted to a motor vehicle with 4 or more wheels, the additional headlights must as far as possible be fitted in pairs.

81. **Performance of headlights**

   (1) When on, a headlight, or additional headlight, fitted to a vehicle must—

       (a) show only white light; and

       (b) project its main beam of light ahead of the vehicle.

   (2) Headlights must be fitted to a vehicle so their light does not reflect off the vehicle into the driver's eyes.

82. **Effective range of headlights**

   (1) This clause applies to a headlight that is on at night.

   (2) A low-beam headlight must illuminate the road ahead of the vehicle for at least 25 metres.

   (3) A high-beam headlight must illuminate the road ahead of the vehicle for at least 50 metres.

   (4) However, a low-beam headlight fitted to a motor vehicle built before 1931, or a moped, need only illuminate the road ahead of the vehicle for 12 metres.

83. **Changing headlights from high-beam to low-beam position**

   (1) A motor vehicle built after 1934 that can travel at over 60 kilometres an hour must be fitted with—

       (a) a dipping device enabling the driver in the normal driving position—

           (i) to change the headlights from the high-beam position to the low-beam position; or

           (ii) simultaneously to switch off a high-beam headlight and switch on a low-beam headlight; and

       (b) for a vehicle built after June 1953—a device to indicate to the driver that the headlights are in the high-beam position.

   (2) A headlight fitted to a vehicle not fitted with a dipping device mentioned in sub-clause (1)(a) must operate in the low-beam position.
(3) When a headlight fitted to a vehicle is switched to the low-beam position, any other headlight on the vehicle must operate only in the low-beam position or be off.

Division 3—Parking lights

84. Parking lights

(1) A motor vehicle built after June 1953 must be fitted with—
   (a) a pair of parking lights if it is a motor trike with 2 front wheels (except a moped) or a motor vehicle with 4 or more wheels; or
   (b) at least 1 parking light if it is a motor cycle with an attached sidecar, or a motor trike with 1 front wheel, (except a moped).

(2) A pair of parking lights fitted to a motor vehicle with 4 or more wheels must be fitted with the centre of each light—
   (a) at least 600 millimetres from the centre of the other light; and
   (b) not over 510 millimetres from the nearer side of the vehicle.

(3) However, a pair of parking lights fitted to a motor vehicle under 1300 millimetres wide may be fitted with the centre of each light not under 400 millimetres from the centre of the other light.

(4) A parking light fitted to a motor trike with 2 front wheels must not be over 400 millimetres from the nearer side of the vehicle.

(5) A parking light fitted to a motor cycle with a sidecar must be fitted not over 150 millimetres from the side of the sidecar furthest from the motor cycle.
Figure 18: Illustration of the location of parking lights on a vehicle

(6) When on, a parking light must—
(a) show a white or yellow light visible 200 metres from the front of the vehicle; and  
(b) not use over 7 watts power.

(7) A parking light fitted to a motor vehicle built after 1969 must be wired so the parking light is on when a headlight on the vehicle is on.

(8) A parking light fitted to a sidecar attached to a motor cycle must be wired to operate when a headlight, tail light or parking light on the motor cycle is on.

(9) For sub-clause (3), the width of a vehicle is measured disregarding any anti-skid device mounted on wheels, central tyre inflation systems, lights, mirrors, reflectors, signalling devices and tyre pressure gauges.

Division 4—Daytime running lights

85. Daytime running lights

(1) A pair of daytime running lights may be fitted to a motor vehicle.

(2) A pair of daytime running lights fitted to a vehicle with 4 or more wheels must be fitted with the centre of each light—
(a) at least 600 millimetres from the centre of the other light; and  
(b) not over 510 millimetres from the nearer side of the vehicle.
(3) However, a pair of daytime running lights fitted to a motor vehicle under 1300 millimetres wide may be fitted with the centre of each light not under 400 millimetres from the centre of the other light.

![Illustration of location of daytime running lights on a vehicle](image)

Figure 19: Illustration of location of daytime running lights on a vehicle

(4) When on, a daytime running light must—
   (a) show a white or yellow light visible from the front of the vehicle; and
   (b) not use over 25 watts power.

Note: The third edition ADRs only allow white daytime running lights.

(5) Daytime running lights must be wired so they are off when a headlight, except a headlight being used as a flashing signal, is on.

(6) For sub-clause (3), the width of a vehicle is measured disregarding any anti-skid device mounted on wheels, central tyre inflation systems, lights, mirrors, reflectors, signalling devices and tyre pressure gauges.

**Division 5—Tail lights**

**86. Tail lights generally**

(1) A vehicle must have at least 1 tail light fitted on or towards the rear of the vehicle.

(2) A motor trike with 2 rear wheels, or a motor vehicle with 4 or more wheels, built after 1959 must have at least 1 tail light fitted on or towards each side of the rear of the vehicle.

(3) A trailer built after June 1973 must have at least 1 tail light fitted on or towards each side of the rear of the vehicle.
(4) The centre of a tail light mentioned in sub-clause (1), (2) or (3) must not be over—
   (a) 1·5 metres above ground level; or
   (b) if it is not practicable to fit the light lower—
       2·1 metres above ground level.

(5) A vehicle may have 1 or more additional tail lights at any height above ground level.

87. **Pattern of fitting tail lights**

   (1) If only 1 tail light is fitted to a vehicle, it must be fitted in the centre or to the right of the centre of the vehicle's rear.

   (2) Sub-clause (1) applies to a motor cycle with an attached sidecar as if the sidecar were not attached.

   (3) If 2 or more tail lights are fitted to a vehicle, at least 2 must be fitted as a pair.

![Figure 20: Illustration of location of tail lights on a vehicle](image)

(4) Tail lights fitted in accordance with this Division may also serve as rear clearance lights if they are fitted to a vehicle in accordance with clause 93(3).

88. **Performance of tail lights**

   (1) When on, a tail light of a vehicle must—
(a) show a red light visible 200 metres from the rear of the vehicle; and
(b) not use over 7 watts power.

(2) A tail light fitted to a street rod vehicle may incorporate a blue lens not over 20 millimetres in diameter.

89. **Wiring of tail lights**

A tail light of a motor vehicle must be wired to come on, and stay on, when a parking light or headlight on the vehicle is on, unless an external switch is fitted to operate the tail light.

**Division 6—Number plate lights**

90. **Number plate lights**

(1) At least 1 number plate light must be fitted to the rear of a vehicle.

(2) When on, the number plate light or lights must illuminate a number plate on the rear of the vehicle with white light, so the characters on the number plate can be read at night 20 metres from the rear of the vehicle.

(3) A number plate light—

(a) may be combined with another light; and

(b) must not project white light to the rear of the vehicle except by reflection; and

(c) must not obscure the characters on the number plate; and

(d) must be wired to come on, and stay on, when a parking light, headlight or tail light on the vehicle is on.

**Division 7—Clearance lights**

91. **Front clearance lights**

(1) Front clearance lights may only be fitted to a vehicle that is at least 1.8 metres wide.
(2) A pair of front clearance lights must be fitted to a motor vehicle that is at least 2.2 metres wide, or a prime mover.

(3) The centre of a front clearance light must be—
   (a) not over 400 millimetres from the nearer side of the vehicle; and
   (b) if the vehicle was built after June 1953—
      (i) at least 750 millimetres higher than the centre of any low-beam headlight fitted to the vehicle; or
      (ii) not lower than the top of the windscreen.

(4) However, a front clearance light may be mounted on an external rear vision mirror or a mirror support if, when the mirror is correctly adjusted, no part of the lens of the clearance light is visible to a person in the normal driving position.

(5) When on, a front clearance light must—
   (a) show a yellow or white light visible 200 metres from the front of the vehicle; and
   (b) not use over 7 watts power.

92. External cabin lights

(1) A motor vehicle fitted with front clearance lights may also have additional forward-facing lights on or above the roof of its cabin.

(2) The additional forward-facing lights must be spaced evenly between the front clearance lights, with their centres at least 120 millimetres apart.

(3) When on, an additional forward-facing light must—
   (a) show a yellow or white light; and
   (b) not use over 7 watts power.

93. Rear clearance lights

(1) Rear clearance lights may only be fitted to a vehicle that is at least 1.8 metres wide.

(2) A pair of rear clearance lights must be fitted to the rear of a vehicle that is at least 2.2 metres wide.
(3) The centre of a rear clearance light must be—
   (a) not over 400 millimetres from the nearer side of the vehicle; and
   (b) if practicable, at least 600 millimetres above ground level.

(4) When on, a rear clearance light must—
   (a) show a red light visible 200 metres from the rear of the vehicle; and
   (b) not use over 7 watts power.

Division 8—Side marker lights

94. Vehicles needing side marker lights

(1) A pair of side marker lights must be fitted towards the rear of the sides of a motor vehicle that is over 7.5 metres long and at least 2.2 metres wide.

(2) A pole-type trailer, and a motor vehicle built to tow a pole-type trailer, with at least 1 cross-bar or bolster must have a side marker light fitted to each side of the back or only cross-bar or bolster.

(3) A pole-type trailer with 2 or more cross-bars or bolsters may also have a side marker light fitted to each side of the front cross-bar or bolster.

(4) At least 2 side marker lights must be fitted to each side of—
   (a) a trailer, except a pole-type trailer, that is at least 2.2 metres wide and not over 7.5 metres long; and
   (b) a semi-trailer that is not over 7.5 metres long.

(5) At least 3 side marker lights must be fitted to each side of—
   (a) a trailer, except a pole-type trailer, that is at least 2.2 metres wide and over 7.5 metres long; and
   (b) a semi-trailer that is over 7.5 metres long.

(6) For sub-clauses (1), (4) and (5), the width of a vehicle is measured disregarding any anti-skid device mounted on wheels, central tyre inflation systems, lights, mirrors, reflectors, signalling devices and tyre pressure gauges.

95. Location of side marker lights
(1) The centre of a side marker light must not be over 150 millimetres from the nearer side of the vehicle.

(2) A front side marker light fitted to a motor vehicle must be towards the front of the side of the vehicle with no part of the lens visible to the driver.

(3) The centre of a front side marker light fitted to a trailer must be—

   (a) within 300 millimetres of the front of the side of the trailer; or

   (b) if the construction of the trailer makes it impracticable to comply with paragraph (a)—as near as practicable to the front of the trailer.

(4) The centre of a rear side marker light fitted to a vehicle must be—

   (a) within 300 millimetres of the rear of the side of the vehicle; or

   (b) if the construction of the vehicle makes it impracticable to comply with paragraph (a)—as near as practicable to the rear of the vehicle.

(5) Side marker lights fitted to a vehicle must, as far as practicable, be evenly spaced along the side of the vehicle.

(6) Sub-clauses (2) to (5) do not apply to side marker lights fitted to a cross-bar or bolster of a pole-type trailer.

(7) Only the side marker lights nearest to the rear need be fitted if complying with sub-clauses (3) and (4) would result in the front and rear side marker lights being under 2·5 metres apart.

(8) A side marker light fitted to a vehicle must be fitted so—

   (a) its centre is not over—

      (i) 1·5 metres above ground level; or

      (ii) if it is not practicable to fit it lower—2·1 metres above ground level; and

   (b) its centre is at least 600 millimetres above ground level; and

   (c) it is, as far as practicable, in a row of side marker lights along the side of the vehicle.
(9) Sub-clause (8) (a) does not apply to a side marker light that is not required to be fitted to the vehicle by clause 94.

96. Performance of side marker lights

(1) When on, a side marker light fitted to a vehicle must—
   (a) show a light visible 200 metres from the vehicle; and
   (b) not use over 7 watts power.

(2) When on, a side marker light fitted to a vehicle must show—
   (a) to the front of the vehicle—a yellow light; and
   (b) to the rear of the vehicle—
       (i) if the light also operates as a rear light or reflector—a red light; and
       (ii) in any other case—a red or yellow light.

(3) However, if a pole-type trailer with 2 or more cross-bars or bolsters has the side marker lights permitted by clause 94(3)—
   (a) the side marker lights fitted to the front cross-bar or bolster may comply with sub-clause (2)(a) only; and
   (b) the side marker lights fitted to the back cross-bar or bolster may comply with sub-clause (2)(b) only.

97. Side marker lights and rear clearance lights

The side marker light nearest to the rear of a vehicle may also be a rear clearance light for clause 93.

Division 9—Brake lights

98. Fitting brake lights

(1) A brake light must be fitted to the rear of a vehicle built after 1934.

(2) A pair of brake lights must be fitted to the rear of—
   (a) a motor vehicle built after 1959 that has 4 or more wheels; and
(b) a motor trike built after 1959 that has 2 rear wheels; and
(c) a trailer built after June 1973.

(3) The centre of a brake light must be—
(a) at least 350 millimetres above ground level; and
(b) not over—
   (i) 1.5 metres above ground level; or
   (ii) if it is not practicable to fit the light lower—2.1 metres above ground level.

(4) A vehicle may be fitted with 1 or more additional brake lights.

(5) The centre of an additional brake light must be at least 350 millimetres above ground level.

(6) If only 1 brake light is fitted to a vehicle, it must be fitted in the centre or to the right of the centre of the vehicle's rear.

(7) Sub-clause (6) applies to a motor cycle with an attached sidecar as if the sidecar were not attached.

Figure 21: Illustration of location of brake lights on a vehicle

99. Performance and operation of brake lights

(1) When on, a brake light must show a red light visible 30 metres from the rear of the vehicle.

(2) A brake light fitted to a street rod vehicle may incorporate a blue lens not over 20 millimetres in diameter.

(3) A brake light fitted to a motor vehicle must come on, if it is not already on, when—
   (a) for a vehicle with 4 or more wheels or built after 1974—a service brake is applied; or
(b) for another vehicle—the rear wheel brake is applied.

(4) Sub-clause (3) does not apply if the controls in the vehicle that start the engine are in a position that makes it impossible for the engine to operate.

(5) A brake light on a trailer must come on when—

(a) the brake light of the towing vehicle comes on; or

(b) a brake control on the towing vehicle, which independently activates the service brake on the trailer, is operated.

(6) A brake light may be operated by an engine brake, retarder, or similar device if the device does not interfere with the proper operation of the brake light.

Division 10—Reversing lights

100. Reversing lights

(1) One or more reversing lights may be fitted to the rear of a vehicle and on each side towards the rear of the vehicle.

(2) A reversing light must have its centre not over 1.2 metres above ground level.

(3) When on, a reversing light must show a white or yellow light to the rear or to the side and rear of the vehicle.

Note: Third edition ADRs only allow white reversing lights.

(4) A reversing light fitted to a motor vehicle must be wired so it operates only when the vehicle is reversing or in reverse gear.

(5) A reversing light fitted to a trailer must be wired so it operates only when a motor vehicle towing the trailer is reversing or in reverse gear.

(6) A yellow reversing light may also operate as a direction indicator light.

Division 11—Direction indicator lights

101. Direction indicator lights on motor vehicles

(1) A motor vehicle with 4 or more wheels that was built after August 1966 or a left-hand drive motor vehicle must have—
(a) a pair of direction indicator lights fitted on, or towards, its front that face forwards; and

(b) a pair of direction indicator lights fitted on, or towards, its rear that face backwards.

(2) A motor vehicle with less than 4 wheels that was built after June 1975 must have—

(a) a pair of direction indicator lights fitted on, or towards, its front that face forwards; and

(b) a pair of direction indicator lights fitted on, or towards, its rear that face backwards.

(3) A motor vehicle that is not required to have direction indicator lights may have—

(a) 1 or more pairs of direction indicator lights that are visible from both the front and rear of the vehicle; or

(b) both—

(i) a pair of direction indicator lights fitted on, or towards, its front that face forwards; and

(ii) a pair of direction indicator lights fitted on, or towards, its rear that face backwards.

102. Direction indicator lights on trailers

(1) A trailer built after June 1973 must have a pair of direction indicator lights fitted on, or towards, its rear that face backwards.

(2) A trailer that is not required to have direction indicator lights may have 1 or more pairs of direction indicator lights fitted on, or towards, its rear that face backwards.

103. Location of direction indicator lights

(1) A pair of direction indicator lights fitted to a vehicle must have the centre of each light at least—

(a) for a motor cycle or the single wheel end of a motor trike—300 millimetres from the centre of the other light; and

(b) for lights fitted at the 2 wheel end of a motor trike—600 millimetres from the centre of the other light, unless the centre of each direction indicator light is not over 400 millimetres from the nearer side of the vehicle; and
(c) for another vehicle with a width of not over 1300 millimetres—400 millimetres from the centre of the other light; and

(d) for another vehicle with a width of over 1300 millimetres—600 millimetres from the centre of the other light.

(2) The centre of each direction indicator light must be at least 350 millimetres above ground level.

(3) The centre of each light in a pair of direction indicator lights required to be fitted to a vehicle must not be over—

(a) 1.5 metres above ground level; or

(b) if it is not practicable for the light to be fitted lower—2.1 metres above ground level.

(4) For sub-clause (1), the width of a vehicle is measured disregarding any anti-skid device mounted on wheels, central tyre inflation systems, lights, mirrors, reflectors, signalling devices and tyre pressure gauges.

104. Operation and visibility of direction indicator lights

(1) A direction indicator light fitted to a motor vehicle must—

(a) when operating, display regular flashes of light at a rate of not over 120, and—

(i) for a motor vehicle with 4 or more wheels—at least 60 flashes a minute; and

(ii) for another motor vehicle—at least 45 flashes a minute; and

(b) be able to be operated by a person in the normal driving position; and

(c) be wired to an audible or visible device in the vehicle that tells the driver that the direction indicator light is operating; and

(d) flash at the same time and rate as any other direction indicator lights fitted on the same side of the vehicle.

(2) A direction indicator light fitted to a side of a trailer must, when operating, flash at the same time and rate as the direction indicator light or lights fitted to the same side of the motor vehicle towing the trailer.

(3) The flashes of light displayed by a direction indicator light must be—
(a) if the light faces forwards—white or yellow; and
(b) if the light faces backwards—
   (i) yellow; or
   (ii) for a vehicle built before July 1973—yellow or red; and
(c) if the light faces out from the side of the vehicle—
   (i) white or yellow towards the front and side; and
   (ii) for a vehicle built before July 1973—yellow or red towards the rear and side; and
   (iii) for a vehicle built after June 1973—yellow towards the rear and side.

Note: The ADRs only allow yellow direction indicator lights.

(4) If a motor vehicle's direction indicator lights display only yellow light, the vehicle may be equipped to allow the lights to operate simultaneously on both sides of the vehicle, if a visible or audible signal tells the driver when the lights are operating simultaneously.

(5) When on, a direction indicator light must be visible 30 metres from—
   (a) if the light faces forwards—the front of the vehicle; or
   (b) if the light faces backwards—the rear of the vehicle; or
   (c) if the light faces out from the side of the vehicle—that side of the vehicle.

(6) When on, each direction indicator light in at least 1 pair of lights fitted on or towards the front of a prime mover, or a motor vehicle over 7.5 metres long, must be visible at a point—
   (a) 1.5 metres at right angles from the side of the vehicle where the light is fitted; and
   (b) in line with the rear of the vehicle.

Division 12—Fog lights

105. Front fog lights
(1) A pair of front fog lights may be fitted to a motor vehicle with 4 or more wheels.

(2) A pair of front fog lights, or a single front fog light, may be fitted to a motor cycle or trike.

(3) A pair of front fog lights fitted to a motor vehicle with 4 or more wheels must have the centre of each light not over 400 millimetres from the nearer side of the vehicle unless the centres of the lights are at least 600 millimetres apart.

(4) If the top of the front fog light is higher than the top of any low-beam headlight on the vehicle, the centre of the fog light must not be higher than the centre of the low-beam headlight.

(5) A front fog light must—
    (a) when on—
        (i) project white or yellow light in front of the vehicle; and
        (ii) be a low-beam light; and
    (b) be able to be operated independently of any headlight; and
    (c) be fitted so the light from it does not reflect off the vehicle into the driver's eyes.

106. Rear fog lights

    (1) A vehicle may have fitted to its rear—
        (a) a pair of rear fog lights; or
        (b) 1 rear fog light fitted on, or to the right, of the centre of the vehicle.

    (2) Sub-clause (1)(b) applies to a motor cycle with an attached sidecar as if the sidecar were not attached.

    (3) A rear fog light must—
        (a) have its centre—
            (i) not over 1.5 metres above ground level; and
            (ii) at least 100 millimetres from the centre of a brake light; and
        (b) when on, project red light behind the vehicle; and
        (c) not use over 27 watts power; and
Division 13—Interior lights

107. Interior lights

A vehicle may be fitted with interior lights that illuminate any interior part of the vehicle.

Division 14—Reflectors generally

108. General requirements for reflectors

(1) A reflector fitted to a vehicle must show a red, yellow or white reflection of light when light is projected directly onto the reflector at night by a low-beam headlight that—
   (a) is 45 metres from the reflector; and
   (b) complies with the Vehicle Standards.

(2) The reflection must be clearly visible from the position of the headlight.

Division 15—Rear reflectors

109. Rear reflectors

(1) A motor vehicle with 4 or more wheels, and a trailer, must have a rear-facing red reflector towards each side of its rear.

(2) A motor cycle, a sidecar attached to a motor cycle, and a motor trike, must have a rear-facing red reflector.

(3) The centre of each reflector must be—
   (a) at the same height above ground level; and
   (b) not over 1.5 metres above ground level.

(4) However, sub-clause (3) does not apply to a reflector fitted to a sidecar attached to a motor cycle.

(5) A reflector fitted to a motor vehicle with 4 or more wheels, or a trailer, must not be over 400 millimetres from the nearer side of the vehicle.

(6) A vehicle fitted with rear-facing red reflectors in accordance with sub-clause (1) or (2) may be fitted with additional red reflectors at any height above ground level or at any distance from the side of the vehicle.
Division 16—Side reflectors

110. Compulsory side reflectors on pole-type trailers

(1) Yellow or red side-facing reflectors must be fitted to the pole of a pole-type trailer so—
   (a) 1 reflector is fitted to the middle third of the left and right faces of the pole; and
   (b) the front reflector is not over 3.0 metres from the front of the trailer; and
   (c) the other reflectors are not over 3.0 metres apart.

(2) Additional side-facing reflectors may be fitted to a pole-type trailer in accordance with clause 111.

111. Optional side reflectors

(1) A vehicle may be fitted with side-facing reflectors.

(2) A side-facing reflector—
   (a) towards the front of the vehicle must be yellow or white; and
   (b) towards the rear of the vehicle must be yellow or red; and
   (c) on the central part of the vehicle must be yellow.

Division 17—Front reflectors

112. Compulsory front reflectors on trailers

(1) A front-facing white or yellow reflector must be fitted towards each side of the front of—
   (a) a semi-trailer, except a pole-type trailer; and
   (b) the front cross-bar or bolster of a pole-type trailer; and
   (c) a trailer that is at least 2.2 metres wide.

(2) Each reflector must have its centre—
   (a) at the same height above ground level; and
   (b) not over 1.5 metres above ground level; and
   (c) not over 400 millimetres from the nearer side of the vehicle.
(3) Additional front-facing reflectors may be fitted to a trailer mentioned in sub-clause (1) in accordance with clause 113.

113. Optional front reflectors

(1) A motor vehicle with 4 or more wheels, or a trailer, may have 1 or more front-facing white or yellow reflectors fitted towards each side of its front.

(2) A motor vehicle with less than 4 wheels may have 1 or more front-facing white or yellow reflectors.

(3) The centre of at least 1 reflector or on each side of the front of the vehicle must be—

(a) at the same height above ground level as the centre of the other reflector; and

(b) the same distance from the longitudinal axis of the vehicle as the centre of the other reflector; and

(c) at least—

(i) for a vehicle with a width under 1300 millimetres—400 millimetres from the centre of the other reflector; and

(ii) for another vehicle—600 millimetres from the centre of the other reflector.

(4) For the purposes of sub-clause (3)(c), the width of a vehicle is measured disregarding any anti-skid device mounted on wheels, central tyre inflation systems, lights, mirrors, reflectors, signalling devices and tyre pressure gauges.

Division 18—Warning lights and signs on buses carrying children

114. Application of Division

This Division applies to a bus that is used mainly for carrying children if the bus is fitted with warning lights after June 1999.

Note: For warning signs and lights fitted before July 1999, see clause 118.

115. Fitting of warning lights and signs

(1) Two warning lights and a warning sign must be fitted to the front and rear of the bus.

(2) The warning lights must be fitted—
(a) on each side of, and the same distance from, the centre of the warning sign; and

(b) with the edge of the warning sign not over 100 millimetres from the nearest point on the lens of the warning lights; and

(c) with the distance between the warning lights at least 300 millimetres at the nearest point; and

(d) so no part of the bus obstructs the light displayed—

(i) $30^\circ$ to the left and right of the centre of each light; and

(ii) $10^\circ$ above and below the centre of each light.

(3) The warning lights may be on the warning sign if the words or image on the sign are not obscured.

(4) The warning lights at the same end of the bus must be fitted—

(a) at the same height; and

(b) as high as practicable; and

(c) with the lowest point on the lens of each light not lower than midway between the highest and lowest points on the bus body.

(5) If the centres of the warning lights are under 1·8 metres above ground level, no part of the warning lights or warning sign may be on the left of the bus.

(6) This clause applies to a bus despite any requirement of a third edition ADR.

116. Operation and performance of warning lights

(1) When operating, a warning light must display regular flashes of yellow light at a rate of at least 90, and not over 180, flashes a minute.

(2) The warning lights at the same end of the bus must flash alternately.

(3) Unless the driver has turned the warning lights off, they must operate automatically when a door on the bus opens and for at least 10, and not over 20, seconds after all the doors on the bus have closed.

(4) The bus must have a visible or audible signal that tells the driver when the warning lights are operating.
(5) The bus must be fitted with a switch that allows the driver to turn the warning lights off.

(6) A warning light must have—

(a) an effective lit lens area of at least 60 square centimetres; and

(b) a luminous intensity (in candela) of at least the values mentioned in the following table when measured at the angles mentioned in table 16.

<table>
<thead>
<tr>
<th>Vertical angle from centre of light</th>
<th>Horizontal angle from centre of light</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>–30° –20° –10° –5° 0° 5° 10° 20° 3°</td>
</tr>
<tr>
<td>10°</td>
<td>50 80 50</td>
</tr>
<tr>
<td>5°</td>
<td>180 320 350 450 350 320 180</td>
</tr>
<tr>
<td>0°</td>
<td>75 450 1000 1250 1250 1000 450 75</td>
</tr>
<tr>
<td>–5°</td>
<td>40 270 450 570 600 570 450 270 40</td>
</tr>
<tr>
<td>–10°</td>
<td>75 75 75</td>
</tr>
</tbody>
</table>

(7) For sub-clause (6)(b), the luminous intensity of a light is to be measured in accordance with the test method mentioned in third edition ADR 6.

117. Specifications for warning signs

(1) A warning sign at the front of the bus must—

(a) display the words "school bus" in capital letters at least 100 millimetres high; or

(b) display an image of 2 children in the same proportions as the children in AS 1743 Road Signs—Specifications (image W6–3), with the image of the taller child at least 230 millimetres high.

(2) A warning sign at the rear of the bus must display an image of 2 children in the same proportions as the children in AS 1743 Road Signs—Specifications (image W6–3), with the image of the taller child at least 230 millimetres high.

(3) The warning sign mentioned in sub-clauses (1)(b) and (2) must—

(a) be a rectangular shape at least—
(i) if warning lights are on the warning sign—
   550 millimetres wide and 400 millimetres high; and

(ii) in any other case—400 millimetres wide and
   250 millimetres high; and

(b) have a black border; and

(c) have black graphics and be coated with yellow
   retro-reflective material of class 1 or 2 that meets
   Australian Standard AS 1906 Retro-reflective
   Materials and Devices for Road Traffic Control
   Purposes.

Division 19—Other lights, reflectors, rear marking plates or signals

118. Other lights and reflectors

(1) In this clause—

"exempt vehicle" means—

(a) a police vehicle; or
(b) an emergency vehicle; or
(c) a transport enforcement vehicle; or
(d) an Australian Protective Service vehicle; or
(e) an Australian Customs Service vehicle; or
(f) an Airservices Australia vehicle;

"special use vehicle" means—

(a) a vehicle built or fitted for use in hazardous
    situations on a road; or
(b) a bus fitted, before July 1999, with a sign
    telling road users that the bus carries children.

Examples of special use vehicles to which paragraph (a)
    applies:

1. Tow trucks.
2. Vehicle breakdown service vehicles.

(2) A vehicle may be fitted with any other light or reflector,
    except (unless sub-clause (3) applies)—

(a) a light that flashes; or
(b) a light or reflector that—
(i) shows a red light to the front; or
(ii) shows a white light to the rear; or
(iii) is shaped or located in a way that reduces the effectiveness of a light or reflector that is required to be fitted to the vehicle under the Vehicle Standards.

(3) Despite any requirement of a third edition ADR, an exempt vehicle may be fitted with any light or reflector, and a special use vehicle may be fitted with 1 or more flashing yellow lights.

119. Rear marking plates

(1) In this clause—

"rear marking plate" means a rear marking plate complying with rule 13.6.101 of third edition ADR 13.

(2) Rear marking plates must be fitted to—

(a) a motor vehicle with a GVM over 12 tonnes, except a bus fitted with hand grips or similar equipment for standing passengers to hold; and

(b) a trailer with a GTM over 10 tonnes.

(3) Sub-clause (2) applies to a vehicle even if it was built before the date stated in the ADR.

(4) Rear marking plates may be fitted to a motor vehicle with a GVM not over 12 tonnes or a trailer with a GTM not over 10 tonnes.
120. **Signalling devices**

(1) This clause applies to a motor vehicle if—

(a) the vehicle is not fitted with a brake light or direction indicator light mentioned in Division 9 or 11; and

(b) the construction of the vehicle would otherwise prevent the driver from hand signalling an intention—

(i) to turn or move the vehicle to the right; or

(ii) to stop or suddenly reduce the speed of the vehicle.

(2) The vehicle must be fitted with a mechanical signalling device or a pair of turn signals.

121. **Mechanical signalling devices**

(1) A mechanical signalling device must—

(a) be fitted to the right side of the vehicle; and

(b) be able to be operated by the driver from a normal driving position; and

(c) consist of a white or yellow representation of an open human hand at least 15 centimetres long; and

(d) be constructed so that the driver of the vehicle can keep the device—

(i) in a neutral position so it is unlikely that the driver of another vehicle or anyone else would regard it as a signal; and

(ii) in a horizontal position with the palm of the hand facing forwards and the fingers pointing
out at a right angle to the vehicle to signal an intention to turn or move right; and

(iii) with the palm of the hand facing forwards and the fingers pointing upwards to signal an intention to stop or reduce speed suddenly.

(2) When the mechanical signalling device is in a position mentioned in sub-clause (1)(d)(ii) or (iii), the complete hand must be clearly visible from both the front and the rear of the vehicle, at a distance of 30 metres.

122. **Turn signals**

A turn signal must—

(a) consist of a steady or flashing illuminated yellow sign at least 15 centimetres long and 25 millimetres wide that—

(i) when in operation—is kept horizontal; and

(ii) when not in operation—is kept in a position so it is unlikely that the driver of another vehicle or anyone else would regard it as a signal; and

(b) be fitted to the side of the motor vehicle at least 50 centimetres and not over 2·1 metres above ground level, in a position so the driver of the vehicle, from the normal driving position, can see whether the signal is in operation; and

(c) be able to be operated by the driver from the normal driving position; and

(d) when in operation, be visible from both the front and rear of the vehicle at a distance of 30 metres.

**Division 20—Vehicles not required to have lights or reflectors**

123. **Certain vehicles used in daytime**

This Part does not apply to a vehicle built before 1931 that is used only in the daytime.

124. **Certain vehicles used for collection or exhibition purposes**

This Part does not apply to a vehicle built before 1946 that is used mainly for exhibition purposes.

**PART 9—BRAKING SYSTEMS**
Note: This Part sets out the braking system requirements for vehicles to ensure that they can be reliably slowed or stopped even if a part of a braking system fails, and to ensure that a vehicle can be prevented from rolling away when parked.

This Part also includes special requirements for braking systems on B-doubles and road trains to ensure that the braking systems on the component vehicles are compatible. The special requirements do not apply to a road train that is 19 metres long or less.

Division 1—Brake requirements for all vehicles

125. Parts of a braking system

(1) A brake tube or hose fitted to a vehicle must—
   (a) be manufactured from a material appropriate to its intended use in the vehicle; and
   (b) be long enough to allow for the full range of steering and suspension movements of the vehicle; and
   (c) be fitted to prevent it being damaged during the operation of the vehicle by—
      (i) a source of heat; or
      (ii) any movement of the parts to which it is attached or near.

(2) The design and performance of each component of the braking system of a vehicle with a GVM over 4·5 tonnes must be suitable for the purpose for which the component is used.

126. Provision for wear

The braking system of a vehicle must allow for adjustment to take account of normal wear.

127. Supply of air or vacuum to brakes

(1) If air brakes are fitted to a vehicle—
   (a) the compressor supplying air to the brakes must be able to build up air pressure to at least 80% of the governor cut-out pressure in not over 5 minutes after the compressed air reserve is fully used up; and
   (b) for a vehicle with a GVM over 4·5 tonnes the air storage tanks must have sufficient capacity to allow 5 applications of the service brakes before the air

---

68
(c) there must be an automatic or manual condensate drain valve at the lowest point of each air brake reservoir in the system; and

(d) any spring brake fitted to the vehicle must not operate before the warning mentioned in clause 131(4)(a) or 134(3)(a) has been given.

(2) If vacuum brakes are fitted to a vehicle, the vacuum supply must be able to build up vacuum—

(a) to the level when the warning signal mentioned in clause 131(4)(a) or 134(3)(a) no longer operates within 30 seconds after the vacuum reserve is fully used up; and

(b) to the normal working level within 60 seconds after the vacuum reserve is fully used up.

128. Performance of braking systems

(1) One sustained application of the brake of a motor vehicle built after 1930, or a combination that includes a motor vehicle built after 1930, must be able to produce the performance mentioned in sub-clauses (2) to (7)—

(a) when the vehicle or combination is on a dry, smooth, level road surface, free from loose material; and

(b) whether or not the vehicle or combination is loaded; and

(c) without part of the vehicle or combination moving outside a straight path—

(i) centred on the longitudinal axis of the vehicle or combination before the brake was applied; and

(ii) 3.7 metres wide.

(2) The braking system of a motor vehicle or combination with a gross mass under 2.5 tonnes must bring the vehicle or combination from a speed of 35 kilometres an hour to a stop within—

(a) 12.5 metres when the service brake is applied; and

(b) 30 metres when the emergency brake is applied.
(3) The braking system of a motor vehicle or combination with a gross mass of at least 2.5 tonnes must bring the vehicle or combination from a speed of 35 kilometres an hour to a stop within—

(a) 16.5 metres when the service brake is applied; and

(b) 40.5 metres when the emergency brake is applied.

(4) The braking system of a motor vehicle or combination with a gross mass under 2.5 tonnes must decelerate the vehicle or combination, from any speed at which the vehicle or combination can travel, by an average of at least—

(a) 3.8 metres a second a second when the service brake is applied; and

(b) 1.6 metres a second a second when the emergency brake is applied.

(5) The braking system of a motor vehicle or combination with a gross mass of at least 2.5 tonnes must decelerate the vehicle or combination, from any speed at which the vehicle or combination can travel, by an average of at least—

(a) 2.8 metres a second a second when the service brake is applied; and

(b) 1.1 metres a second a second when the emergency brake is applied.

(6) The braking system of a motor vehicle or combination with a gross mass under 2.5 tonnes must achieve a peak deceleration of the vehicle or combination, from any speed at which the vehicle or combination can travel, of at least—

(a) 5.8 metres a second a second when the service brake is applied; and

(b) 1.9 metres a second a second when the emergency brake is applied.

(7) The braking system of a motor vehicle or combination with a gross mass of at least 2.5 tonnes must achieve a peak deceleration of the vehicle or combination, from any speed at which the vehicle or combination can travel, of at least—

(a) 4.4 metres a second a second when the service brake is applied; and

(b) 1.5 metres a second a second when the emergency brake is applied.
(8) The parking brake of a vehicle or combination must be able to hold the vehicle or combination stationary on a 12% gradient.

Division 2—Motor vehicle braking systems

129. What braking system a motor vehicle must have

(1) In this clause—

"independent brake", for a vehicle, means a brake that is operated entirely separately from any other brake on the vehicle, except for any drum, disc or part, on which a shoe, band or friction pad makes contact, that is common to 2 or more brakes.

(2) A motor vehicle with 4 or more wheels built, or used, mainly for transporting goods or people by road must be fitted with—

(a) a braking system that—

(i) consists of brakes fitted to all wheels of the vehicle; and

(ii) has at least 2 separate methods of activation, arranged so effective braking remains on at least 2 wheels if a method fails; or

(b) 2 independent brakes, each of which, when in operation, acts directly on at least half the number of wheels of the vehicle.

(3) The braking system of a motor vehicle mentioned in sub-clause (2) that was built after 1945 must have a service brake operating on all wheels that, when applied—

(a) acts directly on the wheels and not through the vehicle’s transmission; or

(b) acts on a shaft between a differential of the vehicle and a wheel.

(4) The braking system of a motor vehicle with 4 or more wheels must have a parking brake that—

(a) is held in the applied position by direct mechanical action without the intervention of an electrical, hydraulic or pneumatic device; and

(b) is fitted with a locking device that can hold the brake in the applied position; and
(c) has its own separate control.

(5) The parking brake may also be the emergency brake.

(6) If 2 or more independent brakes are fitted to a motor vehicle with 4 or more wheels, the brakes must be arranged so brakes are applied to all the wheels on at least 1 axle of the vehicle when any brake is operated.

(7) A motor cycle or motor trike must be fitted with—
   (a) 2 independent brakes; or
   (b) a single brake that acts directly on all wheels of the vehicle and is arranged so effective braking remains on at least 1 wheel if a part of the system fails.

(8) Sub-clause (7) applies to a motor cycle with a sidecar attached as if the sidecar were not attached.

(9) A motor trike must have a parking brake that is held in the applied position by mechanical means.

130. Operation of brakes on motor vehicles

The braking system on a motor vehicle must be arranged to allow the driver of the motor vehicle to apply the brakes from a normal driving position.

131. Air or vacuum brakes on motor vehicles

(1) If a motor vehicle has air brakes, the braking system of the vehicle must include at least 1 air storage tank.

(2) If a motor vehicle has vacuum brakes, the braking system of the vehicle must include at least 1 vacuum storage tank.

(3) An air or vacuum storage tank must be built so the service brake can be applied to meet the performance standards of clause 128 at least twice if the engine of the vehicle stops or the source of air or vacuum fails.

(4) An air or vacuum storage system must—
   (a) be built to give a visible or audible warning to the driver, while in a normal driving position, of a lack of air or vacuum that would prevent the service brake from being applied to meet the performance standards of clause 128 at least twice; and
   (b) be safeguarded by a check valve or other device against loss of air or vacuum if the supply fails or leaks.
(5) However, sub-clause (4)(a) does not apply to a vehicle with a GVM of 4.5 tonnes or less that is fitted with an air or vacuum assisted braking system.

(6) If air or vacuum brakes are fitted to a motor vehicle equipped to tow a trailer, the brakes of the vehicle must be able to stop the vehicle, at the performance standards for emergency brakes under clause 128 if the trailer breaks away.

(7) The braking system of a motor vehicle with a GVM over 4.5 tonnes equipped to tow a trailer fitted with air brakes must include protection against loss of supply line air or brake control signal air.

(8) The protection mentioned in sub-clause (7) must—

(a) operate automatically if a brake supply line hose connecting the motor vehicle and a trailer fails; and

(b) maintain enough air pressure to allow the brakes to be applied to meet performance standards for emergency brakes under clause 128; and

(c) include a visible or audible warning to the driver.

**Division 3—Trailer braking systems**

**132. What brakes a trailer must have**

(1) A trailer with a GTM over 750 kilograms must have brakes that operate on at least 1 wheel at each end of 1 or more axles of the trailer.

(2) A semi-trailer or converter dolly with a GTM over 2 tonnes must have brakes that operate on all its wheels.

**133. Operation of brakes on trailers**

(1) The braking system of a trailer with a GTM over 2 tonnes must allow the driver of a motor vehicle towing the trailer to operate the brakes from a normal driving position.

(2) However, sub-clause (1) does not apply to an unloaded converter dolly that weighs under 3 tonnes if the motor vehicle towing the converter dolly has a GVM over 12 tonnes.

(3) The brakes on a trailer with a GTM over 2 tonnes must—

(a) operate automatically and quickly if the trailer breaks away from the towing vehicle; and
Road Safety (Vehicles) (Vehicle Standards) Regulations 1999  
S.R. No. 54/1999

(b) remain in operation for at least 15 minutes after a break-away; and
(c) be able to hold the trailer on a 12% grade while in operation after a break-away.

134. **Air or vacuum brakes on trailers**

(1) If a trailer has air brakes, its braking system must include at least 1 air storage tank.

(2) If a trailer has vacuum brakes, its braking system must include at least 1 vacuum storage tank.

(3) An air or vacuum storage system must—
   (a) be built to give a visible or audible warning to the driver of the towing vehicle, while in a normal driving position, of a lack of air or vacuum that would prevent the brakes from meeting the performance standards of clause 128; and
   (b) be safeguarded by a check valve or other device against loss of air or vacuum if the supply fails or leaks.

(4) Sub-clauses (1), (2) and (3) do not apply to a trailer with a GTM of 2 tonnes or less.

Division 4—Additional brake requirements for B-doubles and long road trains

135. **Application of Division to certain road trains**

This Division does not apply to a road train, or a vehicle used in a road train, if the road train has a length of 19 metres or less.

136. **Braking system design for a prime mover in a B-double**

(1) A prime mover used in a B-double must comply with second edition ADR 35A or third edition ADR 35.

(2) A prime mover used in a B-double must also have an anti-lock braking system complying with third edition ADR 64, if the prime mover—
   (a) was built after 1989; or
   (b) was first used in a B-double after 1993; or
The performance of the service, secondary and parking brake systems of a motor vehicle used in a road train must comply with second edition ADR 35A or third edition ADR 35 if the vehicle would not otherwise be required to comply with an ADR about braking.

138. Braking system design for trailers in B-doubles or road trains

(1) The performance of the service, secondary and parking brake systems of a trailer used in a B-double or road train must comply with second edition ADR 38 or third edition ADR 38 if the trailer would not otherwise be required to comply with an ADR about braking.

(2) A road train trailer to which sub-clause (1) applies need not be fitted with a mechanical parking brake if it carries wheel chocks that provide a performance equal to the performance standard required for a parking brake system.

(3) A semi-trailer, regardless of when it was built, must have an anti-lock braking system that complies with third edition ADR 38/01, if—

(a) it is being used in a B-double that includes a road tank vehicle, whether or not the semi-trailer is itself a road tank vehicle; and

(b) the road tank vehicle is carrying dangerous goods.

139. Air brakes of motor vehicles in B-doubles or road trains

(1) If a B-double or road train is fitted with brakes that operate using compressed air, the braking system of the motor vehicle must comply with sub-clauses (2) and (3) when—

(a) the pressure is measured in an 800 millilitre vessel connected by a 2 metre pipe with a bore of approximately 13 millimetres to the coupling head of the braking system; and

(b) the air pressure before the brakes are applied is not under—

(i) the average of the maximum and minimum pressures in the operating pressure range specified by the vehicle's manufacturer; or
(ii) if there is no manufacturer's specification—
    650 kilopascals.

(2) The pressure must reach at least 420 kilopascals within
    400 milliseconds after the rapid and complete application of
    the foot-operated brake control.

(3) After the brakes have been fully applied, the pressure must
    fall, within half a second after the release of the foot-
    operated brake control, to 35 kilopascals.

140. Air brakes in a B-double or road train: least favoured chamber

(1) In this clause—

"least favoured chamber" means the brake chamber with
    the longest line to the treadle valve in the prime
    mover.

(2) The pressure in the least favoured chamber of the braking
    system of a B-double or road train with brakes that operate
    using compressed air must comply with sub-clauses (3) and
    (4) when the air pressure before the brakes are applied is not
    under—

    (a) the average of the maximum and minimum pressures
        in the operating pressure range specified by the
        vehicle's manufacturer; or

    (b) if there is no manufacturer's specification—
        650 kilopascals.

(3) The pressure must reach at least 420 kilopascals within—

    (a) for a B-double—1 second after the rapid and
        complete application of the foot-operated brake
        control; or

    (b) for a road train—1.5 seconds after the rapid and
        complete application of the foot-operated brake
        control.

(4) After the brakes have been fully applied, the pressure must
    fall to 35 kilopascals, or the pressure at which the friction
    surfaces cease to contact each other, within—

    (a) for a B-double—1 second after the release of the
        foot-operated brake control; or
(b) for a road train—1.5 seconds after the release of the foot-operated brake control.

141. **Recovery of air pressure for brakes in B-doubles and road trains**

   The air pressure in each air brake reservoir in a B-double or road train must recover to at least 420 kilopascals within 1 minute after 3 full brake applications have been made within a 10 second period if, before the 3 brake applications have been made—

   (a) the engine is running at maximum speed; and

   (b) the governor cut-in pressure is no higher than—

      (i) the pressure specified by the vehicle's manufacturer; or

      (ii) if there is no manufacturer's specification—550 kilopascals; and

   (c) the air pressure in the storage tanks of the vehicle is not under—

      (i) the average of the maximum and minimum pressures in the operating pressure range specified by the vehicle's manufacturer; or

      (ii) if there is no manufacturer's specification—650 kilopascals.

142. **Air supply for brakes in B-doubles and road trains**

   A B-double or road train that uses compressed air to operate accessories must have—

   (a) sufficient air compressor capacity and air receiver volume to ensure that the operation of the accessories does not adversely affect brake performance; and

   (b) a compressed air system built to ensure that the brake system is preferentially charged.

143. **Brake line couplings**

   (1) Brake line couplings on the same part of a vehicle in a B-double or road train must not be interchangeable.

   (2) The couplings must be polarised in accordance with Australian Standard AS D8–1971 Hose Couplings for Use with Vacuum and Air-Pressure Braking Systems on Prime Movers, Trailers and Semi-trailers if the hoses used with the
brake couplings are used for the same purpose as the hoses mentioned in the standard.

144. Simultaneous parking brake application

(1) If the parking brake of a motor vehicle in a B-double or road train is applied, the parking brakes of any attached trailer must be applied automatically.

(2) This clause does not apply to a trailer carrying wheel chocks complying with clause 138(2).

145. Capacity of air reservoirs

(1) The capacity of the air storage tanks of a motor vehicle used in a B-double or road train must be at least 12 times the volume of all the brake activation chambers on the motor vehicle.

(2) The capacity of the air storage tanks of a trailer used in a B-double or road train must be at least 8 times the volume of all the brake activation chambers on the trailer.

PART 10—CONTROL OF EMISSIONS

Note: This Part sets out requirements to ensure that motor vehicles do not emit too much smoke or noise and that exhaust gases cannot enter the passenger compartment of a vehicle.

Division 1—Crank case gases and visible emissions

146. Crank case gases

(1) This clause applies to a motor vehicle with 4 or more wheels that is powered by a petrol engine and was built after 1971.

(2) The vehicle must be built to prevent, or fitted with equipment that prevents, crank case gases from escaping to the atmosphere.

147. Visible emissions

(1) This clause applies to a motor vehicle that is propelled by an internal combustion engine and was built after 1930.

(2) The vehicle must not emit visible emissions for a continuous period of at least 10 seconds.
(3) However, this clause does not apply to emissions that are visible only because of heat or the condensation of water vapour.

Division 2—Exhaust systems

148. Exhaust systems

(1) An exhaust system fitted to a motor vehicle with a GVM over 4.5 tonnes (except a bus) must be constructed and fitted in accordance with regulation 15 of the Environment Protection (Vehicle Emissions) Regulations 1992.

(2) The outlet of the exhaust system fitted to a bus with a GVM over 4.5 tonnes must—

(a) be as near as practicable to the rear of the vehicle; and

(b) extend no further than the edge of the bus at its widest point.

(3) The outlet must discharge the main exhaust flow to the air—

(a) if the bus is fitted, or required under a law of this jurisdiction to be fitted, with an exhaust system with a vertical outlet pipe—

(i) behind the passenger compartment; and

(ii) at an angle above the horizontal; and

(iii) upwards or rearwards; and

(b) in any other case—

(i) horizontally or at an angle of not over 45° downwards; and

(ii) rearwards or to the right of the vehicle.

(4) A vertical exhaust system fitted to a motor vehicle with a GVM over 4.5 tonnes must—

(a) if the vehicle is fitted with an exhaust system with a vertical outlet pipe that does not direct the main exhaust flow straight up—direct the flow rearwards at an angle within 0° to 45° of the longitudinal centre line of the vehicle; and

(b) if a rain cap is fitted to the outlet pipe—be installed so the hinge of the cap is at an angle of 90° (plus or minus 10°) to the longitudinal centre line of the vehicle when viewed from above.
Division 3—Noise emissions

149. Silencing device for exhaust systems

A motor vehicle propelled by an internal combustion engine must be fitted with a silencing device through which all the exhaust from the engine passes.

150. Stationary noise levels—car-type vehicles and motor cycles and trikes

(1) In this clause—

"car-type vehicle" means—

(a) a car; or

(b) a utility truck, panel van, or another motor vehicle derived from a car design; or

(c) another motor vehicle with 4 or more wheels that is built mainly to carry not over 9 people including the driver.

(2) The stationary noise level of a car-type vehicle must not exceed the relevant noise levels set out in regulation 13(1) of the Environment Protection (Vehicle Emissions) Regulations 1992.

(3) The stationary noise level of a motor cycle or trike must not exceed the relevant noise levels set out in regulation 13(3) of the Environment Protection (Vehicle Emissions) Regulations 1992.
(4) However, this clause does not apply to a car-type vehicle built after 1982 for 2 years after the commencement of this clause, if—

(a) the stationary noise level of the vehicle does not exceed 96 dB(A); and

(b) the stationary noise level limit applying to the vehicle under the law of the State or Territory where the vehicle is registered, or otherwise authorised to be driven on a road or road-related area, by a vehicle registration authority is not 90 dB(A) or less.

151. **Stationary noise levels—other vehicles with spark ignition engines**

(1) This clause applies to a motor vehicle (except a motor vehicle to which clause 150 applies) with a spark ignition engine.

(2) The stationary noise level of the motor vehicle must not exceed the noise level applying to that vehicle under regulation 13(2) of the Environment Protection (Vehicle Emissions) Regulations 1992.

152. **Stationary noise levels—other vehicles with diesel engines**

(1) This clause applies to a motor vehicle (except a motor vehicle to which clause 150 applies) with a diesel engine.

(2) The stationary noise level of the motor vehicle must not exceed the noise level applying to that vehicle under regulation 13(2) of the Environment Protection (Vehicle Emissions) Regulations 1992.

153. **Measurement of stationary noise levels**

For the purposes of this Division, the stationary noise level of a motor vehicle is to be measured in accordance with the method prescribed by Schedule 6 to the Environment Protection (Vehicle Emissions) Regulations 1992.
PART 11—LPG FUEL SYSTEMS

Note: This Part sets out requirements to ensure that LPG fuel systems are safely installed in motor vehicles and that vehicles with LPG installed can be identified as LPG-powered vehicles.

154. LPG-powered vehicles

(1) A motor vehicle equipped to run on LPG must comply with the requirements for the use of LPG in vehicles in—

   (a) the version of Australian Standard AS 1425 LP Gas Fuel Systems for Vehicle Engines in force at the commencement of this clause; or

   (b) if an earlier version of the standard was current when the vehicle was first equipped to run on LPG—that version.

(2) A vehicle equipped to run on LPG must have fixed conspicuously to the front and rear number plates a label that is—

   (a) made of durable material; and

   (b) at least 25 millimetres wide and 25 millimetres high; and

   (c) reflective red conforming to Australian Standard AS 1742–1975 Manual of Uniform Traffic Control Devices, Appendix C, Class 2; and

   (d) marked "LPGAS" or "LPG", or with words or acronyms to similar effect, in capital letters at least 6 millimetres high.

PART 12—MAXIMUM ROAD SPEED LIMITING

Note: This Part requires certain heavy vehicles built after 1987, but before July 1991, to have a restricted top speed. However, emergency vehicles and certain 2-axle prime movers owned by farmers and used in primary production are exempt.

155. Speed limiting

(1) A bus with a GVM over 14.5 tonnes that was built after 1987 must comply with third edition ADR 65.

(2) A prime mover with a GVM over 15 tonnes that was built after 1987 must comply with third edition ADR 65.
(3) For third edition ADR 65, the maximum road speed capability of a motor vehicle used in a road train is 90 kilometres an hour.

Note: Vehicle Standards Bulletin 2 (VSB 2) contains the requirements of third edition ADR 65. The Bulletin is available from the Federal Office of Road Safety.

156. Exemptions from speed limiting

Clause 155 does not apply to—

(a) an emergency vehicle or police vehicle; or

(b) a bus fitted with hand grips or similar equipment for standing passengers to hold; or

(c) a 2-axle prime mover if—

   (i) it was built after 1987 but before July 1991; and

   (ii) its owner is a person who uses it for agriculture, horticulture, or other primary production activities (except forestry, fishing and mining).

PART 13—MECHANICAL CONNECTIONS BETWEEN VEHICLES

Note: This Part sets out various requirements to ensure that the couplings used when operating motor vehicles and trailers in combinations are strong enough to hold them together.

The requirements in this Part about the mechanical connections between vehicles in a road train do not apply to a road train 19 metres long or less.

Division 1—Couplings on all types of vehicles

157. General coupling requirements

(1) A fifth wheel coupling, the mating parts of a coupling, a kingpin or a towbar must not be used for a load more than the manufacturer's load rating.

(2) A kingpin must be used only with a fifth wheel coupling that has a corresponding jaw size.

Example:

An adaptor must not to be used to fit a kingpin to a fifth wheel coupling.
(3) The mating parts of a coupling used to connect a semi-trailer to a towing vehicle must not allow the semi-trailer to roll to an extent that makes the towing vehicle unstable.

158. Drawbar couplings

(1) A coupling for attaching a trailer, except a semi-trailer or pole-type trailer, to a towing vehicle must be built and fitted so—

(a) the coupling is equipped with a positive locking mechanism; and

(b) the positive locking mechanism can be released regardless of the angle of the trailer to the towing vehicle.

(2) If the trailer is in a combination and is not fitted with breakaway brakes in accordance with clause 133(3), it must be connected to the towing vehicle by at least 1 chain, cable or other flexible device, as well as the coupling required by sub-clause (1).

(3) The connection must be built and fitted so—

(a) the trailer is kept in tow if the coupling breaks or accidentally detaches; and

(b) normal angular movement of the coupling is permitted without unnecessary slack.

(4) If practicable, the connection must be built and fitted so the drawbar of the trailer is prevented from hitting the ground if the coupling accidentally detaches.

Division 2—Additional coupling requirements for B-doubles and long road trains

159. What is a long road train?

For the purposes of this Division—

"long road train" means a road train that is over 19·0 metres long.

160. Couplings for B-doubles and long road trains

(1) A fifth wheel coupling used to connect a towing vehicle to a semi-trailer used in a B-double or long road train must not be built with a pivot that allows a semi-trailer to roll relative to the towing vehicle.
(2) However, sub-clause (1) does not apply to a fifth wheel coupling if—
   
   (a) the semi-trailer design requires torsional stresses to be minimised; and
   
   (b) the roll axis of the fifth wheel coupling is above the surface of the coupler plate; and
   
   (c) the degree of rotation allowed around the roll axis of the fifth wheel coupling is restricted to prevent roll instability.

(3) A trailer with only 1 axle group, or a single axle, (except a semi-trailer or a converter dolly) that is used in a long road train must not have a coupling fitted at its rear.

161. Selection of fifth wheel couplings for B-doubles and long road trains

(1) A fifth wheel coupling used in a B-double or long road train must have a D-value complying with Australian Standard AS 1773–1990 Articulated Vehicles—Fifth Wheel Assemblies.

(2) A turntable used in a B-double or long road train must have a D-value complying with Australian Standard AS 1773–1990 Articulated Vehicles—Fifth Wheel Assemblies.

(3) If a fifth wheel coupling used in a B-double or long road train is built for a 50 millimetre or 90 millimetre kingpin, the coupling must—
   
   (a) meet the dimension requirements in Australian Standard AS 1773–1990 Articulated Vehicles—Fifth Wheel Assemblies; and
   
   (b) not be worn away more than recommended by the standard.

(4) If a fifth wheel coupling used in a B-double or long road train is built for a 75 millimetre kingpin, the coupling must—
   
   (a) be compatible with the kingpin mentioned in clause 165(3); and
   
   (b) not be worn away so that it does not comply with clause 162.

162. D-value of a fifth wheel coupling
In testing a fifth wheel coupling built for a 75 millimetre kingpin used in a B-double or long road train to decide whether its D-value complies with clause 161(1), the longitudinal movement (after readjusting the jaws of the coupling using a kingpin built to the dimensions mentioned in clause 165(3)(a)) must not be over 4 millimetres.

163. Mounting of fifth wheel couplings on B-doubles and long road trains

A fifth wheel coupling must be mounted on a prime mover, or a semi-trailer used in a B-double or long road train, in accordance with Australian Standard AS 1771–1987 Installation of Fifth Wheel and Turntable Assemblies.

164. Branding of fifth wheel couplings and turntables on B-doubles and long road trains

(1) A fifth wheel coupling on a vehicle built after June 1991 forming part of a B-double or long road train must be clearly and permanently marked in accordance with Australian Standard AS 1773–1990 Articulated Vehicles—Fifth Wheel Assemblies with—

   (a) the name or trademark of its manufacturer; and
   (b) its D-value rating; and
   (c) its nominal size.

(2) A turntable used in a vehicle built after the commencement of this clause that forms part of a B-double or long road train must be marked with—

   (a) the name or trademark of the turntable’s manufacturer; and
   (b) the D-value rating of the turntable in accordance with Australian Standard AS 1773–1990 Articulated Vehicles—Fifth Wheel Assemblies.

165. Selection of kingpins for B-doubles and long road trains

(1) A kingpin used in a B-double or long road train must—

   (a) be a 50, 75 or 90 millimetre kingpin; and
   (b) have a D-value complying with Australian Standard AS 2175–1990 Articulated Vehicles—Kingpins.

(2) A 50 or 90 millimetre kingpin used in a B-double or long road train must—

86
(a) be built to meet the dimension requirements in Australian Standard AS 2175–1990 Articulated Vehicles—Kingpins; and

(b) not be worn away more than recommended by the standard.

(3) A 75 millimetre kingpin used in a B-double or long road train must—

(a) be built to meet the dimensions in the following essential diagram; and

(b) not be worn away more than mentioned in sub-clause (4).

(4) In testing a 75 millimetre kingpin mentioned in the essential diagram in sub-clause (3) to decide whether its D-value complies with sub-clause (1)(b)—

(a) diameter F must not wear more than 3 millimetres; and

(b) diameter G must not wear more than 2 millimetres; and

(c) height H must not wear more than 2·3 millimetres.
166. Attachment of kingpins on B-doubles and long road trains

A kingpin used in a trailer that forms part of a B-double or long road train must be attached in accordance with—

(a) the manufacturer's specifications and instructions; or

(b) the guidelines detailed in Australian Standard AS 2175–1990 Articulated Vehicles—Kingpins.

167. Branding of kingpins on B-doubles and long road trains

A kingpin used in a trailer built after June 1991 that forms part of a B-double or long road train must be clearly and permanently marked on the lower circular face of the kingpin in accordance with Australian Standard AS 2175–1990 Articulated Vehicles—Kingpins with—

(a) the name or trademark of its manufacturer; and

(b) its D-value rating; and

(c) its nominal size.

168. Selection of couplings and drawbar eyes for long road trains

A drawbar-type coupling, or drawbar eye, used in a long road train must—

(a) be a 50 millimetre pin type; and

(b) have a D-value complying with Australian Standard AS 2213–1984 50mm Pin Type Couplings and Drawbar Eyes for Trailers; and

(c) be built to the dimensions mentioned in the standard; and

(d) not be worn away more than is recommended in the standard.

169. Attachment of couplings and drawbar eyes on long road trains

A drawbar-type coupling, or drawbar eye, used in a long road train must be built and positioned so—

(a) when the road train is moving, the drawbar can move at least 15° upwards or downwards from the position it occupies when the road train is parked on level ground; and

(b) the pivot point of the coupling is not over 300 millimetres forward of the rear of the trailer to which it is attached; and
(c) it is at a height of at least 800 millimetres, but not over 950 millimetres, when the road train is unloaded and parked on level ground.

170. Branding of couplings and drawbar eyes on long road trains

A drawbar-type coupling, or drawbar eye, used on a vehicle built after June 1991 that forms part of a long road train must be clearly and permanently marked in accordance with Australian Standard AS 2213–1984 50mm Pin Type Couplings and Drawbar Eyes for Trailers with—

(a) the name or trademark of its manufacturer; and

(b) its D-value rating.

171. Tow coupling overhang on long road trains

(1) In this clause—

"tow coupling overhang", of a vehicle, means the horizontal distance from the centre of the axle group, or the centre line of the single axle, at the rear of the vehicle to the pivot point of the coupling near the rear of the vehicle.

(2) The tow coupling overhang of a motor vehicle, except a prime mover, used in a long road train must not be more than the greater of—

(a) 30% of the distance from the centre of the front axle to the centre of the axle group or single axle at the rear of the vehicle; and

(b) 2.7 metres.

(3) The tow coupling overhang of a semi-trailer, or a dog trailer consisting of a semi-trailer and converter dolly, used in a long road train must not be more than 30% of the distance from the point of articulation to the centre of the axle group or single axle at the rear of the vehicle.

(4) The tow coupling overhang of another dog trailer used in a long road train must not be more than 30% of the distance from the centre of the front axle group or single axle to the centre of the axle group or single axle at the rear of the vehicle.
Figure 24: Tow coupling overhang—semi-trailer with extra coupling at rear

Figure 25: Tow coupling overhang—motor vehicle
PART 14—OTHER MATTERS

172. Vehicle equipment

A vehicle is taken to have equipment mentioned in the Vehicle Standards only if the equipment is in working order.

173. Restored vehicles

(1) For the Vehicle Standards, a restored vehicle is taken to have been built when it was originally built and not when it was restored.

(2) In this clause—

"restored vehicle" means a vehicle that is being, or has been, restored to its manufacturer's specifications, so far as it is practicable to meet the specifications.

174. Interpretation of certain second edition ADRs

The words "left" and "right" in the following second edition ADRs have the opposite meaning in the application of the ADRs, in accordance with the Vehicle Standards, to a motor vehicle with a left-hand drive—

(a) ADR 8 Safety Glass;
(b) ADR 12 Glare Reduction in Field of View;
(c) ADR 14 Rear Vision Mirrors;
(d) ADR 16 Windscreen Wipers and Washers;
(e) DRs 18 and 18A Location and Visibility of Instruments;
(f) ADRs 35 and 35A Commercial Vehicle Braking Systems.

Note: The following table contains a list of some terms used in the third edition ADRs and the corresponding term used in the Vehicle Standards.

<table>
<thead>
<tr>
<th>Third edition ADRs</th>
<th>Vehicle Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td>dipped-beam headlamp</td>
<td>low-beam (for a headlight)</td>
</tr>
<tr>
<td>front fog lamp</td>
<td>front fog light</td>
</tr>
<tr>
<td>rear fog lamp</td>
<td>rear fog light</td>
</tr>
<tr>
<td>wheelguard</td>
<td>mudguard</td>
</tr>
</tbody>
</table>
### Road Safety (Vehicles) (Vehicle Standards) Regulations 1999

**S.R. No. 54/1999**

<table>
<thead>
<tr>
<th>Lamp Type</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>main-beam headlamp</td>
<td>high-beam (for a headlight)</td>
</tr>
<tr>
<td>reversing lamp</td>
<td>reversing light</td>
</tr>
<tr>
<td>direction indicator lamp</td>
<td>direction indicator light</td>
</tr>
<tr>
<td>stop lamp</td>
<td>brake light</td>
</tr>
<tr>
<td>rear registration plate lamp</td>
<td>number plate light</td>
</tr>
<tr>
<td>front position (side) lamp</td>
<td>parking light</td>
</tr>
<tr>
<td>rear position (side) lamp</td>
<td>tail light</td>
</tr>
<tr>
<td>end-outline marker lamp</td>
<td>front or rear clearance light</td>
</tr>
<tr>
<td>external cabin lamp</td>
<td>external cabin light</td>
</tr>
<tr>
<td>internal lamp</td>
<td>interior light</td>
</tr>
<tr>
<td>side marker lamp</td>
<td>side marker light</td>
</tr>
<tr>
<td>daytime running lamp</td>
<td>daytime running light</td>
</tr>
<tr>
<td>rear reflex reflector, non-triangular</td>
<td>rear reflector</td>
</tr>
<tr>
<td>front reflex reflector, non-triangular</td>
<td>front reflector</td>
</tr>
<tr>
<td>side reflex reflector, non-triangular</td>
<td>side reflector</td>
</tr>
</tbody>
</table>

#### 12. Amendment of Road Safety (Drivers) Regulations 1999

In the Road Safety (Drivers) Regulations 1999—

(a) in regulation 104, in the definition of "high powered motor vehicle", in paragraph (b) for "35 litres" **substitute** "3.5 litres";

(b) in regulation 303(1)(d)(i) for "proceedings in respect of a parking or traffic offence or infringement" **substitute** "a parking infringement or traffic infringement";

(c) in regulation 403—
(i) in sub-regulation (1) for "application for review by the Magistrates' Court under section 26" substitute "appeal to the Magistrates' Court under section 26 of the Act";

(ii) in sub-regulation (2) for "apply for review by" substitute "appeal to";

(iii) in sub-regulation (3) for "under this regulation" substitute "on an appeal".

13. New regulation 106 inserted in Road Safety (General) Regulations 1999

After regulation 105 of the Road Safety (General) Regulations 19995 insert—

'106. Certificate under section 84

A certificate under section 84 of the Act must, in addition to the matters referred to in section 84(1) or (3), contain the following prescribed particulars—

(a) the expression "Road Safety Act 1986"; and

(b) the expression "Certificate under Section 84"; and

(c) the name and official title of the person issuing the certificate; and

(d) the date on which the certificate is issued.'.

14. Further amendment of Road Safety (General) Regulations 1999

(1) In Schedule 4 to the Road Safety (General) Regulations 1999 the item relating to code 2142 is revoked.
(2) In Schedule 4 to the Road Safety (General) Regulations 1999, after the item relating to code 2146 insert—

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>RS (V) R</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>2147</td>
<td>Use or permit use of vehicle in breach of major vehicle defect notice</td>
<td>702</td>
<td>165</td>
</tr>
<tr>
<td>2148</td>
<td>Use or permit use of vehicle in breach of minor vehicle defect notice</td>
<td>702</td>
<td>135</td>
</tr>
</tbody>
</table>
NOTES

1 Reg. 3: S.R. No. 29/1999.

2 Reg. 4(a) def. of "Australian Standard": Copies of Australian Standards are available from offices of the Standards Association of Australia.


---

Table of Applied, Adopted or Incorporated Matter Required by Subordinate Legislation Regulations 1994

Note that the following table of applied, adopted or incorporated matter is included in accordance with the requirements of regulation 6 of the Subordinate Legislation Regulations 1994.

<table>
<thead>
<tr>
<th>Statutory Rule Provision</th>
<th>Title of applied, adopted or incorporated document</th>
<th>Matter in applied, adopted or incorporated document</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulation 9: Schedule 8</td>
<td>Australian Standard AS 2175–1990 Articulated</td>
<td>The whole</td>
</tr>
<tr>
<td>clause 3 (definitions</td>
<td>Vehicles Kingpins.</td>
<td></td>
</tr>
<tr>
<td>of &quot;50mm kingpin&quot; and</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot;90mm kingpin&quot;), clauses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>165, 166 and 167</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regulation 9: Schedule 8</td>
<td>Australian Code for the Transport of Dangerous</td>
<td>Volume 1 Division 1.1—Interpretation</td>
</tr>
<tr>
<td>clause 3 (definition of</td>
<td>Goods by Road and Rail</td>
<td></td>
</tr>
<tr>
<td>&quot;road tank vehicle&quot;)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regulation 9: Schedule 8</td>
<td>Australian Design Rules for Motor Vehicles and</td>
<td>The whole</td>
</tr>
<tr>
<td>clauses 17 and 19</td>
<td>Trailers, Second Edition, published by the</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Commonwealth Department of Transport</td>
<td></td>
</tr>
<tr>
<td>Statutory Rule Provision</td>
<td>Title of applied, adopted or incorporated document</td>
<td>Matter in applied, adopted or incorporated document</td>
</tr>
<tr>
<td>-------------------------</td>
<td>-------------------------------------------------</td>
<td>--------------------------------------------------</td>
</tr>
<tr>
<td>Regulation 9: Schedule 8 clause 23(2)(a)</td>
<td>Australian Standard British Standard</td>
<td>The whole</td>
</tr>
<tr>
<td>Regulation 9: Schedule 8 clause 23(2)(b)</td>
<td>Second and third edition ADR 5</td>
<td>The whole</td>
</tr>
<tr>
<td>Regulation 9: Schedule 8 clause 23(2)(c)</td>
<td>Second edition ADR 34; third edition ADR 5 and 34</td>
<td>The whole</td>
</tr>
<tr>
<td>Regulation 9: Schedule 8 clause 23(2)(d)</td>
<td>Second and third edition ADR 22</td>
<td>Clause 22.2</td>
</tr>
<tr>
<td>Regulation 9: Schedule 8 clause 41(2)</td>
<td>Australian Standard AS 2513–1982 Electrical Connections for Trailer Vehicles</td>
<td>The whole</td>
</tr>
<tr>
<td>Regulation 9: Schedule 8 clause 41(4)</td>
<td>Third Edition ADR 63</td>
<td>The whole</td>
</tr>
</tbody>
</table>

NOTES—continued
### Road Safety (Vehicles) (Vehicle Standards) Regulations 1999

**S.R. No. 54/1999**

### NOTES—continued


---

<table>
<thead>
<tr>
<th>Statutory Rule Provision</th>
<th>Title of applied, adopted or incorporated document</th>
<th>Matter in applied, adopted or incorporated document</th>
</tr>
</thead>
</table>

97
### NOTES—continued

| Regulation 9: Schedule 8 clause 62(3) | Australian Standard AS 1744 Forms of Letters and Numerals for Road Signs | The whole |
| Regulation 9: Schedule 8 clauses 62(7) and 117(3) | Australian Standard AS 1906 Retro-reflective Material and Devices for Road Traffic Control Purposes | Part 1 |
| Regulation 9: Schedule 8 clause 116(7) | Third Edition ADR 6 | The whole |
| Regulation 9: Schedule 8 clause 117 | Australian Standard AS 1743 Road Signs—Specifications | Image W6-2 at page 129 |
| Regulation 9: Schedule 8 clauses 136(1) and 137 | Second Edition ADR 35A; Third Edition ADR 35 | The whole |

| Statutory Rule Provision | Title of applied, adopted or incorporated document | Matter in applied, adopted or incorporated document |
### NOTES—continued

<table>
<thead>
<tr>
<th>Regulation 9: Schedule 8 clause 136(2)</th>
<th>Third Edition ADR 64</th>
<th>Clause 64.5.2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulation 9: Schedule 8 clause 138</td>
<td>Second Edition ADR 38; Third Edition ADR 38</td>
<td>The whole</td>
</tr>
<tr>
<td>Regulation 9: Schedule 8 clause 143(2)</td>
<td>Australian Standard AS D8—1971 Hose Couplings for Use with Vacuum and Air-Pressure Braking Systems on Prime Movers, Trailers and Semi-Trailers</td>
<td>The whole</td>
</tr>
<tr>
<td>Regulation 9: Schedule 8 clause 154(1)(a)</td>
<td>Australian Standard AS 1425 LP Gas Fuel Systems for Vehicle Engines in force as at the commencement of clause 154(1)(a)</td>
<td>The whole</td>
</tr>
<tr>
<td>Regulation 9: Schedule 8 clause 155</td>
<td>Third Edition ADR 65</td>
<td>The whole</td>
</tr>
<tr>
<td>Regulation 9: Schedule 8 clauses 161 and 164</td>
<td>Australian Standard AS 1773–1990 Articulated Vehicles—Fifth Wheel Assemblies</td>
<td>The whole</td>
</tr>
<tr>
<td>Regulation 9: Schedule 8 clause 163</td>
<td>Australian Standard AS 1771–1987 Installation of Fifth Wheel and Turntable Assemblies</td>
<td>The whole</td>
</tr>
<tr>
<td><strong>Statutory Rule Provision</strong></td>
<td><strong>Title of applied, adopted or incorporated document</strong></td>
<td><strong>Matter in applied, adopted or incorporated document</strong></td>
</tr>
</tbody>
</table>
### NOTES—continued

<table>
<thead>
<tr>
<th>Regulation 9: Schedule 8 clauses 168 and 170</th>
<th>Australian Standard AS 2213–1984 50mm Pin Type Couplings and Drawbar Eyes for Trailers</th>
<th>The whole</th>
</tr>
</thead>
</table>