Australian Government

Motor Vehicle Standards (Approval to Place Used Import Plates) Guidelines 2006 (No. 1) Amendment 1

I, **JAMES ERIC LLOYD**, Minister for Local Government, Territories and Roads, make this Determination under subsection 13D (3) of the *Motor Vehicle Standards Act 1989*.

Dated: 23 August 2006

[signed]

JIM LLOYD

Federal Register of Legislative Instruments F2006L03046

Contents

1 Name of Legislative Instrument

1.1 This Legislative Instrument is the *Motor Vehicle Standards (Approval to Place Used Import Plates) Guidelines 2006 (No. 1) Amendment 1*.

2 Commencement

2.1 This Determination commences on the day after registration on the Federal Register of Legislative Instruments.

3 Amendment of *Motor Vehicle Standards (Approval to Place Used Import Plates) Guidelines 2006 (No. 1)*

The changes specified in Schedule 1 amend Motor Vehicle Standards (Approval to Place Used Import Plates) Guidelines 2006 (No. 1)

Schedule 1

The following amendment is made to Part 6 Explanation of terms and symbols of Schedule 1 of the Motor Vehicle Standards (Approval to Place Used Import Plates) Guidelines 2006 (No.1)

[1] Explanation of terms and symbols

Delete the Table of terms and symbols

Insert a new Table of terms and symbols to read:

Term/Symbol	Explanation
E Mark	A complete 'E mark' as shown in the applicable Economic Commission of Europe (ECE) Regulation on each vehicle or component confirming compliance with that Regulation, provided the vehicle has not been modified from its 'E Mark' specification.
CRN	Use of a component for which a Component Reference Number (CRN) has been issued by the Administrator for ADR compliance evidence, and installed in accordance with the manufacturer's instructions and conditions of the CRN.
Full Volume Vehicle	The use of a component or system shown to be identical to that on a vehicle certified in full volume in Australia in the same vehicle category or a different vehicle category provided their ADR compliance requirements were the same. Identification of the vehicle category, make, model and identification plate approval number of that vehicle, and the component or system, must be provided. The component or system must be in an acceptable condition and the ADR related installation and operational requirements must be shown to be met. Part numbers in spare parts catalogues would be suitable for identification purposes.
Japanese origin	For a vehicle first supplied to the market in Japan, information to confirm that the component or system is of the same specification as those on the vehicle when originally supplied to the Japanese market. Part numbers in spare parts catalogues would be suitable for this purpose. For a vehicle first supplied to the market other than in Japan, written advice from the RVCS registered delegate of the specific component licensee or full volume vehicle licensee for the same make of vehicle providing; (a) the make, model and type of component or category of vehicle part number of the component or identification number of the vehicle as marked on the component or vehicle confirming that both the component or vehicle in question and the component or vehicle supplied to the market in Japan are identical. Unless otherwise specified, this applies to vehicles first marketed in Japan on or after the date the ADR was applicable for vehicles first marketed in Australia.

USA and Canadian origin	For a vehicle first supplied to the market in the USA or Canada, information to confirm that the component or system is of the same specification as those on the vehicle when originally supplied to the USA or Canadian market. Part numbers in spare parts catalogues would be suitable for this purpose. For a vehicle first supplied to the market other than in the USA or Canada, written advice from the RVCS registered delegate of the specific component licensee or full volume vehicle licensee for the same make of vehicle providing; (a) the make, model and type of component or category of vehicle (b) part number of the component or identification number of the vehicle as marked on the component or vehicle confirming that both the component or vehicle in question and the component or vehicle supplied to the market in the USA or Canada are identical. Unless otherwise specified, this applies to vehicles first marketed in the USA or Canada on or after the date the ADR was applicable for vehicles first marketed in Australia.
Analysis	A logical justification of compliance with all requirements of an ADR. This method may include a combination of the acceptable evidence types for the particular ADR, with a partial test or stress analysis to demonstrate compliance with one of the additional requirements. Analysis may also include a comparison of standards applicable to the vehicle with the requirements of the ADR. To demonstrate compliance with the strength requirements of the ADR, physical observations and measurements of the main parts of each component or assembly, and a comprehensive stress analysis must be provided. The calculations must have proper regard to the interaction and combination of shear and bending forces. Overly simplistic assumptions about the behaviour of sheet metal must be avoided where thin metal sections are involved in combination with high local stresses. To demonstrate compliance with location or visibility requirements of the ADR, physical observations, measurements and engineering drawings in sufficient detail must be provided, with the relevant information clearly presented. The applicable labelling, marking and operational requirements of the ADR must be recognised for confirmation of compliance on a vehicle by vehicle basis.
Other specified	As specified under individual acceptable evidence requirements.
Full evidence	Complete evidence of compliance with all the requirements of the ADR.
✓	Evidence type acceptable.
✓+[ ]	Evidence type acceptable with additional evidence or concessions identified within the bracket and detailed under the specific ADR.
-----	Evidence type not acceptable
'*italicised terms*'	For Part 7, Terms in single quotation marks and italics are defined in the Vehicle Standard (Australian Design Rule –Definitions and Vehicle Categories) 2005

The following amendments are made to Part 7 of Schedule 1of the Motor Vehicle Standards (Approval to Place Used Import Plates) Guidelines 2006 (No. 1)

[1] ADR 3 SEATS AND SEAT ANCHORAGES

Delete all of the evidence requirements listed under ADR 3 SEATS AND SEAT ANCHORAGES.

Insert a new table under ADR 3 SEATS AND SEAT ANCHORAGES to read:

ADR No	E Mark	CRN	Full Volume Vehicle	Japanese origin	USA & Canadian origin	Analysis	Other specified	Full evidence
3/00	✓+ [1,2] R17/02	----	✓	✓+ [2,4]	✓+ [2, 4]	✓	✓+ [2,5]	✓
3/01	✓+ [1,2] R17/02, 17/03	----	✓	✓+ [2,4]	✓+ [2, 4]	✓	✓+ [2,5]	✓
3/02	✓+ [1,2] R17/03, 17/04	---	✓	✓+ [2,3,4]	✓+ [2,3,4]	✓	✓+ [2,3,5,6]	✓

Additional Requirements or Exemptions

For a Sample Vehicle:

1. If any seatbelt anchorages are located on a seat, then the seat or vehicle must have an E Mark to R14/02 (or R14/01 if ADR 3/00 is applicable) or the seat and anchorages must withstand a load of Twenty times the weight of the entire '*Seat*' in a '*Forward*' longitudinal direction simultaneously with the total load imposed on the '*Seat*' by simultaneous application of loads required for seat-belt '*Anchorages*' specified in ADR 5/... "Anchorages for Seat Belts and Child Restraints". the '*Seat*' shall be located in the full '*Forward*' and upward design position. (Clause 5.5.1.1 ADR 3/02)
   The Seat and anchorages must also withstand an additional test, with the seat belt '*Anchorages*' load applied, with the '*Seat*' in the rearmost position to demonstrate compliance with the Australian Design Rule for "Anchorages for Seat Belts and Child Restraints". (Clause 5.5.1.1.1 ADR 3/02)
2. If any child restraint anchorage is in or on the seat back, or located in the vehicle body structure, more than 100 mm below the top of the seat back, the seat must be able to withstand a load of twenty times the weight of the entire '*Seat*' in a '*Forward*' longitudinal direction simultaneously with, a total load of 3.4 kN for each child restraint anchorage, imposed on the *'Seat'* by simultaneous application to each '*Anchorage*' by a flexible connection which passes over the top of the seat-back to the '*Child Restraint Anchorage*'. Each load shall be applied '*Forward*' of the seat-back not more than 5^o above or below the horizontal, and not more than 5^o to left or right of the longitudinal axis of the vehicle. (Clause 5.5.1.2 ADR 3/02)
3. Unless it is demonstrated that 'Seat' assemblies such as rear *'Seat'* backs are supported by a vehicle body member capable of withstanding the nominated load, the seat must be able to withstand a load producing a moment of 530 N.m about the '*Seating Reference Point'* for each occupant position for which the *'Seat'* is designed. The load must be applied to the upper cross member in a *'Rearward'* longitudinal direction, Testing which meets the 530 N.m requirement by any one of the following 3 methods is acceptable:
   a) force applied horizontally;
   b) force applied normal to '*Seat'* back;

c) force applied longitudinally and 'Rearward' to the upper part of the 'Seat' back frame through a component simulating the back of a 3-D manikin.

If deflection of the *'Seat'* back causes the moment arm to change, the force should be adjusted to ensure that the moment value of 530 N.m is achieved. The *'Seat'* must be located in the design position determined by the *'Manufacturer'* to represent the worst case in relation to the loadings induced in the seat-anchorage and *'Seat Adjuster'* mechanisms by the 530 N.m moment. (Clause 5.5.3 ADR 3/02)

4. Except for a *'Seat'* having a back that is adjustable only for the comfort of its occupants, hinged *'Seats'* or *'Seat'* backs must be equipped with a self-locking device for restraining the hinged *'Seat'* or *'Seat'* back and a release control for releasing that restraining device to preclude the possibility of impact forces acting on unrestrained hinged *'Seats'* or *'Seat'* backs.
   Where the *'Seat'* must hinge to permit access to or egress from another seating position, the release control must be readily accessible to the occupant of that *'Seat'* and to the occupant of any *'Seat'* immediately behind that *'Seat'*.
   Where any of the 'seats' are mounted on a hinged engine cover, the engine cover must have a self locking latch.

5. Vehicles of Japanese, USA or Canadian origin, with seats mounted on an engine cover which does not have a self locking latch, must meet the following requirements:

   a) Except for a *'Seat'* having a back that is adjustable only for the comfort of its occupants, hinged *'Seats'* or *'Seat'* backs must be equipped with a self-locking device for restraining the hinged *'Seat'* or *'Seat'* back and a release control for releasing that restraining device to preclude the possibility of impact forces acting on unrestrained hinged *'Seats'* or *'Seat'* backs.
   b) Where the *'Seat'* must hinge to permit access to or egress from another seating position, the release control must be readily accessible to the occupant of that *'Seat'* and to the occupant of any *'Seat'* immediately behind that *'Seat'*.
   c) The restraining device (including the release control) must be constructed to preclude inertial release when loaded longitudinally in each horizontal direction to 20 times the acceleration due to gravity.
   d) The restraining device must not release or fail when a *'Forward'* horizontal longitudinal load equal to 20 times the weight of the entire *'Seat'* back is applied at the centre of mass of the *'Seat'* back.
   e) If non-self-locking auxiliary latches are provided they must be unlatched during testing so that only the restraining device and hinges are taking the test loads.
   f) Where *'Seats'* are mounted on hinged covers, e.g. engine covers, and the *'Seat'* assembly can withstand the test loads without tilting of the hinged cover and without any latches being latched, then the latches need not be self-locking.

6. Acceptable for Vehicles Approved to Directive 74/408/EEC including all amendments up to and including Directive 96/37/EC or 2005/39/EC.
   Where vehicles have seatbelts attached to the seat, evidence must show that the vehicle is also approved to Directive 76/115/EEC including all amendments up to and including Directive 96/38/EC, or Directive 2005/41/EC.
   Compliance with items 3 and 5 above need not be verified for vehicles meeting item 6.

[2] ADR 5 ANCHORAGES FOR SEATBELTS

Delete all of the evidence requirements listed under ADR 5 ANCHORAGES FOR SEATBELTS.

Insert a new table under ADR 5 ANCHORAGES FOR SEATBELTS to read:

ADR No	E Mark	CRN	Full Volume Vehicle	Japanese origin	USA & Canadian origin	Analysis	Other specified	Full evidence
5/00 5/01 5/02	✓+ [1,4], R14/02	-----	-----	✓+ [1,3]	✓+ [1,3]	✓+ [1]	✓+ [1,2] Or [1,4,6]	✓
5/03 5/04	✓+ [1,5], R14/02	-----	-----	✓+ [1,3,5]	✓+ [1,3,5]	✓+ [1,5]	✓+ [1,2,5] Or [1,5,6]	✓

Additional Requirements or Exemptions

For a Sample Vehicle:

1. Anchorages to meet ADR 5/04 Clauses 5.2 to 5.5 for category LEP, LEG, MA, MB, MC, MD1, MD2, NA and NB1 vehicles; and Clauses 12.1 and 12.2 or optionally Clauses 5.2 to 5.5 for category MD3, MD4, ME, NB2 and NC vehicles.
2. This method applies to evidence relating to the removal of a rear centre seatbelt assembly to convert a rear seat from 3 to 2 seating positions in accordance with ADR 5/.. for a vehicle using the Japanese, USA or Canadian origin requirements for all other seating positions.
3. Vehicles originally supplied to the Japanese, USA or Canadian market with seatbelt assemblies fitted to 3 rear seating positions may continue to be fitted with them even if ADR 5/04 clause 10.2.1 requires only 2 seating positions.
4. Evidence of compliance with ADR 5/02 Clause 5.2.0.2 (Child restraint anchorages) is required to be held.
5. Where it is elected to comply with ADR 5/03 or 5/04 in lieu of ADR 5/00, 5/01 or 5/02, evidence of compliance with ADR 34/01 (Child restraint anchorages and child restraint anchor fittings) is required.
6. Acceptable for vehicles approved to Directive 76/115/EEC including amendments up to and including Directive 96/38/EC or Directive 2005/41/EC :

[3] ADR 18 INSTRUMENTATION

Delete all of the evidence requirements listed under ADR 18 INSTRUMENTATION

Insert a new table under ADR 18 INSTRUMENTATION to read:

ADR No	E Mark	CRN	Full Volume Vehicle	Japanese origin	USA & Canadian origin	Analysis	Other specified	Full evidence
18/00	-----	-----	✓+ [2]	✓+ [1,2]	✓+ [1, 2]	-----	-----	✓
18/01	-----	-----	✓+ [2]	✓+ [1,2]	✓+ [1, 2]	-----	-----	✓
18/02	-----	-----	✓+ [2]	✓+ [1,2]	✓+ [1,2]	-----	-----	✓
18/03	✓R39/00	-----	✓	-----	✓+ [2b]	-----	-----	✓

Additional Requirements or Exemptions

For a Sample Vehicle:

1. Information to demonstrate compliance with the requirements for speedometer accuracy (ADR 18/02 Clause 18.5.1.1.2) and odometer accuracy (ADR 18/02 Clause 18.5.2.1.2) encompassing all recommended tyre sizes as per the tyre placard (rolling radii). Tests conducted at speeds of 40 km/h, 70 km/h and 100 km/h are acceptable.
2. Information to confirm compliance with the requirements for:
   a) colour and contrast of vehicle speed indicator from background (Clause 18.4.2) for category MA and LEP vehicles;
   b) speed indication must be in km/hr except that indication in mph as a minor scale is acceptable; (Clause 18.5.1.1.1 ADR 18/00,18/01,18/02 or Clause 5.1 of appendix A ADR 18/03)**:**
   c) odometer indication (Clauses 18.5.2.1.1 and 18.5.2.2.1).

[4] ADR 22 HEAD RESTRAINTS

Delete all of the evidence requirements listed under ADR 22 HEAD RESTRAINTS

Insert a new table under ADR 22 HEAD RESTRAINTS to read:

ADR No	E Mark	CRN	Full Volume Vehicle	Japanese origin	USA & Canadian origin	Analysis	Other specified	Full evidence
22/00	✓+ [1,4], R17/03, 17/04, 17/05, 25/01, 25/02, 25/03	-----	✓+ [4]	✓+ [3,4]	✓+ [2,4]	-----	✓+ [1,4,5]	✓+ [4]

Additional Requirements or Exemptions

For a Sample Vehicle:

1. Information to Clauses 22.2.1 to 22.2.4. For a vehicle that is marked as complying with ECE R17/03 the front outboard seating positions must be fitted with head restraints.
2. For vehicles first registered in the US:
   a) before 27 May 1999 — information to Clauses 22.2.1 to 22.2.4;
   b) on or after 27 May 1999 — information to Clause 22.2.4.
3. Information to Clauses 22.2.2.1 (impact surface between planes not less than 115 mm apart).
5. Acceptable for vehicles approved to Directive 78/932/EEC

For Each Vehicle:

4. Information to confirm compliance with Clauses 22.2.1 to 22.2.4.

[5] ADR 24 TYRE AND RIM SELECTION

Delete all of the evidence requirements listed under ADR 24 TYRE AND RIM SELECTION

Insert a new table under ADR 24 TYRE AND RIM SELECTION to read:

ADR No	E Mark	CRN	Full Volume Vehicle	Japanese origin	USA & Canadian origin	Analysis	Other specified	Full evidence
24/02	-----	-----	-----	-----	-----	-----	✓+ [2, 3]	✓+ [1]

Additional Requirements or Exemptions

For a Sample Vehicle:

2. Rim sizes specified on the tyre placard must be in accordance with the original manufacturer's specifications. Specified tyre sizes must be either in accordance with the original vehicle manufacturer's recommendation or in accordance with all other evidence for the sample vehicle.
3. Vehicles complying with ADR 42/04 need not comply with this ADR.

For Each Vehicle:

1. All tyres fitted to the vehicle when imported must be replaced by new tyres and where applicable, meet one of the specifications on the tyre placard fitted to the vehicle.

[6] ADR 28 EXTERNAL NOISE OF MOTOR VEHICLES

Delete all of the evidence requirements listed under ADR 28 EXTERNAL NOISE OF MOTOR VEHICLES

Insert a new table under ADR 28 EXTERNAL NOISE OF MOTOR VEHICLES to read:

ADR No	E Mark	CRN	Full Volume Vehicle	Japanese origin	USA & Canadian origin	Analysis	Other specified	Full evidence
28/00	-----	-----	-----	-----	-----	-----	✓+ [1,3,4]	✓+ [3,4]
28/01	-----	-----	-----	-----	-----	-----	✓+ [1,3,4]	✓+ [3,4]

Additional Requirements or Exemptions

For a Sample Vehicle:

1. For vehicles fitted with an engine governor such that the vehicle is not able to achieve the required stationary noise engine speed of ¾ ESMP, full evidence is required accept that the stationary noise may be measured at the maximum governed speed.
2. Not used.

For Each Vehicle:

3. A vehicle older than any sample vehicle by more than 1 year must be treated as a new sample vehicle.
4. The result of a stationary noise test to ADR 28/01 Annex A Section 3 to not exceed that of the sample evidence.

[7] ADR 29 SIDE DOOR STRENGTH

Delete all of the evidence requirements listed under ADR 29 SIDE DOOR STRENGTH

Insert a new table under ADR 29 SIDE DOOR STRENGTH to read:

ADR No	E Mark	CRN	Full Volume Vehicle	Japanese origin	USA & Canadian origin	Analysis	Other specified	Full evidence
29/00	-----	-----	✓+[1]	-----	✓	✓+ [3]	✓+ [1,2]	✓

Additional Requirements or Exemptions

For a Sample Vehicle:

1. Vehicles that demonstrate compliance with the requirements of ADR 72/00 are exempt from this ADR. Vehicles not required to comply with ADR 72/00 (where seating reference height is more than 700 mm or ADR 72 is not applicable) are required to comply with ADR 29/00.

2. a) Evidence to demonstrate that the parts are identical to those fitted to vehicles of that model when supplied to the market in the US and Canada is acceptable. Spare parts lists that identify all of the side door structures including door hinges, door latches, door skins, door frames and any side intrusion structure and show that they are identical between the sample vehicle and the US or Canadian version. Alternatively where the part numbers are available only as a subassembly, evidence that those part numbers are identical between the two markets or

   b) Evidence to ADR requirements except that the test may be conducted in accordance with the procedure in FMVSS 214.

3. a) An analysis to demonstrate compliance needs to show clearly that the vehicle would comply with the requirements of the ADR if tested. ADR 29 is an energy absorption test, so the analysis must demonstrate that, if tested, the vehicle structure would be able to absorb the required amount of energy.

   b) Finite element analysis is acceptable, but also would need to justify all assumptions made about the structure, and materials properties would need to be determined by scientific analysis (tensile strength test or hardness test).
   A typical finite element analysis would need to demonstrate an appropriate mesh structure, particularly around the areas of stress concentration. The computations should be used to generate a load vs deflection plot from which the crush resistance can be calculated.
   The model would need to be validated by a test representative of key door structures.

   c) A comparison with a similarly sized full volume vehicle could be acceptable. However, this comparison must demonstrate that the full volume vehicle is the worst case. This method will need to be supported by partial test evidence, for example showing back to back testing of doors from each vehicle supported at the hinges and door latch. In this case, the test results would need to demonstrate that the used imported vehicle door provided at least as much crush resistance as the full volume vehicle door.

   In all cases a), b) and c) particular attention must be given to the properties of steel when it reaches yield stress, and to the end conditions of beams in bending.

[8] ADR 35 COMMERCIAL VEHICLE BRAKING SYSTEMS

Delete all of the evidence requirements listed under ADR 35 COMMERCIAL VEHICLE BRAKING SYSTEMS

Insert a new table under ADR 35 COMMERCIAL VEHICLE BRAKING SYSTEMS to read:

ADR No	E Mark	CRN	Full Volume Vehicle	Japanese origin	USA & Canadian origin	Analysis	Other specified	Full evidence
35/00	✓+ [1,3] R13/01 to 13/06	-----	✓+ [3]	✓+ [2,3]	✓+ [2,3]	-----	-----	✓+ [3]
35/01	✓+ [1,3] R13/01 to 13/06	-----	✓+ [3]	✓+ [2,3]	✓+ [2,3]	-----	-----	✓+ [3]

Additional Requirements or Exemptions

For a Sample Vehicle:

1. Information to meet ADR 35/00 Clause 35.7 or ADR 35/01 Clause 9 as applicable.
2. This method is not acceptable for MD and ME category vehicles. For other categories of vehicles, information to meet Design Requirements (Clause 35.2 of ADR 35/00 or Clause 5 excluding Clauses 5.1.5 and 5.1.6 of ADR 35/01, depending on the ADR applicable is sufficient.
4. Not Used
5. Not Used

For Each Vehicle:

3. a) Brake fluid to be replaced with new brake fluid. Brake pads and linings to be replaced with new items to sample vehicle specification. Where the brake pads and linings on the vehicle can be confirmed from their markings as being of the same specification as on the sample vehicle, they need not be replaced if they are roadworthy.
   b) Check to confirm that each vehicle has a '*Visible Indicator*' which operates in accordance with sample evidence.

[9] ADR 37 EMISSION CONTROLS FOR LIGHT VEHICLES

Delete all of the evidence requirements listed under ADR 37 EMISSION CONTROLS FOR LIGHT VEHICLES

Insert a new table under ADR 37 EMISSION CONTROLS FOR LIGHT VEHICLES to read:

ADR No	E Mark	CRN	Full Volume Vehicle	Japanese origin	USA & Canadian origin	Analysis	Other specified	Full evidence
37/00	-----	-----	-----	-----	✓+ [2-9]	-----	✓+ [1-8]	✓+ [2-8]
37/01	-----	-----	-----	-----	✓+ [2-9]	-----	✓+ [1-8]	✓+ [2-8]

Additional Requirements or Exemptions

For a Sample Vehicle:

1. Full evidence is required to the applicable version of ADR 37 except that:
   a) Any distance accumulated prior to testing need not be in accordance with the requirements of the ADR.
   b) Separate tests are not required for vehicles with different transmissions
   c) The use of commercial premium unleaded petrol as a standard test fuel is acceptable provided the test facility has a fuel analysis certificate confirming that the specification of the fuel complies with the requirements of the Fuel Standards (Petrol) Determination 2001 under the Federal Fuel Quality Standards Act 2000
   d) The emission limits for compliance are those in Table 3.1 of ADR 37/00 or Table 1 of ADR 37/01 as applicable.

For Each Vehicle:

2. The engine management system to be serviced and tuned as specified by the original vehicle manufacturer.
3. If fitted, the following components to be replaced with new components to sample vehicle specification:
   Charcoal Canister, Air Filter, and Fuel Filter.
4. Fuel cap, Oxygen (Lambda) Sensor and Exhaust Gas Recirculation Valve to be shown as within applicable specification or replaced with new items to sample vehicle specification.
5. Catalytic converter on vehicles more than 5 years old or over 80 000 km at time of import to be replaced with new item to sample vehicle specification.
6. Evaporative loss system to be tested
   a) by applying a pressure of 3.5+/- 0.25 kPa (or other pressure as specified by the original vehicle manufacturer) for 5 minutes when the pressure must not drop by more than 35% of the initial test pressure or
   b) where an on board diagnostic system is fitted as original equipment which can be shown to confirm the evaporative loss system integrity: show that it is operating as intended (eg. by removing the fuel cap and testing the system to show up the fault and confirming no fault exists when the cap is replaced).
7. Unless faulty, replacement of parts at item 3 is not required for a vehicle less than 1 year old at time of import except where required as part of servicing for item 2.
8. Evidence of compliance with ADR 37/00 Clauses 37.3.5, 37.3.6 (Instructions and labels), 37.3.8 (Limiting access to air/fuel mixture screw) or ADR 37/01 Clauses 6.5, 6.6 (Instructions and labels), 6.8 (Limiting access to air/fuel mixture screw) according to the applicable ADR.
9. The vehicle must have a US EPA emission control label or an equivalent Canadian label to US EPA regulations.

[10] ADR 42 GENERAL SAFETY REQUIREMENTS

Delete all of the evidence requirements listed under ADR 42 GENERAL SAFETY REQUIREMENTS

Insert a new table under ADR 42 GENERAL SAFETY REQUIREMENTS to read:

ADR No	E Mark	CRN	Full Volume Vehicle	Japanese origin	USA & Canadian origin	Analysis	Other specified	Full evidence
42/03	-----	-----	✓	-----	-----	-----	✓+[1]	✓
42/04	-----	-----	✓+ [3]	-----	-----	-----	✓+ [1,2,3]	✓+ [3]

Additional Requirements or Exemptions

For a Sample Vehicle:

1. Full evidence to the ADR requirements except that brake tubing and brake hoses marked as complying with SAE J1401 Jan 81 or FMVSS 106-74-38 FR31302, 1973 or DOT is sufficient to show compliance with Clause 16 of ADR 42/03 and Clause 15 of ADR 42/04.
2. Rim sizes specified on the tyre placard must be in accordance with the original manufacturer's specifications. Specified tyre sizes must be either in accordance with the original vehicle manufacturer's recommendation or in accordance with all other evidence for the sample vehicle. The speed and load ratings on the placard must either be those recommended by the original manufacturer or shown to be suitable for the vehicle maximum speed and load conditions.

For Each Vehicle:

3. All tyres fitted to the vehicle when imported must be replaced by new tyres and where applicable, meet one of the specifications on the tyre placard fitted to the vehicle.

[11] ADR 79 EMISSION CONTROL FOR LIGHT VEHICLES

Delete all of the evidence requirements listed under ADR 79 EMISSION CONTROL FOR LIGHT VEHICLES

Insert a new table under ADR 79 EMISSION CONTROL FOR LIGHT VEHICLES to read:

ADR No	E Mark	CRN	Full Volume Vehicle	Japanese origin	USA & Canadian origin	Analysis	Other specified	Full evidence
79/00	✓R83/04 +[4]	-----	✓+ [1,4]	✓+ [2,4]	✓+ [4,5]	-----	✓+ [4,7]	✓+ [4]
79/01	✓R83/05 +[4]	-----	✓+ [1,4]	-----	✓+ [4,5]	-----	✓+[3,4,6] or [4,7]	✓+ [4]

Additional Requirements or Exemptions

For a Sample Vehicle:

1. A sample vehicle differing from a vehicle certified in full volume in Australia in specifications which may effect compliance with the requirements of this ADR is acceptable provided that evidence is held to show that such differences are limited to those features and their extent of variation as shown in clause 7 Appendix A ADR 79/01and that the engines of both vehicles use the same type(s) of fuel.
2. Applicable only for vehicles fitted with diesel engines, with a GVM over 2500 kg and first supplied to the Japanese market after 01/01/2003.
3. (a) For vehicles which operate on diesel fuel, evidence of compliance with European Council Directive 98/69/EC, amending Directive 70/220/EEC, as per the limit values in row B of the table to Clause 5.3.1.4 of Annex I of 98/69/EC is acceptable.
   (b) For vehicles which operate on petrol, liquefied petroleum gas and natural gas, evidence of compliance with European Council Directive 98/69/EC, amending Directive 70/220/EEC, as per the limit values in row A or B of the table to Clause 5.3.1.4 of Annex I of 98/69/EC is acceptable.
   (c) As an alternative to (a) and (b), vehicles which comply with a EEC whole of vehicle type approval directive which includes compliance with the appropriate EEC Directive identified in (a) or (b) above are also acceptable.
   (d) Vehicles operating on leaded fuel are not acceptable.
7. For vehicles that run on unleaded petrol
   a) full evidence required except that any requirement to restrict the size of the filler inlet is not applicable and
   b) test facilities may at their discretion use test fuel that complies with the requirements for test fuel of the US EPA (CFR 40 part 86 section 113-04 in lieu of the fuel requirements of the ADR. Details of the fuel specification must be included in the test report.

For Each Vehicle:

4. (a) The emission control system to be serviced and tuned as specified by the original vehicle manufacturer.
   (b) If fitted, the following components are to be replaced with new components to sample vehicle specification, Charcoal Canister, Air Filter, and Fuel Filter.
      (i) Fuel cap, Oxygen (Lambda) Sensor and Exhaust Gas Recirculation Valve to be shown as within applicable specification or replaced with new items to sample vehicle specification.

(ii) Catalytic converter on vehicles more than 5 years old or over 80 000 km at time of import to be replaced with new item to sample vehicle specification.

(c) Evaporative loss system to be tested

(i) by applying a pressure of 3.5+/- 0.25 kPa (or other pressure as specified by the original vehicle manufacturer) for 5 minutes when the pressure must not drop by more than 35% of the initial test pressure or

(ii) where an on board diagnostic system is fitted as original equipment which can be shown to confirm the evaporative loss system integrity: show that it is operating as intended (eg. by removing the fuel cap and testing the system to show up the fault and confirming no fault exists when the cap is replaced).

(d) Unless faulty, replacement of parts listed at item 4b above is not required for vehicles less than 1 year old at time of import except where required for servicing as required in item 4a.

5. The vehicle must have a US EPA emission control label or an equivalent Canadian label to US EPA regulations
6. There must be evidence that the vehicle is covered by sample vehicle approval (eg. same 'e mark' on the vehicle).

[12] ADR 82 ENGINE IMOBILISERS
Delete all of the evidence requirements listed under ADR 82 ENGINE IMOBILISERS

Insert a new table under ADR 82 ENGINE IMOBILISERS to read:

ADR No	E Mark	CRN	Full Volume Vehicle	Japanese origin	USA & Canadian origin	Analysis	Other specified	Full evidence
82/00	✓ R97/00, 97/01	-----	-----	-----	-----	-----	✓+ **[**1**]**	✓

Additional Requirements or Exemptions

For a Sample Vehicle:

1. a) Evidence of compliance with EEC Directive 74/61/EEC **or**

   b) Evidence of compliance with AS/NZS4601:1999 and compliance with ADR82/00 Clause 32.1.2 in regard to the prevention of unburnt fuel entering the exhaust where a catalytic converter is fitted **or**

   c) Vehicles shown to comply with Canadian National Standard CAN/ULC s338-98 are accepted as meeting the requirements of this ADR