



Vehicle Standard (Australian Design Rule) Amendment Instrument 2024 (No.1)

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

Dated 22 December 2023

[SIGNED]

Carol Brown

Assistant Minister for Infrastructure and Transport

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1. NAME

- 1.1. This instrument is the Vehicle Standard (Australian Design Rule) Amendment Instrument 2024 (No.1).

2. COMMENCEMENT

- 2.1. This instrument commences on the day after it is registered.

3. AUTHORITY

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

4. SCHEDULES

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

SCHEDULE 1 – AMENDMENTS**Vehicle Standard (Australian Design Rule 99/00 – Lane Departure Warning Systems) 2023**

- [1] Clause 2.1, repeal.
- [2] Insert a new clause 2.1 to read:
- “2.1. The function of this vehicle standard is to specify requirements for Lane Departure Warning Systems fitted to omnibuses and medium and heavy goods vehicles, to warn a distracted or drowsy driver if the vehicle is unintentionally drifting out of its travel lane.”
- [3] Clause 3.1, repeal.
- [4] Insert new clauses 3.1 to 3.1.3 to read:
- “3.1. This vehicle standard applies to category MD, ME, NB, and NC vehicles, from the dates set out in clauses 3.1.1 to 3.1.3 and the table under clause 3.5 below.
- 3.1.1. 1 October 2023 for sub-category NB2 and category NC vehicles, with an ‘*Overall Width*’ exceeding 2,500 mm.
- 3.1.2. 1 July 2025 for all new model vehicles.
- 3.1.3. 1 November 2025 for all vehicles.”
- [5] Clause 3.2, repeal.
- [6] Insert a new clause 3.2 to read:
- “3.2. Notwithstanding clause 3.1 above, a category MD, ME, NB or NC vehicle is not required to comply with this vehicle standard if it:
- (a) is an omnibus specially designed with spaces for standing passengers; or
- (b) is an ‘*Articulated Omnibus*’; or
- (c) has four or more ‘*Axles*’; or
- (d) is ‘designed for off-road use’, according to the applicable definition in Appendix B of this standard.
- [7] Clause 3.3, repeal.
- [8] Insert a new clause 3.3 to read:
- “3.3. For the purposes of clause 3.1.2 above, a “new model” is a vehicle model first produced with a ‘*Date of Manufacture*’ on or after the date prescribed in that clause.”
- [9] Clause 3.4, renumber as clause 3.5.
- [10] Insert a new clause 3.4 to read:
- “3.4. Vehicles certified to comply with the Australian Design Rule 99/01 – Lane Departure Warning Systems, or a later version, are not required to comply with this rule.”

- [11] Clause 3.5 (new), cell at table row dealing with “Light omnibus up to 3.5 tonnes ‘GVM’ and up to 12 seats” and column headed “Manufactured on or After”, omit “Not Applicable”, substitute “1 July 2025**”.
- [12] Clause 3.5 (new), cell at table row dealing with “Light omnibus up to 3.5 tonnes ‘GVM’ and up to 12 seats” and column headed “Acceptable Prior Rules”, insert “Nil”.
- [13] Clause 3.5 (new), cell at table row dealing with “Light omnibus up to 3.5 tonnes ‘GVM’ and more than 12 seats” and column headed “Manufactured on or After”, omit “Not Applicable”, substitute “1 July 2025**”.
- [14] Clause 3.5 (new), cell at table row dealing with “Light omnibus up to 3.5 tonnes ‘GVM’ and more than 12 seats” and column headed “Acceptable Prior Rules”, insert “Nil”.
- [15] Clause 3.5 (new), cell at table row dealing with “Light omnibus over 3.5 tonnes and up to 4.5 tonnes ‘GVM’” and column headed “Manufactured on or After”, omit “Not Applicable”, substitute “1 July 2025**”.
- [16] Clause 3.5 (new), cell at table row dealing with “Light omnibus over 3.5 tonnes and up to 4.5 tonnes ‘GVM’” and column headed “Acceptable Prior Rules”, insert “Nil”.
- [17] Clause 3.5 (new), cell at table row dealing with “Light omnibus over 4.5 tonnes and up to 5 tonnes ‘GVM’” and column headed “Manufactured on or After”, omit “Not Applicable”, substitute “1 July 2025**”.
- [18] Clause 3.5 (new), cell at table row dealing with “Light omnibus over 4.5 tonnes and up to 5 tonnes ‘GVM’” and column headed “Acceptable Prior Rules”, insert “Nil”.
- [19] Clause 3.5 (new), cell at table row dealing with “Heavy omnibus” and column headed “Manufactured on or After”, omit “Not Applicable”, substitute “1 July 2025**”.
- [20] Clause 3.5 (new), cell at table row dealing with “Heavy omnibus” and column headed “Acceptable Prior Rules”, insert “Nil”.
- [21] Clause 3.5 (new), cell at table row dealing with “Medium goods vehicle over 3.5 tonnes up to 4.5 tonnes ‘GVM’” and column headed “Manufactured on or After”, omit “Not Applicable”, substitute “1 July 2025**”.
- [22] Clause 3.5 (new), cell at table row dealing with “Medium goods vehicle over 3.5 tonnes up to 4.5 tonnes ‘GVM’” and column headed “Acceptable Prior Rules”, insert “Nil”.
- [23] Clause 3.5 (new), cell at table row dealing with “Medium goods vehicle over 4.5 tonnes up to 12 tonnes ‘GVM’” and column headed “Manufactured on or After”, omit “3.3”, substitute “3.4”.
- [24] Clause 3.5 (new), cell at table row dealing with “Heavy goods vehicle” and column headed “Manufactured on or After”, omit “3.3”, substitute “3.4”.

[25] Clause 3.5 (new), after the table

Omit:

“* The category code may also be in the format L₁, L₂, L₃ etc.”

Substitute:

“* The category code may also be in the format L₁, L₂, L₃ etc.

** See clauses 3.1 to 3.4.”

[26] Clauses 6.3 to 6.6, repeal.

[27] Insert new clauses 6.3 to 6.6 to read:

“6.3. The reference to “paragraph 6.2.3” in paragraph 5.2.1.1 of Appendix A, shall be as varied by clauses 6.4 and 6.5 below.

6.4. Omit paragraphs 6.2.3.1 and 6.2.3.3 of Appendix A, and substitute the requirements specified in clauses 6.4.1 to 6.4.2 below.

6.4.1. The visible lane markings used in the lane departure warning tests of paragraph 6.5 of Appendix A must be:

- (a) those of one of the Contracting Parties as identified in Annex 3 to Appendix A, with the markings being in good condition and of a material conforming to the standard for visible lane markings of that Contracting Party; or
- (b) one of the Australian lane markings as identified in Appendix C, with the markings being in good condition and of a material conforming to the standard for visible lane markings in Australia.

6.4.1.1. The visible lane marking layout used for the testing must be recorded.

6.4.2. Where the vehicle type can be equipped with different variants of the LDWS with regional specific adjustments; the requirements of this standard must be fulfilled for the Australian variants.

6.5. Paragraph 6.2.3.2 of Appendix A shall not apply for vehicles that comply with paragraph 5.2.1 of Appendix A for all of the Australian lane markings identified in Appendix C below.

6.5.1. Compliance for each of the Australian lane markings may be demonstrated through either physical testing in accordance with paragraphs 6.2.1, 6.2.2, 6.3, and 6.5 of Appendix A; or another documented means which is sufficiently valid and accurate to ensure the vehicle would comply if subjected to such physical testing.

6.6. In Annex 3 to Appendix A, omit “approval” (wherever occurring).”

[28] Appendix B, after “Definitions used in this standard for”, insert “omnibuses and”.

[29] Clause 1 of Appendix B, omit “Medium”, substitute “Omnibuses with a ‘*Gross Vehicle Mass*’ not exceeding 12 tonnes and medium”.

- [30] Clause 1.1 of Appendix B, omit “Category”, substitute “Category MD vehicles, category ME vehicles with a ‘*Gross Vehicle Mass*’ not exceeding 12 tonnes, and category”.
- [31] Clause 2 of Appendix B, omit “Heavy”, substitute “Omnibuses with a ‘*Gross Vehicle Mass*’ exceeding 12 tonnes and heavy”.
- [32] Clause 2.1 of Appendix B, omit “Category”, substitute “Category ME vehicles with a ‘*Gross Vehicle Mass*’ exceeding 12 tonnes, and category”.
- [33] Clause 1.1 of Appendix C, omit “test referred to in paragraphs 6.2.3 and”, substitute “tests to clauses 6.4 to 6.5 of this standard, and paragraph”.
- [34] Appendix C, omit “in accordance with paragraphs 6.2.3. and 6.5.”, substitute “in accordance with clauses 6.4 to 6.5 of this standard, and paragraph 6.5”.

SCHEDULE 2 – AMENDMENTS**Vehicle Standard (Australian Design Rule 14/03 – Devices for Indirect Vision) 2023**

- [1] In paragraph 6.2.2.3.3.6 of Appendix A, omit each occurrence of the following:

$$-0,34 \leq 1 - \frac{M_{\text{system/hor/avg}}}{M_{\text{system/ver/avg}}} \leq$$

- [2] In paragraph 16.1.3.2 of Appendix A, omit each occurrence of the following:

$$-0,34 \leq 1 - \frac{M_{\text{system/hor/avg}}}{M_{\text{system/ver/avg}}} \leq$$

- [3] Paragraph 2.3.1 of Annex 5 to Appendix B, amend to read:

“2.3.1. The angle of the incident beam (Θ) should preferably be 0.44 ± 0.09 rad ($25 \pm 5^\circ$) from the perpendicular to the test surface and shall not exceed the upper limit of the tolerance (i.e. 0.53 rad or 30°). The axis of the receptor shall make an angle (Θ) with this perpendicular equal to that of the incident beam (see figure 1). The incident beam upon arrival at the test surface shall have a diameter of not less than 19 mm. The reflected beam shall not be wider than the sensitive area of the photodetector, shall not cover less than 50% of such area, and as nearly as possible shall cover the same area segment as used during instrument calibration.”

SCHEDULE 3 – AMENDMENTS**Vehicle Standard (Australian Design Rule 14/02 – Rear Vision Mirrors)
2006**

[1] Paragraph 2.3 of Annex 6 to Appendix A, amend to read:

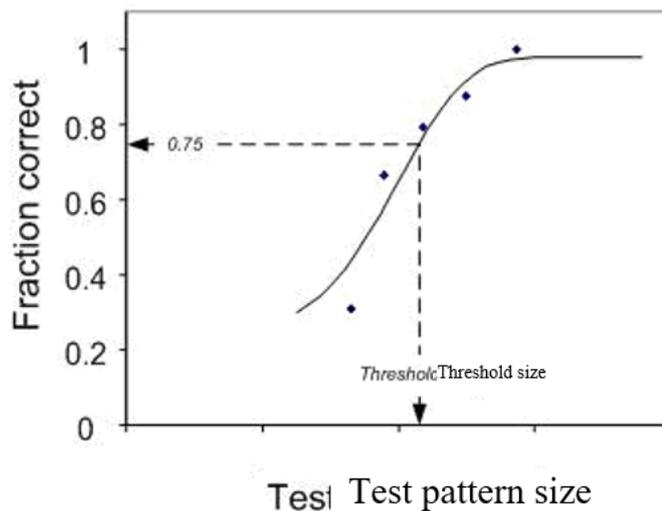
“2.3. Geometrical conditions

The angle of the incident beam (Θ) should preferably be 0.44 ± 0.09 rad ($25 \pm 5^\circ$) from the perpendicular to the test surface and shall not exceed the upper limit of the tolerance (i.e. 0.53 rad or 30°). The axis of the receptor shall make an angle (Θ) with this perpendicular equal to that of the incident beam (see Figure 1). The incident beam upon arrival at the test surface shall have a diameter of not less than 13 mm (0.5 inch). The reflected beam shall not be wider than the sensitive area of the photodetector, shall not cover less than 50 per cent of such area, and as nearly as possible shall cover the same area segment as used during instrument calibration.

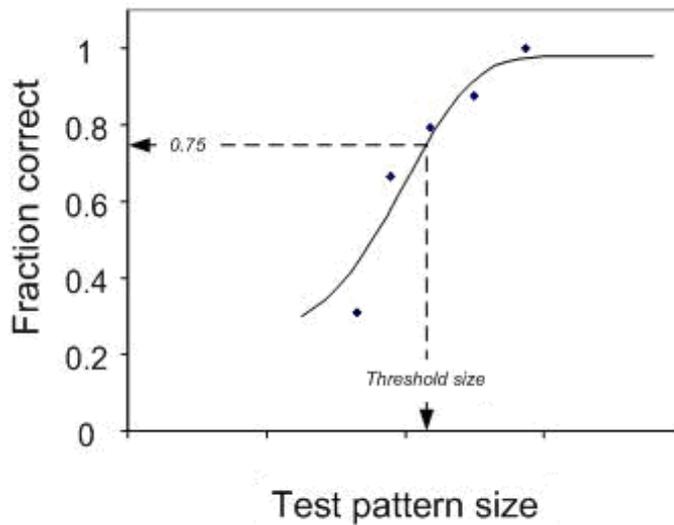
When an integrating sphere is used in the receiver section, the sphere shall have a minimum diameter of 127 mm (5 inch). The sample and incident beam apertures in the sphere wall shall be of such a size as to admit the entire incident and reflected light beams. The photodetector shall be so located as not to receive direct light from either the incident or the reflected beam.”

[2] Paragraph 1.1.2 of Annex 10 to Appendix A;

Omit:



Substitute:



[3] Paragraph 2.3.1 of Annex 5 to Appendix B, amend to read:

“2.3.1. The angle of the incident beam (Θ) should preferably be 0.44 ± 0.09 rad ($25 \pm 5^\circ$) from the perpendicular to the test surface and shall not exceed the upper limit of the tolerance (i.e. 0.53 rad or 30°). The axis of the receptor shall make an angle (Θ) with this perpendicular equal to that of the incident beam (see figure 1). The incident beam upon arrival at the test surface shall have a diameter of not less than 19 mm. The reflected beam shall not be wider than the sensitive area of the photodetector, shall not cover less than 50% of such area, and as nearly as possible shall cover the same area segment as used during instrument calibration.”