

TASMANIA

VEHICLE AND TRAFFIC (VEHICLE STANDARDS) AMENDMENT REGULATIONS 2018

STATUTORY RULES 2018, No. 61

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VEHICLE AND TRAFFIC (VEHICLE STANDARDS) AMENDMENT REGULATIONS 2018

I, the Governor in and over the State of Tasmania and its Dependencies in the Commonwealth of Australia, acting with the advice of the Executive Council, make the following regulations under the *Vehicle and Traffic Act 1999*.

Dated 7 November 2018.

C. WARNER
Governor

By Her Excellency's Command,

JEREMY ROCKLIFF
Minister for Infrastructure

1. Short title

These regulations may be cited as the *Vehicle and Traffic (Vehicle Standards) Amendment Regulations 2018*.

2. Commencement

These regulations take effect on the day on which their making is notified in the *Gazette*.

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3. Principal Regulations

In these regulations, the *Vehicle and Traffic (Vehicle Standards) Regulations 2014** are referred to as the Principal Regulations.

4. Regulation 27 substituted

Regulation 27 of the Principal Regulations is rescinded and the following regulation is substituted:

27. Standard applicable to modification of light vehicle

- (1) A person who modifies a light vehicle, other than a street rod vehicle, must ensure that –
 - (a) the modification complies with Vehicle Standards Bulletin 14 (VSB 14), as amended or substituted from time to time; or
 - (b) the modification is otherwise acceptable to the Registrar.
- (2) A person who modifies a street rod vehicle must ensure that the modification complies with the National Guidelines for the Construction and Modification of Street Rods in Australia, as amended or substituted from time to time.

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5. Regulation 34 amended (Mudguards)

Regulation 34 of the Principal Regulations is amended as follows:

- (a) by omitting paragraph (c) from subregulation (4) and substituting the following paragraph:

- (c) is not fitted with rear marking plates, or conspicuity markings, in accordance with regulation 108.

- (b) by omitting subregulation (5) and substituting the following subregulation:

- (5) For subregulation (4)(a), the width of a vehicle does not include the following devices or systems:

- (a) anti-skid devices mounted on wheels;
 - (b) central tyre inflation systems;
 - (c) lights, mirrors and reflectors;
 - (d) signalling devices;
 - (e) tyre pressure gauges;
 - (f) permanently affixed webbing assembly-type

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devices if the width of the vehicle including those devices does not exceed 2.55 metres.

6. Regulation 36 substituted

Regulation 36 of the Principal Regulations is rescinded and the following regulation is substituted:

36. Horns, alarms, &c.

- (1) A light motor vehicle must be fitted with at least one horn or other device that can give sufficient audible warning to other road users of the approach or position of the vehicle.
- (2) A light motor vehicle must not be fitted with a device that can make a sound like the sound of a siren, exhaust whistle, compression whistle or repeater horn.
- (3) However, subregulation (2) does not apply to the following devices:
 - (a) a device fitted to an exempt vehicle;
 - (b) a device fitted to a vehicle that –
 - (i) is at least 25 years old;and

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- (ii) is fitted and modified to be an emergency vehicle or police vehicle; and
 - (iii) is used for exhibition purposes only or as part of a collection of former emergency vehicles or police vehicles;
 - (c) a device that is an anti-theft device, if the device cannot be operated while the switch for the ignition of the vehicle is in the 'on' position;
 - (d) a device that emits a regular, intermittent sound while the vehicle is reversing or in reverse gear if the sound emitted by the device is not louder than is necessary to enable the driver, and persons near the vehicle, to hear the device when it is operating.
- (4) The provisions of the relevant ADR which corresponds to subregulation (2) apply to a vehicle as if those provisions of the ADR did not contain a reference to a bell.

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7. Regulation 37 amended (Rear vision mirrors)

Regulation 37 of the Principal Regulations is amended as follows:

- (a) by omitting from subregulation (5) “widest part, excluding lights, signalling devices and reflectors, of the vehicle or light combination.” and substituting “widest part.”;
- (b) by inserting the following subregulation after subregulation (5):
 - (5A) For subregulation (5), the width of a vehicle does not include the following devices or systems:
 - (a) anti-skid devices mounted on wheels;
 - (b) central tyre inflation systems;
 - (c) lights, mirrors and reflectors;
 - (d) signalling devices;
 - (e) tyre pressure gauges;
 - (f) permanently affixed webbing assembly-type devices if the width of the vehicle including those devices does not exceed 2.55 metres.

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- (c) by omitting from subregulation (6) “widest part.” and substituting “widest part as measured in accordance with subregulation (5A).”.

8. Regulation 47 amended (Window tinting)

Regulation 47 of the Principal Regulations is amended by omitting subregulations (5), (6), (7) and (8) and substituting the following subregulations:

- (5) Glazing that –
 - (a) complies with subregulation (4);
and
 - (b) is used in an interior partition or window, other than rear glazing, of a light motor vehicle –

may be coated to achieve a luminous transmittance of at least 35%.
- (6) If a light motor vehicle is fitted with at least one rear vision mirror on each side of the vehicle that complies with regulation 37(1), the motor vehicle’s rear glazing may be coated to achieve a luminous transmittance of at least 20%.
- (7) If a light motor vehicle complies with each of the following requirements, the motor vehicle’s rear glazing may be

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coated to achieve a luminous transmittance of 0% or more:

- (a) the motor vehicle is fitted with at least one rear vision mirror on each side of the vehicle;
 - (b) the motor vehicle is designed primarily for the carriage of goods;
 - (c) the motor vehicle has –
 - (i) at least 4 wheels; or
 - (ii) at least 3 wheels and a GVM of more than one tonne.
- (8) The requirements for luminous transmittance in a second edition ADR or third edition ADR, that apply to glazing used in a window of a motor vehicle, do not apply to a window that is coated in accordance with subregulation (5), (6) or (7).
- (9) Glazing that has been coated to reduce its luminous transmittance must not have a reflectance of more than 10%.

9. Regulation 61 amended (White or silver band on certain light vehicles)

Regulation 61 of the Principal Regulations is amended as follows:

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(a) by omitting paragraph (c) from subregulation (1) and substituting the following paragraph:

(c) is not fitted with rear marking plates, or conspicuity markings, in accordance with regulation 108.

(b) by omitting subregulation (2) and substituting the following subregulation:

(2) For subregulation (1)(a), the width of a vehicle does not include the following devices or systems:

- (a) anti-skid devices mounted on wheels;
- (b) central tyre inflation systems;
- (c) lights, mirrors and reflectors;
- (d) signalling devices;
- (e) tyre pressure gauges;
- (f) permanently affixed webbing assembly-type devices if the width of the vehicle including those devices does not exceed 2.55 metres.

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10. Regulation 66 amended (Headlights to be fitted to light vehicles)

Regulation 66 of the Principal Regulations is amended by omitting subregulations (4) and (5) and substituting the following subregulations:

- (4) Up to 4 additional headlights may be fitted to –
 - (a) a light motor vehicle with 4 or more wheels; or
 - (b) a motor bike or motor trike.
- (5) An additional headlight fitted to a vehicle under subregulation (4) must be fitted so that it faces forward and is symmetrical in relation to the centre-line of the vehicle.

11. Regulation 69 rescinded

Regulation 69 of the Principal Regulations is rescinded.

12. Regulation 73 amended (Parking lights)

Regulation 73 of the Principal Regulations is amended by omitting subregulation (9) and substituting the following subregulation:

- (9) For subregulation (3), the width of a vehicle does not include the following devices or systems:

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- (a) anti-skid devices mounted on wheels;
- (b) central tyre inflation systems;
- (c) lights, mirrors and reflectors;
- (d) signalling devices;
- (e) tyre pressure gauges;
- (f) permanently affixed webbing assembly-type devices if the width of the vehicle including those devices does not exceed 2.55 metres.

13. Regulation 74 amended (Daytime running lights)

Regulation 74 of the Principal Regulations is amended by omitting subregulation (6) and substituting the following subregulation:

- (6) For subregulation (3), the width of a vehicle does not include the following devices or systems:
 - (a) anti-skid devices mounted on wheels;
 - (b) central tyre inflation systems;
 - (c) lights, mirrors and reflectors;
 - (d) signalling devices;
 - (e) tyre pressure gauges;

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- (f) permanently affixed webbing assembly-type devices if the width of the vehicle including those devices does not exceed 2.55 metres.

14. Regulation 83 amended (Light vehicles needing side marker lights)

Regulation 83 of the Principal Regulations is amended by omitting subregulation (6) and substituting the following subregulation:

- (6) For subregulations (1), (4) and (5), the width of a vehicle does not include all of the following devices or systems:
 - (a) anti-skid devices mounted on wheels;
 - (b) central tyre inflation systems;
 - (c) lights, mirrors and reflectors;
 - (d) signalling devices;
 - (e) tyre pressure gauges;
 - (f) permanently affixed webbing assembly-type devices if the width of the vehicle including those devices does not exceed 2.55 metres.

15. Regulation 87 amended (Fitting brake lights)

Regulation 87 of the Principal Regulations is amended by inserting after subregulation (7) the following subregulation:

- (8) For this regulation, a light is taken to be a brake light if the light –
 - (a) is fitted to a vehicle that was built before 1 January 1973; and
 - (b) functions as a brake light and a direction indicator light.

16. Regulation 92 amended (Location of direction indicator lights)

Regulation 92 of the Principal Regulations is amended by omitting subregulation (4) and substituting the following subregulation:

- (4) For subregulation (1), the width of a vehicle does not include the following devices or systems:
 - (a) anti-skid devices mounted on wheels;
 - (b) central tyre inflation systems;
 - (c) lights, mirrors and reflectors;
 - (d) signalling devices;
 - (e) tyre pressure gauges;

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- (f) permanently affixed webbing assembly-type devices if the width of the vehicle including those devices does not exceed 2.55 metres.

17. Regulation 102 amended (Optional front reflectors)

Regulation 102 of the Principal Regulations is amended by omitting subregulation (4) and substituting the following subregulation:

- (4) For subregulation (3)(c), the width of a vehicle does not include the following devices or systems:
 - (a) anti-skid devices mounted on wheels;
 - (b) central tyre inflation systems;
 - (c) lights, mirrors and reflectors;
 - (d) signalling devices;
 - (e) tyre pressure gauges;
 - (f) permanently affixed webbing assembly-type devices if the width of the vehicle including those devices does not exceed 2.55 metres.

18. Regulation 104 amended (Fitting of warning lights and warning signs)

Regulation 104(2) of the Principal Regulations is amended by omitting paragraphs (a) and (b) and substituting the following paragraphs:

- (a) so that –
 - (i) a light is fitted on each side of the warning sign and each such light is the same distance from the centre of the warning sign; or
 - (ii) both lights are fitted above, or below, the warning sign and the centre point of an imaginary horizontal line drawn between the 2 lights is within 50 millimetres of the vertical axis of the warning sign; and
- (b) with the edge of the warning sign –
 - (i) not more than 100 millimetres from the nearest point on the lens of the warning lights; or
 - (ii) if that is not practicable due to the design of the bus, not more than 300 millimetres from the nearest point on the lens of the warning lights; and

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19. Regulation 106 amended (Specifications for warning signs)

Regulation 106 of the Principal Regulations is amended as follows:

- (a) by omitting paragraph (b) from subregulation (2) and substituting the following paragraphs:
 - (b) the word or words “SCHOOL” or “SCHOOL BUS” in capital letters at least 100 millimetres high; or
 - (c) if the warning sign is an electronic sign fitted on the front of the bus that is also used to display the location to which the bus is travelling, the word or words “SCHOOL” or “SCHOOL BUS” in capital letters at least 100 millimetres high while the warning lights fitted to the bus are flashing as required under regulation 105.
- (b) by omitting paragraph (a) from subregulation (4) and substituting the following paragraph:
 - (a) be square or rectangular; and
- (c) by inserting the following subregulation after subregulation (5):

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(5A) Subregulation (5)(b), (c) and (d) do not apply in respect of a warning sign fitted to a bus if –

(a) the bus is fitted with a warning sign that –

- (i) displays the words “WHEN LIGHTS FLASH”, using the maximum even spacing possible between the letters over a distance of 300 millimetres; and
- (ii) is a single sign that is a minimum of 300 millimetres wide; and
- (iii) is no less than 210 millimetres, and no more than 440 millimetres, high; and
- (iv) displays each word on a separate line where each word is centred horizontally on the line; or

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- (b) the bus has a GVM that does not exceed 6 000 kilograms and is fitted with a warning sign that is made up of 3 separate signs –
 - (i) with each sign being at least 300 millimetres wide and 70 millimetres high; and
 - (ii) that display, when viewed together, the words “WHEN LIGHTS FLASH”, using the maximum even spacing possible between the letters over a distance of 300 millimetres; and
 - (iii) that are aligned horizontally; and
 - (iv) that are vertically stacked without a space between each sign so as to read “WHEN LIGHTS FLASH”.

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- (d) by omitting paragraph (c) from subregulation (6) and substituting the following paragraphs:
 - (c) if the bus has a GVM not exceeding 6 000 kilograms and the part of the warning sign comprises 2 signs in accordance with subregulation (5)(d)(i), so that both signs are fitted immediately above, below or to one side of the 40km/h speed-limit sign; or
 - (d) if the part of the warning sign complies with subregulation (5)(d)(ii), immediately above or below the 40km/h speed-limit sign; or
 - (e) if the part of the warning sign complies with subregulation (5A), immediately to one side of the 40km/h speed-limit sign.
- (e) by inserting the following subregulations after subregulation (6):
 - (7) If, due to the design of the bus, the part of the warning sign referred to in subregulation (3)(b) is unable to be fitted within the immediate proximity of the 40km/h speed-limit sign as

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required in subregulation (6)(a), (c), (d) or (e), that part of the warning sign is to be fitted within 150 millimetres of the 40km/h speed-limit sign in the location required in the relevant paragraph.

- (8) Any separate signs that make up the warning sign referred to in subregulation (3)(b) must be placed so as to read “WHEN LIGHTS FLASH”.

20. Regulation 107 amended (Other lights and reflectors)

Regulation 107(1) of the Principal Regulations is amended by omitting the definition of *exempt vehicle*.

21. Regulation 108 substituted

Regulation 108 of the Principal Regulations is rescinded and the following regulation is substituted:

108. Rear marking plates and conspicuity markings

Rear marking plates or conspicuity markings may be fitted to –

- (a) a light motor vehicle; or

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- (b) a light trailer.

Note: See also VSB 12 for requirements about ‘Do not overtake turning vehicle’ signs that may apply to a vehicle fitted with conspicuity markings.

22. Part 10 substituted

Part 10 of the Principal Regulations is rescinded
and the following Part is substituted:

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 exhaust emissions

124. Crank case gases

- (1) This regulation applies to a light motor vehicle with 4 or more wheels that –
 - (a) is powered by a petrol engine;
and
 - (b) was built after 1971.
- (2) The light motor vehicle must be built to prevent, or fitted with equipment that prevents, crank case gases from escaping to the atmosphere.

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125. Visible emissions – light vehicles with internal combustion engines

- (1) This regulation applies to a light motor vehicle that –
 - (a) is propelled by an internal combustion engine; and
 - (b) was built after 1930.
- (2) The light motor vehicle must not emit visible emissions for a continuous period of at least 10 seconds.
- (3) However, this regulation does not apply to emissions that are visible only because of heat or the condensation of water vapour.

126. Exhaust emissions – diesel-powered light vehicles

- (1) In this regulation –

oxides emission rate means the rate measured in grams of oxides of nitrogen emitted per kilometre travelled by a light vehicle per tonne of the test mass of that light vehicle;

particle emissions rate means the rate measured in grams of particles emitted per kilometre travelled by

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a light vehicle per tonne of the test mass of that light vehicle;

tare mass, of a vehicle, means the unladen mass of the vehicle, however described;

test mass, of a vehicle, means –

- (a) if the vehicle is a light prime mover, half the sum of its tare mass and its GCM; or
- (b) for any other light motor vehicle, half the sum of its tare mass and its GVM.

Note: The test mass of a vehicle is the load applied to the dynamometer, while the vehicle is under test, to simulate half payload operation.

- (2) This regulation applies to a light motor vehicle that –
 - (a) is powered by a diesel engine; and
 - (b) meets the criteria for a passenger vehicle, including omnibuses and goods vehicles as defined under the ADRs.
- (3) For subregulation (4), a vehicle is taken to have been manufactured in the month shown as the month of its manufacture

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on the identification plate affixed or taken to be affixed on the vehicle.

- (4) When a vehicle is tested in accordance with regulation 128, the vehicle must comply with the following requirements:
- (a) the vehicle must not emit oxides of nitrogen at an oxides emission rate greater than that stated for the vehicle according to its GVM rating and age in the following table:

GVM rating of vehicle	Oxides emission rate (g/km/t)	
	Vehicle manufactured in December 1995 or earlier	Vehicle manufactured in January 1996 or later
3.5 or less	1.5	1.5
More than 3.5	2.0	2.0

- (b) the vehicle must not emit particles at a particle emissions rate greater than that stated for the vehicle according to its GVM rating and age in the following table:

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GVM rating of vehicle	Particle emissions rate (g/km/t)	
	Vehicle manufactured in December 1995 or earlier	Vehicle manufactured in January 1996 or later
3.5 or less	0.23	0.23
More than 3.5	0.23	0.15

- (c) the opacity of the exhaust gas emitted by the vehicle must not be greater than 25%, averaged over a test cycle of the vehicle performed in accordance with regulations 127 and 128.

127. Requirements of DT 80 test cycle

- (1) The requirements stated in this regulation are the minimum standards for the dynamometer, emissions measure and data management systems necessary to enable the proper conduct of a test cycle (the ***DT 80 test cycle***) of a vehicle.
- (2) The DT 80 test cycle must be conducted on a chassis dynamometer system that –
 - (a) can carry out a wide open throttle transient DT 80 test cycle, as

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described in regulation 128, for the vehicle being tested; and

- (b) provides for vehicle speed measurement and display, to an accuracy of $\pm 1\%$ of actual speed; and
- (c) provides internal steady state accuracy of $\pm 1\%$ of calculated required tractive load over ambient temperatures of 2°-40°C; and
- (d) provides a T95 response time of 3 seconds or less; and
- (e) provides inertial loading as required by the DT 80 test cycle procedure at speeds of >15 km/h; and
- (f) compensates for aerodynamic drag, rolling resistance and other parasitic losses; and
- (g) corrects for ambient temperature, humidity and air density; and
- (h) provides torque measurement accuracy of better than 1% full scale; and
- (i) keeps roller speed within ± 10 km/h through gear changes; and

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- (j) restricts overshoot upon initial acceleration of rollers from rest; and
 - (k) incorporates a driver control panel for remote operation of critical functions from the driver's seat, including controls for the start test and stop test; and
 - (l) incorporates an emergency system override function; and
 - (m) is able to communicate speed, load and status signals to enable the driver to undertake the test in accordance with the DT 80 test cycle procedure; and
 - (n) is integrated with the gas and particulate analysis system to initiate the start and finish of sampling and measurement, and generates emission results without the need for post-test processing.
- (3) The DT 80 test cycle must be conducted on an emissions measurement system that –
- (a) is integrated with the dynamometer system specified in subregulation (2); and

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- (b) has a data averaging interval of one second for all equipment; and
- (c) provides emissions data sampling output $\geq 5\text{Hz}$; and
- (d) measures oxides of nitrogen (from both a diluted and conditioned sample) with an accuracy of $\pm 30\text{ppm}$ over the range of 0-1 000ppm and $\pm 5\%$ over the range 1 001-5 000ppm; and
- (e) measures particulate matter (from a diluted sample) as TSP or PM₁₀ with an accuracy of $\pm 10\%$ on a real-time continuous basis over a range of 0-1 000 mg/m³ actual exhaust concentration at a sample temperature of $<51.7^{\circ}\text{C}$; and
- (f) measures opacity (from a raw exhaust sample) with an accuracy of $\pm 1\%$ over a range of 0-100% opacity; and
- (g) measures flow rate with an accuracy of $\pm 5\%$; and
- (h) measures ambient temperature with an accuracy of $\pm 1^{\circ}\text{C}$ over a range of 0°C - 50°C ; and

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- (i) measures ambient humidity with an accuracy of $\pm 5\%$ over a range of 0-100%; and
- (j) compensates or corrects for ambient temperature and humidity; and
- (k) compensates for exhaust gas transport times and delays; and
- (l) provides for on-line calibration of the emissions measurement system; and
- (m) provides an exhaust sample collection and conditioning system –
 - (i) that is optimised to accommodate the exhaust temperature and flow rate, and emission concentration, for the vehicle being tested; and
 - (ii) that provides adequate conditioning of the exhaust gas to eliminate water in the sample stream and reduce temperatures to enable PM to be sampled at $<51.7^{\circ}\text{C}$; and

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- (n) uses materials and equipment that are compatible with the exhaust from diesel-fuelled vehicles.
- (4) The DT 80 test cycle must be conducted on a data management system that –
 - (a) is integrated with the dynamometer system specified in subregulation (2) and the emissions measurement system specified in subregulation (3); and
 - (b) records the following items for each test:
 - (i) the date, time, location and operator;
 - (ii) the emissions analyser calibration data;
 - (iii) vehicle input data, including test mass tractive load corrections and identifying information;
 - (iv) dynamometer data (load, speed, distance) on a second-by-second basis;
 - (v) test data on a second-by-second basis from which a mass emission test result

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in g/km/t can be
generated; and

- (c) displays, stores and reports all data in the International System of units; and
- (d) provides a system for electronic backup of test data to local and remote media; and
- (e) incorporates a quality control system that –
 - (i) ensures that calibrations are carried out in accordance with manufacturers' specifications; and
 - (ii) provides records consistent with normal audit requirements; and
- (f) prints a test report containing at least the following items:
 - (i) the registered business name, ABN and address of the test facility;
 - (ii) the registration number, make, model, GVM rating and date of manufacture of the tested vehicle;

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- (iii) the date and location of the test;
- (iv) the final calculated oxides of nitrogen and PM results in g/km/t;
- (v) the final calculated opacity results in percentage;
- (vi) a statement of pass or fail for each emission compared with the emissions limits stated in regulation 126;
- (vii) the signature of the test facility operator confirming that the test was conducted in accordance with the test procedure specified in this regulation and regulation 128.

128. DT 80 test procedure

For the purposes of regulation 127, the procedure for a DT 80 test cycle is as follows:

Steps	
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- | | |
|-----|--|
| 1. | Secure the vehicle on the dynamometer. |
| 2. | Set the dynamometer to simulate the correct load and inertia for the vehicle. |
| 3. | Start sampling. |
| 4. | Idle for 60 seconds. |
| 5. | Accelerate rapidly to 80 km/h under simulated inertia, using wide open throttle, making gear changes as needed for smooth acceleration. |
| 6. | Decelerate by removing all pressure from the accelerator pedal, disengaging the gears and gently applying brakes to bring the vehicle to a standstill. |
| 7. | Idle for 10 seconds. |
| 8. | Accelerate rapidly to 80 km/h under simulated inertia, using wide open throttle, making gear changes as needed for smooth acceleration. |
| 9. | Decelerate by removing all pressure from the accelerator pedal, disengaging the gears and gently applying brakes to bring the vehicle to a standstill. |
| 10. | Idle for 10 seconds. |
| 11. | Accelerate rapidly to 80 km/h under simulated inertia, using wide open throttle, making gear changes as needed for smooth acceleration. |
| 12. | Keep speed at 80 km/h for 60 seconds, then stop sampling and bring the vehicle to rest. |

Note: Explanation of the test procedure.

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This test has been designed to evaluate vehicle emissions during typical ‘real-world’ operating modes and conditions. There are 3 simple modes –

3 idle periods;

acceleration to 80 km/h 3 times;

keep speed at 80 km/h.

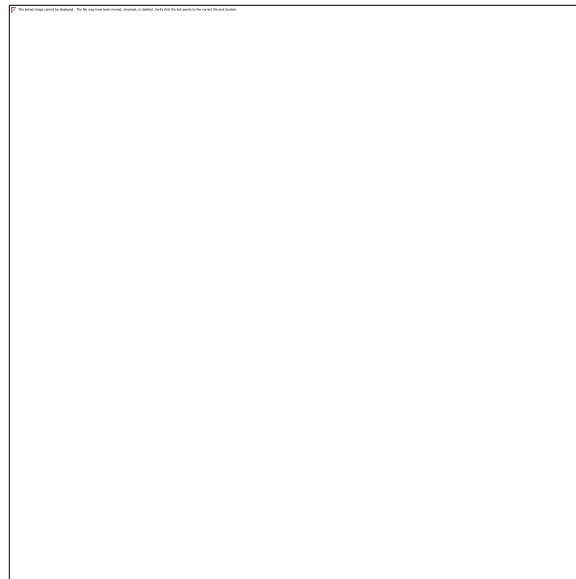
The graph below shows the modes of operation. The actual test will result in a graph that has more variation than the graph below, because of the need to change gears when accelerating. Modes B-D and E-G and H-I have no specific time interval. All the specified time periods have an error margin of ± 1 second.

The vehicle is accelerated rapidly to 80 km/h 3 times by applying wide open throttle.

The driver selects the most appropriate gear change points for the vehicle being tested to achieve the correct speed.

The vehicle’s rolling resistance (based on tyre and bearing losses, frontal area and drag coefficient) must also be calculated and continuously factored into the dynamometer tractive effort calculations to ensure correct loading.

Empirical algorithms, based on the vehicle test mass, GVM or other known parameters, may be used to automatically calculate realistic coefficients for the variable.



Division 2 – Exhaust systems

129. Exhaust systems

(1) In this regulation –

bus exhaust outlet means an outlet of an exhaust system fitted to a bus;

motor trike exhaust outlet means an outlet of an exhaust system fitted to a motor trike;

vertical exhaust system means an exhaust system that emits exhaust gases in an upwards direction above or near the top of a vehicle to which the exhaust system is fitted.

(2) A motor trike exhaust outlet with a permanently enclosed body must –

(a) extend at least 40 millimetres beyond the outermost joint of the floorpan that is not continuously welded or permanently sealed; and

(b) not extend beyond the perimeter of the vehicle.

(3) A motor trike exhaust outlet must discharge the main exhaust flow to the air –

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- (a) if the outlet is fitted to the side of the motor trike, to the right hand side of the motor trike and below the horizontal axis of the motor trike at an angle between 15 degrees and 45 degrees; or
 - (b) if the outlet is fitted to the rear of the motor trike, at an angle between 10 degrees above the horizontal axis of the motor trike and 45 degrees below that axis.
- (4) A bus exhaust outlet must be as near as practicable to the rear of the bus.
- (5) If the bus is not fitted with a vertical exhaust system, the bus exhaust outlet must not extend beyond the perimeter of the bus.
- (6) If the bus is fitted with a vertical exhaust system, the bus exhaust outlet must be located behind the rearmost part of the passenger compartment.
- (7) A bus exhaust outlet must discharge the main exhaust flow to the air –
 - (a) if the outlet is not part of a vertical exhaust system –
 - (i) towards the rear, or to the right, of the bus; and

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- (ii) horizontally or
downwards at an angle of
not more than 45 degrees
below the horizontal axis;
or
- (b) if the outlet is part of a vertical
exhaust system, vertically
upwards or towards the rear of
the bus at any angle above the
horizontal axis.

***Division 3 – Noise emissions
Subdivision 1 – General***

130. Measurement of stationary noise levels

- (1) In this regulation –

National Transport Commission
means the National Transport
Commission established by the
*National Transport Commission
Act 2003* of the Commonwealth.

- (2) For this Division, the stationary noise level of a light motor vehicle is to be measured in accordance with the procedure set out for that type of motor vehicle in the report entitled the *National Stationary Exhaust Noise Test Procedures for In-service Motor Vehicles*, published by the National Transport Commission in September 2006, as in force from time to time.

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Note National Stationary Exhaust Noise Test Procedures for In-service Motor Vehicles (ISBN: 1 921168 50 1) is available on the National Transport Commission's website at www.ntc.gov.au

131. Meaning of *certified to ADR 83/00*

For this Division, a light motor vehicle is certified to ADR 83/00 if approval has been given, under section 10A of the *Motor Vehicle Standards Act 1989* of the Commonwealth, to place identification plates showing compliance with ADR 83/00 on motor vehicles of that type.

132. Silencing device for exhaust systems

- (1) A light motor vehicle propelled by an internal combustion engine must be fitted with a silencing device through which all the exhaust from the engine passes.
- (2) A silencing device, fitted to a vehicle as required under subregulation (1), that is designed to be manipulated by the vehicle's operator, such as by means of in-vehicle controls, must be designed so that it can be tested with the device fully opened.

***Subdivision 2 – Noise levels applying to light motor vehicles
certified before the application of ADR 83/00***

133. Application of Subdivision

This Subdivision applies to a light motor vehicle other than a light motor vehicle certified to ADR 83/00.

134. Stationary noise levels: car-type vehicles and motor bikes and motor trikes

(1) In this regulation –

car-type vehicle means –

- (a) a car; or
- (b) a utility truck, panel van or other light motor vehicle derived from a car design; or
- (c) a light motor vehicle with 4 or more wheels that is built mainly to carry not more than 9 people including the driver.

(2) The stationary noise level of a car-type vehicle, or motor bike or motor trike, must not exceed –

- (a) for a car-type vehicle built after 1982, 90dB(A); or

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- (b) for another car-type vehicle, 96dB(A); or
- (c) for a motor bike or motor trike built after February 1985, 94dB(A); or
- (d) for another motor bike or motor trike, 100dB(A).

134A. Stationary noise levels: other light vehicles with spark ignition engines

- (1) This regulation applies to a light motor vehicle, other than a light motor vehicle to which regulation 134 applies, with a spark ignition engine.
- (2) The stationary noise level of the light motor vehicle must not exceed the noise level applying to the vehicle under the following table:

<i>Column 1</i>	<i>Column 2</i>	<i>Column 3</i>	<i>Column 4</i>	<i>Column 5</i>
Item	GVM (t)	Exhaust height (mm)	When vehicle built	Noise level (dB(A))
1.	< or = 3.5	< 1500	before July 1983	92
			after June 1983	89
2.	> 3.5	< 1500	before July 1983	98
			after June 1983	95

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<i>Column 1</i>	<i>Column 2</i>	<i>Column 3</i>	<i>Column 4</i>	<i>Column 5</i>
3.	< or = 3.5	> or = 1500	before July 1983	88
			after June 1983	85
4.	> 3.5	> or = 1500	before July 1983	94
			after June 1983	91

134B. Stationary noise levels: other light motor vehicles with diesel engines

- (1) This regulation applies to a light motor vehicle, other than a motor vehicle to which regulation 134 applies, with a diesel engine.
- (2) The stationary noise level of the light motor vehicle must not exceed the noise level applying to the vehicle under the following table:

<i>Column 1</i>	<i>Column 2</i>	<i>Column 3</i>	<i>Column 4</i>	<i>Column 5</i>
Item	GVM (t)	Exhaust height (mm)	When vehicle built	Noise level (dB(A))
1.	< or = 3.5	< 1500	before July 1980	105
			after June 1980 but before July 1983	102
			after June 1983	99

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<i>Column 1</i>	<i>Column 2</i>	<i>Column 3</i>	<i>Column 4</i>	<i>Column 5</i>
Item	GVM (t)	Exhaust height (mm)	When vehicle built	Noise level (dB(A))
2.	> 3.5	< 1500	before July 1980	107
			after June 1980 but before July 1983	104
			after June 1983	101
3.	< or = 3.5	> or = 1500	before July 1980	101
			after June 1980 but before July 1983	98
			after June 1983	95
4.	> 3.5	> or = 1500	before July 1980	103
			after June 1980 but before July 1983	100
			after June 1983	97

Subdivision 3 – Noise levels applying to motor vehicles certified to ADR 83/00

134C. Stationary noise levels

The stationary noise level of a light motor vehicle that is certified to ADR 83/00 must not exceed, by more than 5dB(A), the noise level that is established for the vehicle when it is certified.

23. Regulations 135A and 135B inserted

After regulation 135 of the Principal Regulations, the following regulations are inserted in Part 11:

135A. Hydrogen-powered light vehicles

- (1) A light motor vehicle equipped to run on hydrogen supplied via fuel containers fitted to the vehicle, built after 1 January 2019, must have fixed conspicuously to the front and rear number plates, if the vehicle –
 - (a) is fitted with one hydrogen fuel container, a label that complies with subregulation (2); and
 - (b) is fitted with 2 or more hydrogen fuel containers, 2 labels that comply with subregulation (2).
- (2) A label to be affixed to a number plate under subregulation (1) must –
 - (a) be a pentagonal shape where –
 - (i) each side is 25 millimetres long; and
 - (ii) each interior angle is 108 degrees; and
 - (b) be backed by a plate made of metal that –

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- (i) is at least one millimetre thick before it is affixed to the number plate; and
 - (ii) also complies with paragraph (a); and
- (c) have a yellow surface that complies with class 2 of AS 1906.1 *Retroflective Materials and Devices for Road Traffic Control Purposes – Retroflective Sheeting*; and
- (d) be marked with an “H” in a black capital letter that is at least 10 millimetres high with the base of the “H” being on a side of the label; and
- (e) be orientated to ensure that the “H” so marked is correctly orientated on the number plate; and
- (f) not be affixed to the number plate in a way that would wholly, or partially, obscure any characters on the number plate.

135B. Electric-powered vehicles

- (1) A light motor vehicle equipped to run on electricity, built after 1 January 2019, must have fixed conspicuously to the

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front and rear number plates a label that complies with subregulation (2).

- (2) A label to be affixed to a number plate under subregulation (1) must –
- (a) be an equilateral triangle shape where –
 - (i) each side is 35 millimetres long; and
 - (ii) each interior angle is 60 degrees; and
 - (b) be backed by a plate made of metal that –
 - (i) is at least one millimetre thick before it is affixed to the number plate; and
 - (ii) also complies with paragraph (a); and
 - (c) have a blue surface that complies with class 2 of AS 1906.1 *Retroflective Materials and Devices for Road Traffic Control Purposes* – *Retroflective Sheeting*; and
 - (d) be marked with an “EV” in white capital letters that are at least 8 millimetres high with the base of

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- the “EV” being on a side of the label; and
 - (e) be orientated to ensure that the “EV” so marked is correctly orientated on the number plate; and
 - (f) not be affixed to the number plate in a way that would wholly, or partially, obscure any characters on the number plate.
- (3) For the purposes of subregulation (1), a vehicle is equipped to run on electricity if the vehicle is powered by one or more electric motors or traction motors that –
- (a) are the only system of propulsion for the vehicle; or
 - (b) are used in conjunction with another system of propulsion for the vehicle.
- (4) This regulation does not apply to a light motor vehicle if regulation 135A applies in respect of the vehicle.

24. Regulation 155 amended (Dictionary)

Regulation 155 of the Principal Regulations is amended as follows:

- (a) by inserting the following definition after the definition of *centre-line*:

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conspicuity marking means a
conspicuity marking within the
meaning of ADR 13/00 as
amended or substituted from time
to time;

- (b) by inserting the following definition after
the definition of *emergency brake*:

exempt vehicle means –

- (a) a police vehicle; or
- (b) an ambulance; or
- (c) an Australian Defence
Force vehicle; or
- (d) a vehicle operated,
approved or authorised
under the *Fire Service Act
1979*; or
- (e) a transport enforcement
vehicle; or
- (f) an Australian Border
Force Services vehicle; or
- (g) an Airservices Australia
vehicle; or
- (h) a vehicle operated,
approved or authorised
under the *Emergency
Management Act 2006*;

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- (c) by omitting “glazing,” from the definition of *luminous transmittance* and substituting “glazing or a coating on glazing,”;
- (d) by omitting “glazing” third occurring from the definition of *luminous transmittance* and substituting “glazing or coating”;
- (e) by inserting the following definitions after the definition of *rear fog light*:

rear glazing, in relation to a light motor vehicle, means glazing used in a window or interior partition of the motor vehicle located behind the driver in the normal driving position;

rear marking plate means a rear marking plate that complies with Vehicle Standards Bulletin 12 (VSB 12), as amended or substituted from time to time;

Note: The Vehicle Standards Bulletin 12 is available from the National Heavy Vehicle Regulator’s website at <https://www.nhvr.gov.au/>.

- (f) by omitting the definition of *street rod vehicle* and substituting the following definition:

street rod vehicle is a light vehicle that –

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- (a) has been modified for safe road use; and
- (b) has a body and frame that were built, or is a replica of a vehicle the body and frame of which were built, before 1949;

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Notified in the *Gazette* on 14 November 2018.

These regulations are administered in the Department of State Growth.

EXPLANATORY NOTE

(This note is not part of the regulations)

These regulations amend the *Vehicle and Traffic (Vehicle Standards) Regulations 2014* by updating vehicle standards in relation to –

- (a) modifications to light motor vehicles;
and
- (b) specified horns, alarms, lights, tinting
and signs fitted to certain vehicles; and
- (c) emissions from and exhausts fitted to
certain vehicles; and
- (d) vehicles powered by specified alternative
fuel sources.