
CIRCULAR 0 – 2 – 1

CERTIFICATION OF MOTOR VEHICLES PRODUCED IN LOW VOLUME

1. INTRODUCTION

- 1.1 This Circular describes the requirements regarding the eligibility of vehicles for low volume certification. These requirements are set out below.
- 1.2 The intent of the low volume scheme is to make vehicles available to enthusiasts which may otherwise not be marketed due to the need to amortise over a small number of vehicles the high costs associated with normal volume certification.
- 1.3 The low volume certification scheme reduces the cost of certification by offering a concession for some Australian Design Rules (ADRs) by way of allowing alternative procedures to those specified in the ADR, to demonstrate compliance. Because of this concession the low volume scheme offers a lesser assurance of compliance.
- 1.4 The principle of the eligibility criterion is that the low volume concession, with its consequent reduced assurance of compliance, should not be extended to the same vehicle which is already available in Australia which has normal volume compliance plate approval.
- 1.5 People dealing in imported used passenger cars under the low volume scheme will be authorised to fit up to 25 Compliance Plates per annum.
- 1.6 Low Volume Compliance Plate Holders must be independent of all other Low Volume Compliance Plate Holders. Otherwise the 25 vehicles/annum limit will be applied to the combined output of the related businesses.
- 1.7 Circular 0-3-3 – Motor Vehicle Make and Model Designation sets out the extent of vehicle variants which will be acceptable under a single application for Compliance Plate Approval for a vehicle model. In order to reduce the number of applications Circular 0-3-3 allows a wide range of variants (eg sedan and station wagon are allowable variants of a single model).
- 1.8 Because of the wide interpretation of model there will be occasions where judgement is required in determining eligibility.
- 1.9 When exercising judgement it is essential to keep in mind the intent of the low volume scheme and the principle of eligibility. In particular the test to be applied is "Can I buy what is basically the same vehicle in Australia?"
- 1.10 This Circular should be read in conjunction with Circulars 0-3-2 – Compliance Plates, 0-3-3 – Motor Vehicle Make and Model Designation, and 0-4-1 – Low Volume Motor Vehicles.

2. LOW VOLUME CATEGORY

2.1 Alternative methods of demonstrating compliance with the ADRs will be available to manufacturers of motor vehicles produced in low volume. A manufacturer who is authorised to affix Compliance Plates to not more than 100 motor vehicles of a particular category per annum will be regarded as being engaged in low volume production. For the purposes of determining the eligibility in relation to this definition motor vehicles of the same category produced by the manufacturer annually will be aggregated. In each category motor vehicles with fundamentally different motive powers (eg. internal combustion engine, electric) will be aggregated as a separate low volume category. The motor vehicle categories for this purpose are:

- (a) motorcycles and mopeds, or
- (b) passenger cars, or
- (c) forward control passenger vehicles, or
- (d) off road passenger vehicles, or
- (e) omnibuses up to 3.5 tonnes Gross Vehicle Mass (GVM) up to 12 seats, or
- (f) omnibuses over 3.5 tonnes GVM over 12 seats, or
- (g) goods vehicles of 4.5 tonnes GVM or less, or
- (h) goods vehicles of more than 4.5 tonnes GVM.

3. MODEL ELIGIBILITY FOR LOW VOLUME APPROVAL

- 3.1 On and after 1 August 1989 Compliance Plate Approvals under the low volume scheme will not be granted to those models of motor vehicles in a category, as defined above, which are or have been marketed in normal volume in Australia, except that where a **make** of vehicle has not been marketed in Australia in normal volume for the previous 12 months all models of that make are eligible. A model of vehicle is as defined in Circular No. 0-3-3. Notwithstanding, the Administrator reserves the right to deem a particular vehicle as being of the same model as a vehicle holding a Compliance Plate Approval. Certification of such vehicles must be in accordance with normal procedures. In reaching a decision on model eligibility for passenger cars (MA category) the Administrator will use the guidelines laid down in Attachment 1. This applies to both new and used vehicles.
- 3.2 Sometimes marketing of a long running model may cease in Australia but continue overseas. In such cases a model will be eligible if built date is at least 1 year after the built date of the last vehicle of that model registered or offered to the market in Australia **and** the vehicle complies with the other requirements of this Circular.
- 3.3 A diesel engined vehicle will be eligible for the low volume scheme if no diesel engine variant of that model is available in Australia.
- 3.4 For MC and NA category vehicles only, a vehicle with an engine of higher power than any variant available in Australia would be eligible as a different model but only if the engine has a greater number of cylinders or it is turbo charged and no turbo charged version of the engine is available in Australia.

- 3.5 For other than MA category, vehicles with all wheel drive systems will be considered a different model if this feature is not available on the equivalent model in Australia.
- 3.6 If there is any doubt as to the eligibility of a particular vehicle it is the responsibility of the inquirer to demonstrate that the model is not available in Australia. A convincing case must be put forward for eligibility. It is expected that the case would be supported by such documentation as photographs and specification sheets.

4. SECOND STAGE OF MANUFACTURE

- 4.1 The low volume procedures are also available to those vehicle modifiers undertaking a second stage of manufacture on not more than 100 vehicles per annum in a low volume category in relation to the ADRs which their modifications have affected.
- 4.2 A second stage of manufacture will normally be undertaken on a vehicle which already complies with all the applicable ADRs (ie the vehicle being modified has a compliance plate affixed). This compliance plate may be a normal volume plate or a low volume plate.
- 4.3 If the vehicle undergoing modification does not have a compliance plate then the following requirements apply:
- (a) If, as defined in paragraph 4 above, the vehicle is a model which is or has been marketed in Australia in normal volume, compliance must be demonstrated in accordance with normal procedures and a compliance plate affixed to the vehicle.
 - (b) If the vehicle is not a model which is or has been marketed in Australia and the vehicle is intended to be marketed in quantity of not more than 100 per annum then such a vehicle is eligible for the low volume procedures.
- 4.4 Where it is necessary to modify a vehicle in order to achieve compliance with an ADR (eg fitting side intrusion bars into doors to meet ADR 29) this modification is not regarded as a second stage of manufacture.

5. DEMONSTRATION OF COMPLIANCE

- 5.1 For eligible manufacturers, the Administrator will relax the nature and extent of the evidence of compliance which is required for certain ADRs as a pre-requisite to the issue of a Compliance Plate Approval. In respect of the other ADRs, the currently applicable normal form of submission will continue to apply. It is emphasised that the provision of alternative certification requirements for motor vehicles manufactured in low volume in no way relieves manufacturers of the responsibility of ensuring that all motor vehicles comply with the applicable Design Rules.
- 5.2 For the purpose of specifying the form that the demonstration of compliance shall take for individual ADRs, low volume manufacturers are divided into two groups. One group shall comprise those manufacturers who may be authorised to affix Compliance Plates to not more than 25 motor vehicles per annum, and the second group shall comprise the remaining low volume manufacturers.

- 5.3 Additionally, after August 1993, people dealing in imported used passenger cars under the low volume scheme will only be authorised to fit not more than 25 Compliance Plates per annum.
- 5.4 For those ADRs for which relaxation has been authorised, the manufacturer will be required to give an assurance that the motor vehicles comply with the Design Rules. In addition, the manufacturer will be required to make available a motor vehicle for inspection by the Administrator, who will make an assessment in relation to Design Rules.
- 5.5 In order to assist the Administrator in the assessment of a motor vehicle's compliance with ADRs, the manufacturer may be required to make available any information relevant to his own determination of the motor vehicle's compliance with the applicable ADRs. In those cases in which the motor vehicle complies with standards which are equivalent to the ADRs, evidence of approval by a governmental authorising agency should also be made available.
- 5.6 Manufacturers and importers wishing to take advantage of the alternative procedures for certification of motor vehicles produced in low volume should in the first instance submit an application to the Administrator for approval to affix Compliance Plates. Details of application procedures and procedures to be followed for the demonstration of compliance for such motor vehicles will be found in Circular 0-4-1. In addition to the submission of an application it will be necessary for the applicant to provide evidence demonstrating that compliance with the applicable ADRs has been achieved, together with an undertaking that all motor vehicles certified under this scheme will comply with the ADRs applicable to those motor vehicles.
- 5.7 The required format of the Compliance Plates, which shall be affixed to the motor vehicle under the authority of the Administrator, is shown in Attachment 3 to Circular 0-3-2.
- 5.8 Manufacturers may always elect to comply with a later published version of an ADR covering a particular feature of a vehicle. However, in the case of used vehicles, manufacturers need only comply with the ADRs applicable at the time the vehicle was built, except for imported used trucks of GVM exceeding 12 tonnes and buses of more than 12 seating positions, which shall comply with ADRs applicable at the date of importation. For this reason superseded ADRs are listed in Attachment 2. Third edition ADRs are listed in Attachment 2 in their generic form (eg ADR X/..). Manufacturers may always meet the latest version of the third edition ADRs but need only meet that third edition rule issue applicable at the time the vehicle was built.
- 5.9 A manufacturer cannot hold concurrently low volume approvals for up to 25 and up to 100 vehicles per annum for vehicles in the same low volume category referred to in paragraph 3.
- 5.10 Attachment 2 lists ADRs for which, under the low volume procedures, formal evidence is required and those for which alternative procedures are acceptable. Manufacturers are also required to comply with those requirements which were a condition of registration prior to the introduction of third edition ADRs and which are now contained therein. Compliance with such requirements will be assessed at the inspection. Lighting ADRs other than ADR 1, 1/.., 6, 6A, 6/.., 60/.. were not mandatory until 1 July 1991. For vehicles manufactured prior to this time they will be assessed as registration requirements at the vehicle inspection.

ATTACHMENT 1

GUIDELINES TO ESTABLISH MODEL ELIGIBILITY FOR PASSENGER CARS (MA CATEGORY) UNDER THE LOW VOLUME SCHEME

1.0 INTRODUCTION

The 'low volume' scheme was developed to facilitate the certification of vehicles produced in small numbers eg Ferrari, Lotus, Bolwell. Originally developed for new cars, it was extended to encompass 'used' cars not otherwise available in Australia eg US 'muscle' cars.

The low volume scheme was intended to cover specialist or enthusiast vehicles, and the Government is committed to ensuring that the scheme operates as it was intended.

A vehicle originally manufactured as a passenger car retains its passenger car status when considering eligibility under the Low Volume scheme.

2.0 THE ENTHUSIAST'S CAR

The following are the guidelines which will be used to determine whether a passenger car may be classified as an enthusiast's car and therefore eligible for approval under the low volume scheme.

2.1 Make

A make of vehicle not marketed in Australia is eligible.

This is the general name (marque) by which a range of motor vehicles made by a particular manufacturer is popularly known. It may or may not be the name of the manufacturer also. It is expected that the Make will appear on the motor vehicle in another location, additional to the Compliance Plate.

Examples to illustrate the above are:

Make: Toyota

Manufactured by: Toyota Motor Corporation

OR

Make: Pontiac

Manufactured by: General Motors Corporation.

At this date examples of makes not marketed in Australia would be Lancia, Pontiac and Mercury.

Often a design of vehicle is marketed under different names (badge engineering). For low volume eligibility these shall be considered the same make/model.

Acceptance of "make" is based on the premise that such cars would not be supported in Australia by a major parts and service distribution system and would therefore be unattractive to the buyer of a family car.

2.2 Model

If a make is marketed in Australia a particular model will not be eligible if it belongs to the class of car popular in Australia. Popular cars are the majority of cars on the road. The differences that will be considered when assessing whether a car will be classified as an enthusiast's car as opposed to a popular or family car would include:

rarity – it will be expected that no more than a few dozen of similar age will be in use in Australia at the date of the first application for Compliance Plate Approval;

appearance – it will be different in appearance to the popular class of family car; ie not a conventional sedan, hatchback or station wagon. In assessing appearance the following points would support eligibility where no model variant is marketed in Australia:

two doors on larger cars (such as Toyota Camry, Mitsubishi Magna upwards);

soft top;

pillarless design on 4+ seater cars;

silhouette different to normal cars (such as the Lamborghini Diablo);

gullwing or other unusual doors;

cars with only 2 seats;

floorpan – if it is not built on the same floorpan as a model marketed under normal volume certification procedures in Australia;

unusual design features – this will include all significant subassemblies such as suspension, power train, power plant, braking and traction control. This will not include turbo, ABS, 4 wheel steer or gas fuelled vehicles;

performance – it offers a level of performance significantly above the normal in areas such as power to weight, acceleration, traction control, cornering ability;

service – there is no established dealership network operated by an established vehicle manufacturer or importer;

seller's market – it will be a type of car which would normally be advertised for sale in specialist publications and directed towards enthusiasts, such as 'Unique Cars'.

If it meets five out of the above criteria it will generally be assessed as an eligible model.

Some examples which would meet the above guidelines for eligibility under low volume procedures would be:

Citroen 2CV

Ford Mustang.

3.0 ASSESSMENT PROCEDURES

Initial assessment for eligibility will be carried out by the Administrator of Vehicle Standards.

In the event of a dispute the vehicle will be referred to a panel for assessment and advice. The panel will comprise a representative of:

Administrator;

Federal Chamber of Automotive Industries;

Vehicle Importers & Converters Association of Australia

Australian Automobile Association;

Federal Bureau of Consumer Affairs

Australian Car Club

Motor Trades Association of Australia.

The panel will undertake to advise its decision as soon as practicable. This is based on the provision of sufficient evidence by the applicant on which to adjudicate.

4.0 IMPLEMENTATION

No new applications for Compliance Plate Approval for non eligible vehicles will be accepted except where the applicant has already received approval to import an evaluation vehicle.

Existing Compliance Plate Approvals for vehicles deemed to be ineligible under these criteria will continue to remain valid.

5.0 TRANSITION ARRANGEMENTS

To provide a reasonable transition to the new arrangements existing approval holders will be able to update their current approvals for vehicles built up to August 1995. Updating an approval to a different model will not be accepted unless the model is a direct replacement, by the original manufacturer, of the vehicle covered by the existing Compliance Plate Approval.

For example, an existing CPA for a Toyota Corona may be extended to cover a Toyota Corona ST170 and subsequent model upgrades, but would be limited to vehicles with a built date prior to August 1995. This would also apply to existing CPAs for Toyota Corona ST150 and ST170 and those models which omit the "Corona" designation but are specified as ST150 or ST170.

The normal requirements for additional evidence to cover the updates will apply.

ATTACHMENT 2

ALTERNATIVE PROCEDURES AVAILABLE TO MANUFACTURERS OF LOW VOLUME MOTOR VEHICLES FOR ISSUE OF COMPLIANCE PLATE APPROVALS

A. Manufacturers who may be authorised to affix Compliance Plates to not more than 25 motor vehicles per annum

1. Compliance to be demonstrated in accordance with normal procedures in the case of:
 ADRs 17, 24, 24A, 28A, 30, 32A, 39, 39A, 41, 17/.., 24/.., 28/.., 30/.., 39/.., 41/.., 56/.., 63/.., 64/.., 65/.., 66/.., 68/.. and 70/..
2. Compliance to be demonstrated in accordance with normal procedures in the case of ADR 35A or 35/.. for omnibuses.
3. Compliance to be demonstrated for ADRs 4C, 4D, 4/..
 - (a) in accordance with normal procedures

OR

- (b) by reference to test reports relevant to the individual components that comprise the seat belt assembly where:
 - (i) static and dynamic test reports are within the limits of the installation geometry of the seat belt for which compliance is to be demonstrated;
 - (ii) the retractor (if applicable) mounting angle is the same.

The manufacturer must also demonstrate that the seat belt assembly meets all the requirements of the ADR, such as General Requirements, Adjustment Requirements, Buckle Requirements.

4. Compliance may be demonstrated using alternative procedures for:
 - (a) ADRs 1, 2, 3A, 5B, 6, 6A, 8, 10B, 14, 15, 16, 18A, 21, 22A, 23, 23A, 23B, 29, 31, 33, 33A, 1/.., 2/.., 3/.., 5/.., 6/.., 8/.., 10/.., 13/.., 14/.., 15/.., 16/.., 18/.., 19/.., 21/.., 22/.., 23/.., 29/.., 31/.., 33/.., 34/.., 46/.., 47/.., 48/.., 49/.., 50/.., 52/.., 53/.., 54/.., 55/.., 59/.., 60/.., 61/.., 62/.., 67/.., and 69/.. where in each case the Administrator will make an assessment based on such information as may be required, including an inspection of the motor vehicle.
 - (b) ADR 35A and 35/.. except for omnibuses where in each case the Administrator will make an assessment based on such information as may be required, including an inspection of the motor vehicle.

- (c) ADRs 27A or 27B where every motor vehicle variant is to meet the requirements of ADRs 27A or 27B except that:
 - there shall be no obligation to do distance accumulation prior to testing;
 - the emission levels will be determined by the test conducted in accordance with the test procedures of the rule, with the prescribed deterioration factors being applied to the values so determined.
- (d) ADRs 27C, 37, 40 or 37/.. where every motor vehicle is to meet the requirements of their respective Rule except that:
 - any distance accumulated by the vehicle prior to testing need not be in accordance with the requirements of the rule;
 - the emission levels will be those specified for the certification vehicles.
- (e) ADRs 36, 36A and 36/.. where each engine variant shall be tested and shall meet the requirements of the ADR, except that it shall not be mandatory to do the hours of engine dynamometer service accumulation prescribed in the ADR.
- (f) ADRs 7, 11, 12, 20, 25A, 34, 34A, 7/..., 11/..., 12/..., 20/..., 25/..., 42/..., 43/..., 44/..., 45/..., 51/..., 57/.. and 58/.. where an assurance by the manufacturer will be acceptable subject to inspection of the motor vehicle.

B. Manufacturers who may be authorised to affix Compliance Plates to more than 25 but not more than 100 motor vehicles per annum

1. Compliance to be demonstrated in accordance with normal procedures in the case of:
ADR 3A, 5B, 17, 24, 24A, 27A, 27B, 27C, 28A, 30, 32A, 35A, 36, 36A, 37, 39, 39A, 40, and 41, 3/..., 5/..., 17/..., 24/..., 28/..., 30/..., 35/..., 36/..., 37/..., 39/..., 41/..., 56/..., 63/..., 64/..., 65/..., 66/..., 68/.. and 70/...
2. Compliance to be demonstrated for ADRs 4C, 4D, 4/..
 - (a) in accordance with normal procedures

OR

 - (b) by reference to test reports relevant to the individual components that comprise the seat belt assembly where:
 - (i) static and dynamic test reports are within the limits of the installation geometry of the seat belt for which compliance is to be demonstrated;
 - (ii) the retractor (if applicable) mounting angle is the same.

The manufacturer must also demonstrate that the seatbelt assembly meets all the requirements of the ADR, such as General Requirements, Adjustment Requirements, Buckle Requirements.

3. Compliance to be demonstrated for ADRs 10B or 10/.. and 69/..

(a) in accordance with normal procedures

OR

(b) A vehicle will be accepted as complying with ADR 10B, 10/.. or 69/.. if it was manufactured to comply with an equal or more stringent overseas requirement. Where the vehicle has been converted from left hand to right hand drive the conversion shall effectively be a mirror image of the original component layout for those components which are likely to affect compliance with ADR 10B, 10/.. or 69/..

The guidelines for conversion are given in Appendix 1 "Guideline's for Steering Conversion for a Left Hand Drive Vehicle to Maintain Compliance with ADR 10B and 10/..".

4. Compliance may be demonstrated using alternative procedures for:

(a) ADRs 1, 2, 6, 6A, 8, 14, 15, 16, 18A, 21, 22A, 23, 23A, 23B, 29, 31, 33, 33A, 1/.., 2/.., 6/.., 8/.., 13/.., 14/.., 15/.., 16/.., 18/.., 21/.., 22/.., 23/.., 29/.., 31/.., 33/.., 34/.., 46/.., 47/.., 48/.., 49/.., 50/.., 52/.., 53/.., 54/.., 55/.., 59/.., 60/.., 61/.., 62/.. and 67/.. where in each case the Administrator will make an assessment based on such information as may be required, including an inspection of the motor vehicle.

(b) ADRs 7, 11, 12, 20, 25A, 34, 34A, 7/.., 11/.., 12/.., 20/.., 25/.., 42/.., 43/.., 44/.., 45/.., 51/.., 57/.. and 58/.. where an assurance by the manufacturer will be acceptable subject to inspection of the motor vehicle.

ATTACHMENT 2

APPENDIX 1

**GUIDELINES FOR STEERING CONVERSION FOR A LEFT HAND
DRIVE VEHICLE TO MAINTAIN COMPLIANCE WITH ADR 10B AND 10/..**

All conversions shall comply with the requirements of the National Code of Practice, Vehicle Standards Bulletin number 4 (VSB 4), Steering Conversions for Left Hand Drive Vehicles.