



CIRCULAR 0 - 4 - 23

HEAVY OMNIBUS SUB-ASSEMBLIES REQUIRING SARN PLATES

1. INTRODUCTION

1.1 This Circular details the affixing of Sub-Assembly Registration Number (SARN) plates to bus chassis to assist vehicle manufacturers in certifying heavy omnibuses. It supersedes Circular 0-4-7 (withdrawn) Vehicles Requiring First Compliance Plates (Red Plates).

2. APPLICABILITY

2.1 This Circular applies to new chassis intended for use in omnibuses with a Gross Vehicle Mass exceeding 5 tonnes (ME Category). BC SARN applications for vehicle categories other than ME Category will not be registered.

3. GENERAL REQUIREMENTS

3.1 From 1 July 2006, each chassis supplied under a Sub-Assembly Registration Number (SARN) must have a SARN plate affixed by the SARN supplier. The form of the plate must be in accordance with Figure 1, except as otherwise allowed for in paragraph 3.2.

3.2 The dimensions of the plate and size and style of the lettering may vary from Figure 1, but the overall appearance shall be of the format illustrated i.e., the words in each line shall be identical to the illustration and the lines shall be in the same order.

3.3 The characters for the VIN or Chassis number must be properly aligned with the VIN/CHASSIS NO. legend and be all on one line with no spaces between the characters. Terminating characters (e.g.*) may be used.

3.4 A manufacturer's part number may be included on the bottom or side edges only and the character height must not exceed 2.5mm.

3.5 The plate must be affixed in a position on the chassis where it is likely to be readily examined on the completed vehicle.

4. DEFINITIONS

4.1 The SARN NO. is the Sub-Assembly Registration Number.

4.2 The SARN ISSUE DATE is the Issue date of the SARN that the chassis conforms to. This may or may not be the most recent issue of the SARN. This is not the date of manufacture of the chassis.

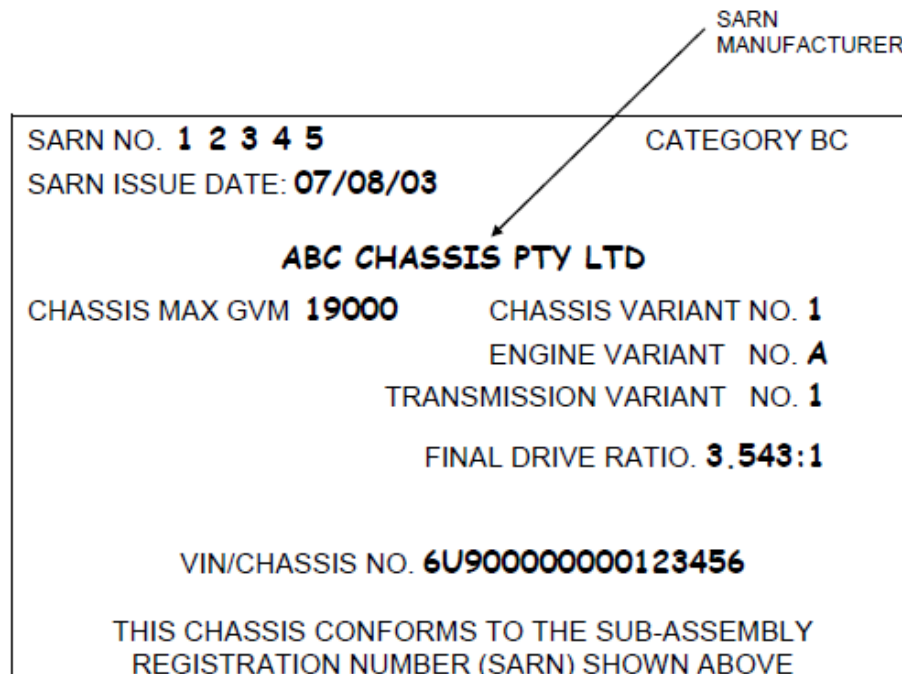
4.3 The SARN MANUFACTURER is the chassis supplier listed in Schedule 2 of the SARN registration document.

4.4 The CHASSIS MAX GVM is the maximum GVM for that particular chassis. It must not exceed the Designed Gross Vehicle Mass stated in the SADS for the variant number shown on the plate.



comprising Commonwealth, State and Territory representatives

- 4.5 The CHASSIS VARIANT NO. is the variant number for the particular chassis. It must be one of the variant numbers listed in the SADS.
- 4.6 The ENGINE VARIANT NO. is the variant number for the particular engine fitted. It must be one of the variant numbers listed in the SADS.
- 4.7 The TRANSMISSION VARIANT NO. is the variant number for the particular transmission fitted. It must be one of the variant numbers listed in the SADS.
- 4.8 The FINAL DRIVE RATIO field is **optional**. In cases where the final drive ratio cannot be identified from the transmission variant manufacturers may specify the ratio that is fitted to the particular sub-assembly.
- 4.9 The VIN/CHASSIS NO. is the VIN or chassis number allocated for that particular chassis and must match the format of either the "Typical Vehicle Identification Number" or "Typical Serial or Identification Number", where stated in the SADS.



Dimensions 100mm x 50mm (approx)

MATERIAL:	METAL
FIXING:	RIVETING, HAMMER DRIVE SCREWS OR WELDING
MINIMUM LETTER HEIGHT:	2.5mm
COLOUR:	RED

Figure 1: SARN Plate