

## **CIRCULAR 69/00-2-3**

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### **GUIDELINES FOR COMPLIANCE WITH ADR 69/00 CLAUSE 12**

Vehicles demonstrating compliance with ADR 73/00 – Offset Frontal Impact Occupant Protection using dual frontal airbags shall be deemed to comply with the technical requirements of this national standard provided that the manufacturer can demonstrate at a Conformity of Production assessment that the vehicle complies with the requirements of ADR 69/00.

The intention of this Circular is to provide guidelines to manufacturers on how to demonstrate that the vehicle complies with the requirements of ADR 69/00.

Manufacturers may choose one of the following methods to demonstrate that the vehicle complies with the requirements of ADR 69/00:

1. Test(s) of a series production or production representative vehicle of the same model to the technical requirements of this national standard, or
2. Test(s) of the same vehicle model to the technical requirements of this national standard but at a higher speed, or
3. Test(s) of the same vehicle model to the technical requirements of FMVSS 208 Frontal Barrier Crash Test using Hybrid III dummies, or
4. Test(s) of the same vehicle model to the technical requirements of 'J208'<sup>1</sup> Frontal Barrier Crash Test using Hybrid III dummies, or
5. Computer simulation(s) of the same vehicle model to the technical requirements of this national standard at the same or higher test speed. The computer model shall be validated by means including physical testing of components, sub-assemblies and complete vehicle(s), or
6. Sled test(s) of the same vehicle model's restraint system using the same vehicle model's crash pulse at the same or higher test speed. The test may be conducted on a rigid test bed, complete or partial body-in-white but the test setup must be at least as rigid as the complete vehicle of the same model.

In above cases or in any other method used to demonstrate compliance with ADR 69/00, the vehicle's restraint system, including seat, seatbelts, geometric location, dashboard, airbag systems, steering column, steering wheels and all other components likely to affect restraint performance, to the technical requirements of this national standard, where applicable, must be representative of the vehicle supplied to the market in Australia.

The above methods are guidelines only. Manufacturers may use other methods to demonstrate that the vehicle complies with the requirements of ADR 69/00. However, the documentation must be sufficient to allow the Administrator to be satisfied that the vehicle complies with ADR 69/00.

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<sup>1</sup> TECHNICAL STANDARD FOR OCCUPANT PROTECTION IN FRONTAL COLLISION (Jisha 899 1983), and TRIAS 47-1993