



COMMONWEALTH OF AUSTRALIA

AUSTRALIAN DESIGN RULE 9
FOR
STANDARD CONTROLS FOR AUTOMATIC TRANSMISSIONS

As Endorsed by the
 Australian Transport Advisory Council

The intention of this Australian Design Rule is to standardise the control movements required to select forward and reverse motion of vehicles fitted with automatic transmissions, to minimise the accidental engagement of the wrong gear, to provide safeguards against inadvertent movement of the vehicle when starting the engine, and to provide some engine braking at speeds below 40 kilometres per hour.

The Australian Transport Advisory Council has recommended to Commonwealth, State and Territory Governments that all motor vehicles specified below if equipped with automatic transmissions, shall be designed to comply with Australian Design Rule 9 - Standard Controls for Automatic Transmissions.

VEHICLE CATEGORY	RULE		AMENDMENT	
	MANUFACTURED ON OR AFTER			
	9			
Passenger Cars				
Forward Control Passenger Vehicles up to 8 seats	N/A			
9 seats	N/A			
Other Passenger Cars	1 Jan 1972			
Passenger Car Derivatives	1 Jan 1972			
Multi-Purpose Passenger Cars	1 Jan 1972			
Omnibuses up to 3.5 tonnes GVM				
up to 12 seats	1 Jan 1972			
over 12 seats	1 Jan 1972			
up to 4.5 tonnes GVM	1 Jan 1972			
over 4.5 tonnes GVM	1 Jan 1972			
Motorcycles	N/A			
Mopeds	N/A			
Specially Constructed Vehicles	1 Jan 1972			
Other Vehicles not listed above				
up to 4.5 tonnes GVM	1 Jan 1972			
over 4.5 tonnes GVM	1 Jan 1972			

N/A - Not Applicable

GROSS VEHICLE MASS - Abbreviated to 'GVM'

The Australian Transport Advisory Council has also recommended to Commonwealth, State and Territory Governments that this Australian Design Rule shall not apply to any motor vehicle manufactured on or after 1 January 1976.

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AUSTRALIAN DESIGN RULE NO. 9 - STANDARD CONTROLS FOR AUTOMATIC TRANSMISSIONS

9.1 Transmission Control Lever Sequence

9.1.1 Location of Neutral Position - The transmission control lever mechanism shall have a neutral position located between the reverse drive position and the forward drive position.

9.1.2 Location of Park Position - If the control lever sequence includes a park position it shall be located at the end adjacent to the reverse drive position.

9.1.3 Control Lever Movement for Passenger Cars and Derivatives - The transmission control lever movement to select reverse from the neutral position shall be upward, forward, or to the left, according to whether the control lever is constrained to move generally in a vertical, longitudinal, or transverse direction relative to the longitudinal axis of the vehicle.

9.2 Transmission Braking Effect

9.2.1 In vehicles having more than one forward transmission gear ratio, at least one forward drive other than the highest speed transmission ratio shall, when engaged, provide a braking effect when the throttle is closed, and automatic upshift through the transmission range shall then be blocked effectively for all speeds and loads within the speed range up to and including 25 miles per hour.

9.3 Starter Interlock

9.3.1 The engine starter shall be inoperative when the transmission control lever mechanism is in a forward or reverse drive position.