



CIRCULAR 0 - 4 - 24

CERTIFICATION OF HEAVY OMNIBUSES

1. INTRODUCTION

1.1 This Circular has been prepared to assist bus manufacturers in certifying heavy omnibuses built on chassis supplied under a Bus Chassis Sub- Assembly Registration Number (BC-SARN). It is to be read in conjunction with Circular 0-3-3 Motor Vehicle Make and Model Designation and Circular 0-4-23 Heavy Omnibus Sub-assemblies requiring SARN plates.

2. Defined Terms

Approval – an Approval to Place Identification Plates on New Vehicles (previously referred to as a “Compliance Plate Approval”)

Application – an application for Approval to Place Identification Plates on New Vehicles (previously referred to as a “Compliance Plate Application”)

3. APPLICABILITY

3.1 This Circular applies to new ME category vehicles.

4. GENERAL REQUIREMENTS

4.1 The bus manufacturer is required to demonstrate compliance with all the ADRs applicable for ME category vehicles at the “Date of Manufacture” of the finished vehicle.

4.2 Where a BC-SARN supplier has registered acceptable evidence for a particular ADR through the BC-SARN system, the bus manufacturer need only refer to that evidence by submitting a “Compliance Demonstrated Using SARN(s) (MV)” (*Compliance using SARN*) form with their *Application*.

4.3 Evidence of compliance using the *Compliance using SARN* form must be submitted for each ADR for each bus chassis sub-assembly that is used within an *Application*.

4.4 The ADRs for which acceptable evidence is registered against a BC-SARN are contained within the BC-SARN registration document. This information is available for viewing on the RVCS Internet web site www.dotars.gov.au/rvcs.

4.5 Chassis related information is available in the BC-SARN Datasheet (SADS) attached to the BC-SARN registration document to assist the bus manufacturer in completing evidence submissions.

4.6 Some chassis will have affixed a BC-SARN plate showing the BC-SARN number and other related information (refer Circular 0-4-23). This plate will identify the specific variant details (including engine and transmission) that are applicable to the chassis.

4.7 The bus manufacturer must submit a SE form showing compliance with all the requirements of the ADR. Where a BC-SARN meets some requirements of an ADR but



additional evidence related to the bus body is required, e.g, ADR42/.., the SE form may refer to the SADS as evidence of compliance with those clauses identified under 'Compliance Items on the SADS.

4.8 Where the particular information being sought is not available, the bus manufacturer should contact the BC-SARN supplier for details of the specific chassis.

4.9 Should the completion of the vehicle change the specification or design of any part of the bus chassis sub-assembly for which evidence has been registered against the BC-SARN, the bus manufacturer must establish compliance with the affected ADRs current at the date of manufacture for the completed vehicle. A *Compliance using SARN* form cannot be used for the affected ADR(s) in this case.

4.10 The *Approval* document will show all ADRs, including those registered against the BC-SARN.

5. SPECIFIC REQUIREMENTS

5.1 Road Vehicle Descriptor (RVD2)

5.1.1 Road Vehicle Descriptors (RVD2s) describe all model variants to be covered by the *Approval*.

- Each BC-SARN included as part of an *Application* must be listed as a separate variant or group of variants (where there are multiple variants all using the same BC-SARN) in the RVD2.
- Multiple variants may be recorded on one or more RVD2 forms.
- Any variant can be based on one BC-SARN only. The BC-SARN variant name and number must be included either in the "Variant Name" in the Variant Information section or, if space does not permit, separately in the Remarks section.
- The Make designation of BC-SARNs used within one completed vehicle model (i.e. one *Approval*) need not be the same eg VOLVO B7L 4X2 B/CHASSIS and SCANIA F94 BC-SARNs may be included on the same *Application* and RVD2.

5.1.2 The maximum *Gross Vehicle Mass (GVM)* listed in the *Application* form must not be greater than the highest GVM listed for any BC-SARN referenced on the RVD2.

5.1.3 If the addition or deletion of a variant leads to a change in the maximum GVM a new CA form must be submitted showing the revised mass range.

5.1.4 The minimum *Tare Mass* must not be less than the *Lightly Loaded Test Mass 35/01* recorded in the SARN datasheet with allowance for the mass of fuel (see ADR Definitions).

5.2 ADR 28/.. (and 83/00) External Noise of Motor Vehicles

5.2.1 The Administrator has agreed to allow full volume heavy omnibus manufacturers to plate and supply to the market new variants where valid ADR 28/.. or 83/.. evidence has been submitted to RVCS against an *Application*, prior to an updated



Approval being issued. This arrangement is subject to the following conditions:

- (a) At least one written *Approval* has already been issued for the make/model.
- (b) A Summary of Evidence (SE 28/.. or 83/..) form or “Compliance using SARN” form is confirmed to have been submitted for the variant concerned to RVCS against the *Application* and is at a status of either Passed or Lodged_OK.
- (c) The evidence submitted for ADR 28/.. or 83/.. must accurately represent a valid and complete test for the variant concerned or a correctly registered BC-SARN evidence.
- (d) All other evidence required for the variant concerned (e.g. emissions, braking) has been submitted and included in Schedule 4 of a written *Approval*.
- (e) The RVD2 form covering the variant concerned must be at “Passed” status.
- (f) Any other variant that is recorded on the same RVD2 form as the variant concerned must be up to date in RVCS in all other respects, with all evidence other than ADR 28/.. (or 83/..) included in a written approval.
- (g) The mass range for all variants to be supplied to the market must be included in a written approval.
- (h) The *Application* may have forms that are at “Received” or “Examined” status provided that these forms do not relate to the variant concerned.
- (i) The *Application* may have discussion items open provided that these discussion items also do not relate to a variant concerned.

5.2.2 Manufacturers taking advantage of this arrangement are reminded that vehicle recall provisions may be applied if subsequent examination reveals that the vehicles do not comply.

5.2.3 Where a bus manufacturer modifies the noise reduction system or inlet or exhaust systems provided with a chassis (including converting to a vertical exhaust) a Compliance using SARN form cannot be used.

5.3 ADR 30/.. Diesel Engine Exhaust Smoke Emission and 80/.. Emission Controls for Heavy Vehicles

5.3.1 Where a bus manufacturer modifies the inlet and exhaust system(s) provided with a chassis and the evidence registered against the BC-SARN is being used:

- pressure tests must be carried out for each system variation to ensure that the engine manufacturer’s intake and exhaust pressure limits have not been exceeded
- results from the above tests must be retained and be available for inspection by Departmental inspectors during Conformity of Production



(COP) audits.

5.4 ADR 58/.. Requirements for Omnibuses Designed for Hire and Reward

5.4.1 Where ADR 58/.. is applicable, the maximum “Seating Capacity” in the *Application* must not be greater than the highest “Occupant capacity” listed in any SE form for ADR 58/..

5.4.2 Where ADR 58/.. is applicable, the “document reference which describes how the emergency exit requirements are met” (question 17. of the SE form for ADR 58/...), must be either provided for each vehicle variation (eg seating layout, body design, chassis), or identified as a group using a single master document reference. In either case, a document applicable to each vehicle variation must be available for inspection by Departmental inspectors during COP audits.