

Background

As part of fleet refurbishment programmes the ADF have/are releasing a variety of vehicles into the Australian consumer market via various auction processes.

These vehicles were manufactured and maintained to perform specific ADF tasks, and whilst in operation with the ADF there may have been exemptions from some regulatory requirements. As these vehicles are released by the ADF and enter the commercial market, new owners must address areas of non-compliance prior to consideration for Tasmanian Registration.

The Facts

The specific areas of non-compliance on the Land Rover - 4x4 - 110 variants are:

- The fitted Ignition system does not have a key, when the vehicle is operating as a military vehicle, the ignition system does not require to be compliant with ADR 25, applicable to an NA Category vehicle - 07/92, it must comply upon release from ADF.
- The ride height / suspension of the vehicles altered from original manufacturer specifications.
- The fitment of Blackout and Reduced lighting systems ADR13.
- The fitment of non-technically essential equipment to the exterior and interior of the vehicles that create dangerous protrusions, including de-ditching/pioneer tools on the bonnet. The bonnet also has support brackets that the windscreen can fold down onto. Some variants have antenna mounts (usually 4), with 2 on both sides of the vehicle. ADR42.
- The exhaust system must comply with the requirements of ADR42.
- Visibility requirements of all regulatory lighting as per ADR13, fittings to the vehicle (jerry can holders, towing pintle unit etc.) can obscure the angle of visibility requirements for required lighting.

- Occupant protection upon roll over adjacent to front row seating positions, as rear of vehicle is load carrying space, not occupant space as most have no seatbelts fitted, if the rear seats are certified, the roll-over requires some form of padding to comply.
- The doors are not fitted with door locks ADR2.
- The towing pintle unit must be compliant with the markings as per any other tow hitch assembly – ADR62, applicable to an NA Category vehicles – 07/91.

Once the vehicle is sold to the commercial market all regulatory requirements will apply including the National Code of Practice (NCOP) Vehicle Standards Bulletin 14 - Light Vehicle Modifications (VSB14).

Ignition System:

ADR 25 requires vehicles to be fitted with an anti-theft lock. That allows positions for 'engine on', 'engine off' and, 'anti-theft'. Whilst the fitted ignition meets the two engine requirements it does not meet the third anti-theft requirement. The ignition must be 'key' activated and meet the requirements of an anti-theft device as per ADR 25:

- In the 'anti-theft' position it shall be impossible either to steer the vehicle, **or** to engage the forward drive gears, **or** to release a brake, without removal or destruction of the device.

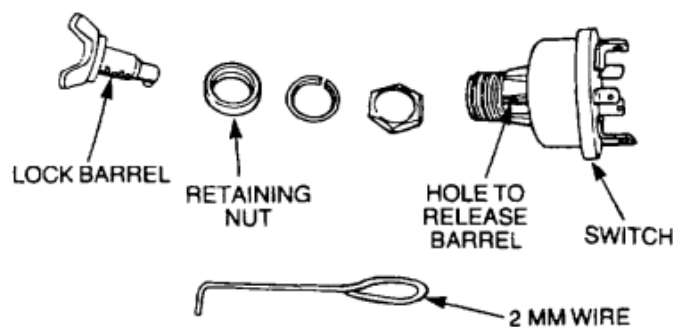


Figure 165 Ignition Switch Exploded View

Ride Heights:

Specifications – Use the Approval Number 9419 (Commercial Land Rover Defender 4X4 vehicle) & match the variant of the vehicle Wagon, Panel Van, Crew Cab etc.

The vehicle should be fitted with a tyre placard as per ADR – 24/42. This will state the standard fit tyre and rim sizes, VSB14 Section LS rules apply for modification to such equipment.

Blackout and Reduced lighting systems:

These are not permitted as these lights fail to meet visible colour and visibility requirements, also if the blackouts are selected the vehicles primary brake lights will not work (there are very small brake indicators within the blackout unit), that do not meet regulatory requirements.

Reduced Lights if fitted will be fitted to the front of the vehicle on both left & right sides.

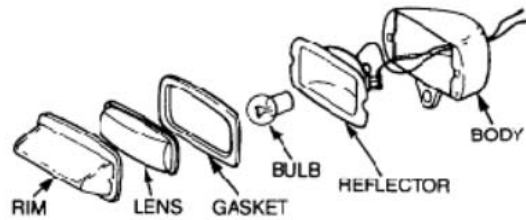
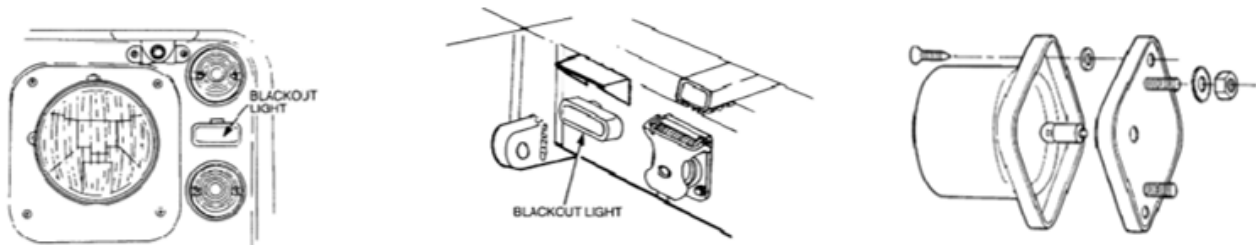


Figure 155 Reduced Headlight Exploded View

Blackout lights as above on the front on both sides and at the rear of the vehicle left and right. There is also a Convoy Light fitted so it illuminates the white backing plate of the rear differential.



Non-Compliant Blackout Lighting and Convoy light (under vehicle at the rear)

De-ditching / Pioneer tools:

Fitted to the bonnet which includes a shovel, a handle and either a pick or a mattock head to attach to the handle, and an axe. These create what is deemed to be a dangerous protrusion and increase the likelihood of injury to any person making contact with the vehicle.

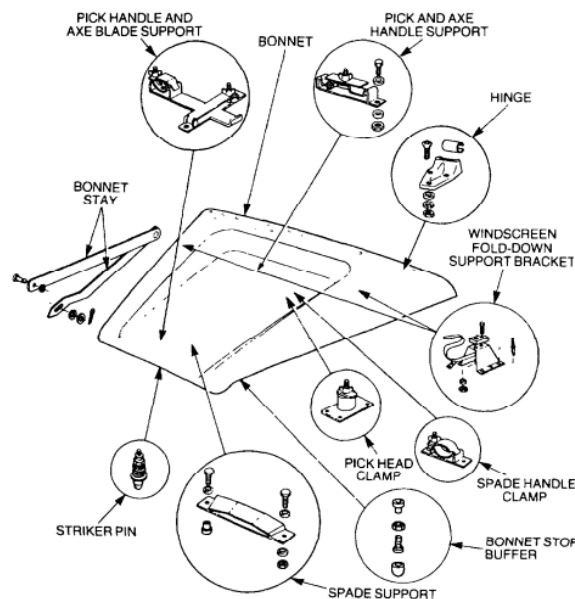


Figure 87 Bonnet and De-ditching Tool Holders – Exploded View

Exhaust system:

As per ADR 42,

- The exhaust must extend at least 40 mm beyond the furthest outboard or rearmost joint of the floor pan which is not continuously welded or permanently sealed which could permit direct access of exhaust gases to the passenger compartment, but not beyond the perimeter of the vehicle when viewed in plan.
- the exhaust outlet, if to the rear of the vehicle must discharge at not more than 10 degrees above or 45 degrees below the horizontal

Visibility of regulatory lighting:

As per requirements in Light Vehicle Inspection Manual, Section 8.3.

Occupant Protection required upon fitted Roll Bar –

As per VSB 14 - Section LZ – Appendix B:

The following materials and thicknesses may be used as they have been shown to meet the performance requirement:

- semi-rigid moulded polyurethane (approximate density 300 kg/m³), 25mm thick;
- self-skinning rigid moulded polyurethane (approximate density 300 kg/m³), 25mm thick;
- closed-cell polyethylene foam (approximate density 300 kg/m³), 25mm thick; and
- closed-cell EVA foam (approximate density 300 kg/m³), 25mm thick.

Alternatively, flexible cellular materials with compression deflection specifications within the range 250 to 500 kPa, when tested to Suffix D of ASTM D 3575 Standard Test Methods for Flexible Cellular Materials Made from Olefin Polymers may be used.

Towing Pintle:

Whilst the ADF provide wear limits for the Pintle towing unit, they may not be marked to meet either VSB1 or ADR62 requirements, applicable to an NA Category vehicles – 07/91.

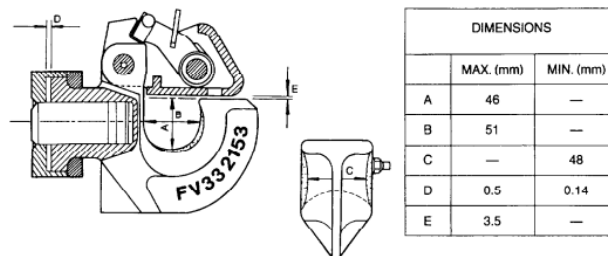


Figure 92 Towing Pintle Wear Limits

Possibly Non-Compliant towing pintle including manufacturers wear limits

What the Vehicle Examiner is required to do?

Ensure areas of non-compliance are addressed prior to "Passing" vehicle for Tasmanian Registration upon a Pre-Registration Inspection Report (AA).



Questions?

Any further questions regarding this special bulletin should be directed to AIS Compliance Unit on (03) 6166 3271.

Special note:

Special thanks to the Vehicle Registration & Standards Team in compiling this bulletin.