Australian Capital Territory

Motor Traffic Regulations[1] (Amendment)

Subordinate Law No. 35 of 1997[2]

The Australian Capital Territory Executive makes the following Regulations under the *Motor Traffic Act 1936*.

Dated 20 November 1997.

TREVOR KAINE
Minister

GARY HUMPHRIES
Minister

Commencement

1. These Regulations commence on the day on which they are notified in the *Gazette*.

Principal Regulations

2. In these Regulations, "Principal Regulations" means the Motor Traffic Regulations.

Substitution

3. The Principal Regulations are amended by omitting Part II and substituting the following Part:

PART II—VEHICLE TESTING

Authorised premises—prescribed requirements

"6. For the purposes of paragraph 26AG (3) (a) of the Act, the following requirements are prescribed:

(a) in respect of premises to be used for testing motor vehicles, other than motor cycles—

(i) brake testing equipment that complies with the requirements specified in Schedule 2 in relation to such equipment;

(ii) a luminous transmittance testing instrument that complies with the requirements specified in Schedule 2 in relation to such an instrument;

(iii) either of the following means of enabling a mechanic, while standing, to inspect the underside of motor vehicles:

(A) a pit of not less than 4.5 metres in length;

(B) a hoist which has a lifting capacity of not less than 2 tonnes;

(iv) a noise testing instrument that complies with the requirements specified in Schedule 2 in relation to such an instrument;

(v) a headlamp instrument device that complies with the requirements specified in Schedule 2 in relation to such an instrument;

(vi) wheel-rim callipers calibrated in inches or inches and centimetres to the range of 5 to 8 inches in half inch increments;

(vii) a device for measuring, in millimetres, the depth of grooves in a tyre's tread through the range of 1 to 10 millimetres in 1 millimetre increments;

(b) in respect of premises to be used for testing motor cycles—equipment of the kind referred to in subparagraphs (a) (iv), (v) and (vii); and

(c) in respect of premises to be used for the inspection and testing of trailers—

(i) equipment of the kind referred to in subparagraphs (a) (vi) and (vii); and

(ii) 1 or more of the following means for inspecting the underside of trailers:

(A) a pit;

(B) a hoist;

(C) a jack and garage creeper.".

Insertion

4. After the Schedule to the Principal Regulations the Schedule set out in the Schedule to these Regulations is inserted.

SCHEDULE

Regulation 4

SCHEDULE TO BE INSERTED IN PRINCIPAL REGULATIONS

SCHEDULE 2

Regulation 6

EQUIPMENT SPECIFICATIONS

Brake Testing

Roller Brake Testing Equipment—Light Vehicles

Scope

This specification sets out the prescribed requirements for roller brake testing machines used at authorised premises. Testing machines complying with this specification are acceptable for testing light vehicles up to 4.5 tonnes tare mass.

Note: An Australian Standard for roller brake testing machines is under development. When finalised this specification will refer to that standard.

Prescribed requirements

1. The testing machine shall measure braking force at the tyre periphery. The machine shall provide for independent readings of braking force at each side of the vehicle.

2. Braking force readings shall be displayed as they are generated so that they can be clearly seen by the driver and the vehicle inspector operating the testing machine.

3. The installation of the testing machine shall be such that the vehicle remains substantially level when under test.

4. The installation of the testing machine must provide for ease of entry and exit of the vehicle being tested.

5. The testing machine rollers shall accept wheel sizes from 450 mm diameter (10 inch nominal rim diameter) under load.

6. The distance between the outer edges of the rollers shall not be less than 2200 mm. The distance between the inner edges of the rollers shall be not more than 1000 mm and must be capable of accepting the wheels of the vehicle being examined.

SCHEDULE—continued

7. The surface of the rollers shall have a co-efficient of friction of not less than 0.6 when measured in combination with dry, original equipment tyres.

8. If the rotational speed of the testing machine rollers exceeds 0.5 km/h, the rollers shall be coated with a coarse grit embedded in a durable plastic matrix.

9. Both rollers in each pair of rollers on either side of the brake testing machine shall be coupled together by appropriate gearing and shall be positively driven.

10. The testing machine shall be capable of repeatedly supporting an axle load of 3.5 tonnes without damage.

11. If the rotational speed of the rollers exceeds 0.5 km/h, the machine shall default to "power switch off" at the rollers when a pre-determined level of slip occurs between the rollers and the tyres of the tested vehicle.

12. The testing machine shall display all braking force measurements in kilonewtons (kN) and shall be capable of measuring a braking force of at least 4 kN on each side.

13. The indicated braking force shall be within 2% up to 5 kN and 5% above 5 kN.

14. The indicated brake force shall be within 5% of the actual braking force over the entire operating range.

15. The machine shall have a means of indicating the difference between brake forces on either side displayed as the ratio of the low reading divided by the higher reading (%).

16. The testing machine shall be capable of detecting any "drag force" on each wheel. The drag force is that produced by items such as loaded wheel bearings or binding brakes when that brake service system is not energised.

17. Each machine shall bear a unique serial number issued by its manufacturer.

18. Calibration and servicing of the machine shall be undertaken at regular intervals in accordance with the manufacturers recommendations, or every 6 months where the manufacturer does not provide recommendations for service or calibration.

Optional features

1. The testing machine may—

(a) be capable of providing inbuilt weighing of the load imposed by each wheel being brake tested;

(b) have listings of manufacturers' individual wheel loadings for all vehicles being brake tested; or

(c) have a set of portable scales suitable for weighing individual wheel loads of all vehicles being tested.

2. The test machine may be capable of providing an original and duplicate time and dated copy of the results on hard copy material and remain legible for a period of 12 months. The time and date function may be factory set.

3. The testing machine may be capable of recording a brake pedal force of up to 1000N + or - 2%.

4. The testing machine may have an alphanumeric keyboard to enter various items of vehicle and inspection data.

Skid Plate Brake Testing—Light Vehicles

Scope

This specification sets out the prescribed requirements for skid plate or other drive over platform type brake testing machines suitable for testing vehicles up to 5 tonnes tare mass.

Prescribed requirements

1. The machine shall provide for independent readings of braking force at each side of the vehicle.

2. If the testing machine is designed to test 2 axles at the same time, it shall be capable of accepting vehicles with a wheel base measuring up to 4000 mm.

3. The testing machine shall be capable of brake testing vehicles with a wheel track of at least 1000 mm to 2200 mm.

4. The testing machine skid plates shall have a co-efficient of friction of at least 0.6 when measured in combination with dry, original equipment tyres.

5. The machine shall be capable of repeatedly supporting an axle load of 3.5 tonnes without damage.

6. The testing machine shall indicate the peak and average deceleration over the range of 0 to 1g with an accuracy of 5% of full scale and an output resolution of 1%.

7. The installation of the testing machine shall be such that the vehicle remains substantially level when under test.

8. The installation of the testing machine shall provide for ease of entry and exit of the vehicle being tested.

9. The manufacturer's recommended test speed for service and emergency brakes shall be indicated on the machine and visible to the driver in letters not less than 50 mm high.

10. The testing machine shall be capable of measuring and indicating braking force per wheel group in the range of 0 to 5 kN.

11. The testing machine shall have a means of indicating the difference between brake forces on either side displayed as a ratio of the low reading divided by the higher reading (%).

12. Each machine shall bear a unique serial number issued by its manufacturer.

13. Calibration and servicing of the machine shall be undertaken at regular intervals in accordance with the manufacturers recommendations, or every 6 months where the manufacturer does not provide recommendations for service or calibration.

Optional features

1. The testing machine may be capable of providing an original and duplicate time and dated copy of the results on hard copy material and remain legible for a period of 12 months. The time and date function may be factory set.

2. The test machine may be capable of recording a brake pedal force of up to 1000N + or - 2%.

3. The test machine may have an alphanumeric keyboard to enter various items of vehicle and inspection data.

Vehicle Deceleration Brake Testing—Light Vehicles

Scope

This specification sets out the prescribed requirements for Vehicle Decelerometers used at vehicle inspection stations.

Prescribed requirements

1. The testing machine shall measure the overall braking effect of a vehicle.

2. The testing machine shall be electronic in nature.

3. The testing machine shall indicate the peak deceleration over the range of 0 to 1 g with an accuracy of 5% of full scale and maintain that reading until reset.

4. Each testing machine shall bear a unique serial number issued by the manufacturer.

5. Calibration and servicing of the test machine shall be undertaken in accordance with the manufacturers recommendations.

Optional features

1. The testing machine may be capable of providing an original and duplicate time and dated copy of the results on hard copy material and remain legible for a period of 12 months. Time and date may be factory set.

2. The testing machine may have an alphanumeric keyboard to enter various items of vehicle and inspection data.

Headlamp Aim Testing Equipment

Scope

This specification sets out the prescribed requirements for headlight aim testing machines used at Vehicle Inspection Stations.

Machines complying with this specification shall be suitable for testing the aim of headlights, fog lights and auxiliary driving lights fitted to motor cars, light and heavy commercial vehicles and motorcycles.

Prescribed requirements

1. The machine shall conform with the requirements of SAE Recommended Practice J 600.

2. The machine shall be capable of testing the aim and intensity of lights, centres of which are not lower than 500 mm and no higher than 1400 mm above the surface of the roadway and used in accordance with the methods prescribed in the ACT Motor Registry Vehicle Inspection Manual.

3. The aim requirements of SAE J 600 shall be applied to headlights with an asymmetrical European beam pattern operated in the high beam mode.

4. The machine shall be either mounted on traversing rails or on fixed axle wheels to provide for lateral movement of the machine across the vehicle being tested. The installation (rails or surface on which the wheels roll) shall provide for the reference axis of the machine to be parallel to the plane on which the vehicle is standing.

5. Each machine shall bear a unique serial number issued by its manufacturer.

6. Calibration and service of the machine shall be undertaken at regular intervals in accordance with the manufacturers recommendations, or every 6 months where the manufacturer does not provide recommendations for service or calibration.

Light Transmittance Testing Equipment

Scope

This specification sets the requirements for an instrument to measure the light transmittance of vehicle glazing including where tinted plastic film has been applied.

Design Requirements

1. The instrument shall be of sound construction, portable and supply its own energy source.

2. The instrument must provide indication to the operator of a variation of its energy supply which would affect the accurate operation of the instrument.

3. The instrument may be of 2 components, a light source and a light source receiver. The voltage to the light source shall be stabilised within 0.1%.

4. The light source receiver may have an analogue or digital display. A peak hold facility is recommended.

SCHEDULE—continued

5. The instrument must be adaptable so as to be able to test light transmittance on all glazing of a vehicle.

6. A pre-test check should display a reading of 100% when the light source and receiver are brought into the test position (without a test sample). The instrument reading under sample test conditions shall be in a proportion of that 100% with a resolution of 1%.

7. The accuracy of the transmittance reading shall be within 5% of full scale over the range of 20% to 100%.

8. The light source shall be representative of illuminant A of the International Commission on Illumination (C.I.E.) and be of an incandescent filament source at a nominal colour temperature of 2856^{o}K.

9. The light receiver shall have a relative spectral sensitivity conforming to the requirements of the C.I.E. 1931 "Standard observer for photopic vision".

10. Each machine shall bear a unique serial number issued by its manufacturer.

11. Calibration and service of the instrument shall be undertaken at regular intervals in accordance with the manufacturers recommendations, or every 12 months where the manufacturer does not provide recommendations for service or calibrations.

Noise Testing Equipment

Scope

This specification sets out the requirement for an instrument to measure the noise generated by a vehicle at the exhaust pipe outlet.

Design Requirements

1. The device shall be capable of measuring noise across the range of 50 to 120 dB within the A and C frequency rating characteristics.

2. The device may have 1 or more frequency range indicators which must overlap by a minimum of 10 dB.

3. The device must be capable of displaying the maximum noise reading and maintaining that reading until reset. The display must be digital in increments not exceeding 0.2 dB.

4. The device must be accurate to + or - 1.5 dB.

5. Over and under range indication is required at +10 dB and -5 dB.

SCHEDULE—continued

6. Self calibration indication is required and adjustment must be provided.

Note: Calibration using an external noise generating device corrected to a sound pressure of + or - 1 dB immediately prior to each noise test is an acceptable alternative to self calibration indication.

7. Calibration using an outside noise generating device corrected to a sound pressure level of + or - 1 dB must be carried out in accordance with the manufacturers recommendations or every 3 months where the manufacturer does not provide recommendations for service or calibration.

NOTES

Principal Regulations

1. Reprinted as at 1 July 1995. See also Subordinate Law No. 40, 1995; No. 13, 1996; Nos. 15, 17, 26 and 27, 1997.

Notification

2. Notified in the ACT Gazette on 28 November 1997.