Vehicle Standard (Australian Design Rule 21/00 – Instrument Panel) 2006

I, JAMES ERIC LLOYD, Minister for Local Government, Territories and Roads, determine this vehicle standard under subsection 7 (1) of the *Motor Vehicle Standards Act 1989*.

Dated 29 May 2006

[SIGNED]

James Eric Lloyd

Minister for Local Government, Territories and Roads

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21.0. LEGISLATIVE PROVISIONS

21.0.1. NAME OF STANDARD

21.0.1.1. This Standard is the Vehicle Standard (Australian Design Rule 21/00 – Instrument Panel) 2006.

21.0.1.2. This Standard may also be cited as Australian Design Rule 21/00 — Instrument Panel.

21.0.2. COMMENCEMENT

21.0.2.1. This Standard commences on the day after it is registered.

21.0.3. REPEAL

21.0.3.1. This Standard repeals each vehicle standard with the name Australian Design Rule 21/00 — Instrument Panel that is:

(a) made under section 7 of the Motor Vehicle Standards Act 1989; and

(b) in force at the commencement of this Standard.

21.0.3.2. This Standard also repeals each instrument made under section 7 of the Motor Vehicle Standards Act 1989 that creates a vehicle standard with the name Australian Design Rule 21/00 — Instrument Panel, if there are no other vehicle standards created by that instrument, or amendments to vehicle standards made by that instrument, that are still in force at the commencement of this Standard.

A. FUNCTION

A.1. This Australian Design Rule (ADR) is part of the Australian motor vehicle standards system and is a national standard for the purposes of the Motor Vehicle Standards Act 1989.

A.2. The function of this Australian Design Rule is to specify requirements for the instrument panel to reduce its injury potential to occupants on impact

B. APPLICABILITY

This vehicle standard applies to the design and construction of vehicles as set out in the table below.

C. APPLICABILITY TABLE

Vehicle Category	ADR Category Code	UNECE Category Code	Manufactured on or After	Acceptable Prior Rules
Moped 2 wheels	LA	L1	N/A	
Moped 3 wheels	LB	L2	N/A	
Motor cycle	LC	L3	N/A	
Motor cycle and sidecar	LD	L4	N/A	
Motor tricycle	LE	L5	N/A	
LEM, LEP & LEG enclosed vehicles only if fitted with instrument panel			1 March 1991	Nil
LEP & LEG all vehicles			1 July 1992	Nil
Passenger car	MA	M1	1 July 1988	Nil
Forward-control passenger vehicle	MB	M1	N/A	
Off-road passenger vehicle	MC	M1	N/A	
Light omnibus	MD	M2	N/A	
Heavy omnibus	ME	M3	N/A	
Light goods vehicle	NA	N1	N/A	
Medium goods vehicle	NB	N2	N/A	
Heavy goods vehicle	NC	N3	N/A	
Very light trailer	TA	O1	N/A	
Light trailer	TB	O2	N/A	
Medium trailer	TC	O3	N/A	
Heavy trailer	TD	O4	N/A	

21.1. DEFINITIONS

Refer to Vehicle Standard (Australian Design Rule Definitions and Vehicle Categories) 2005.

21.2. GENERAL REQUIREMENTS

21.2.1. Except as provided in clause 21.2.2, when the area of the instrument panel that is within the 'Head Impact Area' is impacted in accordance with clause 21.2.3 by a 6.8 kg, 165 mm diameter head form at a relative velocity as specified in clause 21.2.1.1 or clause 21.2.1.2 below, the deceleration of the head form shall not exceed 80 times the acceleration due to gravity continuously for more than 3 milliseconds.

21.2.1.1. 24.1 km/h for all vehicles other than those specified in clause 21.2.1.2

21.2.1.2. 19.2 km/h for vehicles which meet the requirements of ADR 69/... for frontal impact using an inflatable supplementary restraint system for the front outboard passenger seating position.

21.2.2. The requirements of clause 21.2.1 do not apply to:

21.2.2.1. Console assemblies;

21.2.2.2. Areas less than 127 mm inboard from the juncture of the instrument panel attachment to the body side inner structure;

21.2.2.3. Areas closer to the windscreen juncture than those statically contactable by the head form with the windscreen in place;

21.2.2.4. Areas outboard of any point of tangency on the instrument panel of a 165 mm diameter head form tangent to and inboard of a vertical longitudinal plane tangent to the inboard edge of the steering wheel; or

21.2.2.5. Areas below any point at which a vertical line is tangent to the rearmost surface of the instrument panel.

21.2.3. Test Procedures For Section 21.2

21.2.3.1. Tests shall be performed as described in SAE document J921 - "Instrument Panel Laboratory Impact Test Procedure", June 1965, using the specified instrumentation or instrumentation that meets the performance requirements specified in SAE document J977 - "Instrumentation for Laboratory Impact Test", November 1966, except that:

21.2.3.1.1. the origin of the line tangent to the instrument panel surface shall be a point on a transverse horizontal line through a point 127 mm horizontally 'Forward' of the 'Seating Reference Point' of the front outboard passenger seating position; displaced vertically an amount equal to the rise which results from either a 127 mm 'Forward' adjustment of the 'Seat' or 19 mm; and

21.2.3.1.2. the direction of impact shall be either in a vertical plane parallel to the vehicle longitudinal axis or in a plane normal to the surface at the point of contact.

21.3. INTERIOR COMPARTMENT DOORS

21.3.1. Each interior compartment door assembly located in an instrument panel shall remain closed when tested in accordance with clauses 21.3.2.1 and 21.3.2.2 or clauses 21.3.2.1 and 21.3.2.3. Additionally, any interior compartment door located in an instrument panel shall remain closed when the instrument panel is tested in accordance with clause 21.2.3. All interior compartment door assemblies with a locking device must be tested with the locking device in an unlocked position.

Note: Ash containers are not considered as interior compartments. However, if any ash container is in the 'Head Impact Area', it shall be tested in accordance with clause 21.2.1 in any configuration, i.e. open and closed.

21.3.2. Test Procedure For Section 21.3

21.3.2.1. Subject the interior compartment door latch system to an inertia load of 10 times the acceleration due to gravity in a horizontal transverse direction and an inertia load of 10 times the acceleration due to gravity in a vertical direction in accordance with the procedure described in Section 5 of SAE document J839b - "Passenger Car Side Door Latch Systems",

May 1965, or January 1972 (editorial changes only) or an 'Approved' equivalent.

21.3.2.2. Conduct a front end longitudinal barrier collision test at not less than 48 km/h in accordance with SAE document J850 "Barrier Collision Tests", February 1963, or an 'Approved' equivalent.

21.3.2.3. Subject the interior compartment door latch system to a horizontal inertia load of 30 times the acceleration due to gravity in a longitudinal direction in accordance with the procedure referred to in clause 21.3.2.1.