Part 4 General safety requirements

Division 1 All vehicles

25C NSW rule: general requirement to keep vehicles in good order (cf 2007 reg Sch 2 cl 21)

In addition to complying with the requirements of these rules, the weight of any registrable vehicle and everything in its construction, form, equipment, working and general condition must be such that—

(a) it will not contravene any provision of any Act or other law, and

(b) it will not cause danger or unreasonable annoyance to any person.

26 Steering (cf ALVSR 2015 r 26; 2007 reg Sch 2 cl 22)

(1) A motor vehicle must have a right-hand drive if the vehicle—

(a) is less than 30 years old, and

(b) is required under a law of this jurisdiction to have a right-hand drive.

(2) A motor vehicle has a right-hand drive if the centre of at least 1 steering control of the vehicle is to the right of, or in line with, the centre of the vehicle.

(3) In relation to a motor vehicle built before 1 January 2005, a component of the steering system of the vehicle that is essential for effective steering of the vehicle must be built to transmit energy by mechanical means only.

(4) Failure of a non-mechanical component of the steering system must not prevent effective steering of the vehicle.

(5) This rule does not apply to a vehicle if the vehicle is built mainly for a purpose other than the transport of goods or people by road.

27 Turning ability (cf ALVSR 2015 r 27; 2007 reg Sch 2 cl 23)

(1) A motor vehicle must be able to turn in a circle not over 25 metres in diameter, measured by the outer edge of the tyre track at ground level.

(2) The vehicle must be able to comply with subrule (1) whether it turns to the left or to the right.

28 Ability to travel backwards and forwards (cf ALVSR 2015 r 28; 2007 reg Sch 2 cl 24)

A motor vehicle with an unloaded mass over 450 kilograms must be able to be driven both backwards and forwards when the driver is in the normal driving position.
29 Protrusions (cf ALVSR 2015 r 29; 2007 reg Sch 2 cl 25)

(1) An object fitted to a vehicle must be designed, built and fitted to the vehicle in a way that minimises the likelihood of injury to a person making contact with the vehicle.

(2) However, subrule (1) does not apply to an object fitted to a vehicle if—

(a) the vehicle was designed before 1965 and the object was part of the design of the vehicle, or

(b) the object was fitted to the vehicle before 1965 in accordance with the law of the place where the object was fitted.

(3) A vehicle frontal protection system that is fitted on a motor vehicle must comply with the document titled *Technical specification: Requirements for vehicle frontal protection systems fitted to light vehicles* published on a publicly accessible website maintained by Transport for NSW and as in force from time to time.

(4) (Repealed)

(5) In this rule—

*vehicle frontal protection system* means a structure fitted to the front of a vehicle to reduce damage to the vehicle structure and systems in the event of either a front-end impact or an animal strike.

Note. Examples of vehicle frontal protections systems are bullbars, roobars and nudge bars. Vehicle frontal protection systems may be fitted in front of, or in place of, vehicle bumpers.

29A NSW rule: oil and grease not to be dropped (cf 2007 reg Sch 2 cl 26)

All parts and fittings of a motor vehicle or trailer must be such that an undue amount of oil or grease will not be dropped onto the roadway.

30 Driver’s view and vehicle controls (cf ALVSR 2015 r 30; 2007 reg Sch 2 cl 27)

A motor vehicle must be built—

(a) to allow the driver a view of the road and of traffic to the front and sides of the vehicle so the driver can drive the vehicle safely, and

(b) with its controls located so the driver can drive the vehicle safely.

31 Seating (cf ALVSR 2015 r 31; 2007 reg Sch 2 cl 28)

A seat for a driver or passenger in a vehicle must be securely attached to the vehicle.

31A NSW rule: seatbelts for cars registered between 1 January 1965 and 1 January 1969 (cf 2007 reg Sch 2 cl 29)

Every car and motor car derivative first registered on or after 1 January 1965 and before 1 January 1969 must be equipped for each front seat position that is adjacent to the side of the vehicle with a seatbelt that—

(a) has been installed in accordance with instructions issued by the manufacturer of the seatbelt, and
(b) at the time of its installation has not previously been installed and used in a motor vehicle, and

c) is of—

(i) a type referred to in Australian Standard AS E35/BWG–1966 *Drawings for bollard type webbing grips for testing car seat belt webbing* as a Combination Belt (High) and has been manufactured in accordance with that Standard, or

(ii) some other type approved by the Authority.

### 31B NSW rule: child restraint anchorage bolts in drive yourself vehicles (cf 2007 reg Sch 2 cl 30)

1. Every motor vehicle that is a drive yourself vehicle must be fitted with a child restraint anchorage bolt of a type approved by the Authority.

2. A child restraint anchorage bolt referred to in this rule must be fitted to a child restraint anchorage point if the vehicle is one required by the second edition ADRs or third edition ADRs to have a child restraint anchorage.

3. In this rule—

*drive yourself vehicle* means a motor vehicle that is let for hire (other than under a hire purchase agreement) without the services of a driver and that does not stand in a public street for hire, other than a motor cycle, a trailer or a motor vehicle that—

(a) is used in connection with the work of any hospital or charitable, benevolent or religious institution by or on behalf of the authority controlling that hospital or institution, and

(b) is operated in connection with a community transport project approved by the Minister.

### 31C NSW rule: door latches and hinges (cf 2007 reg Sch 2 cl 31)

Door latches and hinges on every vehicle must be so constructed that the doors are securely affixed to the vehicle and capable of remaining securely fastened when closed.

### 32 Mudguards (cf ALVSR 2015 r 32; 2007 reg Sch 2 cl 32)

1. A vehicle must have a mudguard firmly fitted for each wheel or for adjacent wheels.

2. However, subrule (1) does not apply to a vehicle if—

   (a) the construction or use of the vehicle makes the fitting of mudguards unnecessary or impracticable, or

   (b) the body or part of the body of the vehicle acts as a mudguard.

3. A mudguard fitted to a vehicle must, when the wheels of the vehicle are in position to move straight ahead—

   (a) reduce the danger of a person contacting the moving wheels, and

   (b) for the rear wheels—

      (i) cover the overall tyre width of the wheel or wheels to which it is fitted, and
(ii) be fitted so the height above ground level of the lowest edge of the rear of the mudguard is not over one-third of the horizontal distance between the edge and the centre of the rearmost axle.

(4) However, a mudguard may be up to—

(a) 230 millimetres above ground level, or

(b) on a vehicle built to be used off-road—300 millimetres above ground level.

(5) The outside of a rear mudguard, except a mudflap, of a vehicle that can be seen from the rear of the vehicle must be coloured white or silver if the vehicle—

(a) is at least 2.2 metres wide, and

(b) has a body the vertical measurement of which is under 300 millimetres at the rear, measured from the lowest point of the body above ground level to the highest point, and

(c) is not fitted with rear marking plates or conspicuity markings in accordance with rule 115.

33 Horns, alarms etc. (cf ALVSR 2015 r 33; 2007 reg Sch 2 cl 33)

(1) In this rule—

repeater horn means a device that makes a sound alternating between different tones or frequencies on a regular time cycle.

(2) A motor vehicle must be fitted with at least 1 horn or other device that can give sufficient audible warning to other road users of the approach or position of the vehicle.

(3) A motor vehicle must not be fitted with a device that can make a sound like the sound of a siren, exhaust whistle, compression whistle or repeater horn.

(4) However, subrule (2) does not apply to—

(a) an exempt vehicle, or

(aa) a vehicle at least 25 years old and fitted as an emergency vehicle or police vehicle if the vehicle—

(i) is used only for exhibition purposes, or

(ii) is part of a collection of former emergency vehicles or police vehicles, or

(b) an anti-theft alarm if the alarm cannot be operated while the vehicle’s ignition is on, or

(c) a vehicle used by a Traffic Commander or a Traffic Emergency Patroller appointed or employed by the Authority.

(5) Also, a motor vehicle may be fitted with a device that emits a regular, intermittent sound while the vehicle is reversing or in reverse gear.

(6) The device must not be louder than is necessary so the driver, and a person near the vehicle, can hear the device when it is operating.
(7) The provision of the relevant ADR that corresponds to subrule (3) applies to a vehicle as if that provision did not contain a reference to a bell.

34 Rear vision mirrors (cf ALVSR 2015 r 34; 2007 reg Sch 2 cl 34)

(1) A rear vision mirror or mirrors must be fitted to a motor vehicle as required by this rule so that a driver of the vehicle can clearly see by reflection the road behind the vehicle and any following or overtaking vehicle.

(2) At least 1 rear vision mirror must be fitted to—
   (a) a car, and
   (b) a motor trike with 2 front wheels, and
   (c) a motor bike, or motor trike with 1 front wheel, built before July 1975.

(3) At least 1 rear vision mirror must be fitted to each side of the motor vehicle—
   (a) if the vehicle has a GVM over 3.5 tonnes, or
   (b) if the vehicle is a motor bike, or motor trike with 1 front wheel, built after June 1975, or
   (c) if the vehicle is constructed for the carriage of goods (not being a station wagon), or
   (d) if the vehicle is a bus, or
   (e) if the maximum width of any trailer or other vehicle drawn by the vehicle is greater than that of the vehicle, or
   (f) if because of the manner in which the vehicle is constructed, equipped or loaded, or because of the fact that the vehicle is drawing a trailer or other vehicle, or for any other reason, the driver cannot, by means of a mirror fixed to the interior of the vehicle, have reflected to him or her as far as practicable a clear view of the road to the rear of the vehicle and of any following or overtaking vehicle.

(4) A motor vehicle with a GVM not over 3.5 tonnes (except a motor vehicle mentioned in subrule (2) or (3)) must be fitted with—
   (a) at least 1 rear vision mirror on the right side of the vehicle, and
   (b) at least 1 rear vision mirror on the left side of the vehicle or inside the vehicle.

(5) A rear vision mirror fitted to a motor vehicle with a GVM over 3.5 tonnes must not project over 150 millimetres beyond the widest part (excluding lights, signalling devices and reflectors) of the vehicle or combination.

(6) However, the rear vision mirror may project not over 230 millimetres beyond the widest part of the vehicle or combination if it can fold to project not over 150 millimetres beyond the overall width of the vehicle, measured in accordance with the prescribed dimension requirements applying to the vehicle.
35 **Rear vision mirrors—surfaces** (cf ALVSR 2015 r 35; 2007 reg Sch 2 cl 35)

(1) A rear vision mirror required to be fitted to the side of a motor vehicle with a GVM over 3.5 tonnes must have a reflecting surface of at least 150 square centimetres.

(2) The reflecting surface of the rear vision mirrors that are required to be fitted to a motor bike or moped must—

(a) each be of the same curvature, and

(b) if convex, be part of a notional sphere with a radius of at least 1.2 metres.

36 **Additional rear vision mirrors** (cf ALVSR 2015 r 36; 2007 reg Sch 2 cl 36)

A motor vehicle may be fitted with additional rear vision mirrors or mirror surfaces that are flat or convex or a combination of flat and convex surfaces.

37 **Automatic transmission** (cf ALVSR 2015 r 37; 2007 reg Sch 2 cl 37)

(1) A motor vehicle fitted with an automatic transmission must have an engine starter mechanism that cannot operate when the transmission control is in a position to drive the vehicle.

(2) A vehicle built after 1975 that is fitted with an automatic transmission must have an indicator in the driver’s compartment showing the transmission control position.

(3) Subrules (1) and (2) do not apply to a motor vehicle with less than 4 wheels.

(4) If a motor vehicle (other than a motor bike or an implement) manufactured on or after 9 January 1976 is equipped with automatic transmission—

(a) the transmission control lever position and an indication of the transmission gear ratio selected must be displayed within the driver’s compartment in such a location that they will be readily visible to the driver, and

(b) the sequence of transmission control lever positions must—

(i) include a neutral position (whereby no power is transmitted to the driving wheels) located between the reverse drive and forward drive positions, and

(ii) in cases where a park position (whereby forward or rearward movement of the vehicle is prevented) is included, be such that the park position is located at the end of the sequence adjacent to the reverse drive position.

(5) If a car or a motor car derivative manufactured on or after 9 January 1976 is equipped with automatic transmission—

(a) if the transmission control lever is located on the steering column—

(i) the movement of the lever from neutral to reverse must be clockwise except that in cases where all lever positions are to the right of the vertical longitudinal plane through the centre of the steering wheel, the movement of the lever from neutral to reverse must be anti-clockwise, and

(ii) the movement of the device provided to indicate the transmission gear ratio selected
must be generally in the same linear or rotational direction as the movement of the lever, and

(b) if the transmission control lever is located in a position other than on the steering column—

(i) all lever positions must be to the left of the vertical longitudinal plane through the centre of the steering wheel, and

(ii) movement of the lever from neutral to reverse must be generally upwards, forward or to the left according to whether the lever is constrained to be moved generally in a vertical, longitudinal or transverse direction, as the case may be.

38 Diesel engines (cf ALVS 2015 r 38; 2007 reg Sch 2 cl 38)

A motor vehicle propelled by a compression ignition engine (commonly known as a diesel engine) must be fitted with a device preventing the engine from being started accidentally or inadvertently.

39 Bonnet securing devices (cf ALVS 2015 r 39; 2007 reg Sch 2 cl 39)

(1) A motor vehicle with a moveable body panel forward of the windscreen that covers an engine or luggage storage or battery compartment must have a device to secure the panel.

(2) However, if the panel opens from the front in a way that partly or completely obstructs the driver’s forward view through the windscreen, the panel must have primary and secondary devices to secure the panel.

40 Electrical wiring, components, connections and installations (cf ALVS 2015 r 40; 2007 reg Sch 2 cl 40)

(1) The wiring of electrical equipment of a vehicle, except the high tension ignition wiring, must—

(a) be supported at intervals of not over 600 millimetres, unless the vehicle is a pole-type trailer with a pole with an adjustable length, or an extendible trailer, and

(b) be insulated at each of its joints, and

(c) be located where it cannot—

(i) become overheated, or

(ii) contact moving parts, or

(iii) come near enough to the fuel system to be a fire hazard, and

(d) be protected from chafing.

(2) The electrical components of a vehicle must be securely mounted.

(3) The electrical connectors between motor vehicles and trailers, for operation of the vehicle lights required by these rules, must comply with Australian Standard AS 4177.5–2004 Caravan and light trailer towing components—Electrical connectors.

(4) A trailer must be equipped with an electrical conductor, independent of the trailer coupling, that provides a return path between the electrical circuits of the trailer and towing vehicle.
40A NSW rule: speedometers (cf 2007 reg Sch 2 cl 41)

Every motor vehicle (not being a trailer) manufactured on or after 1 July 1974 and capable of being driven at a speed in excess of 40 kilometres per hour on a level road must be fitted with a speedometer that must—

(a) indicate the speed at which the vehicle is being driven in kilometres per hour, and

(b) indicate, when the vehicle is travelling at a speed in excess of 50 kilometres per hour, a speed that is not more than 10% less than the actual speed, and

(c) be readily visible to the driver.

41 Television receivers and visual display units (cf ALVSR 2015 r 41; 2007 reg Sch 2 cl 42)

(1) A television receiver or visual display unit must not be installed in a vehicle so any part of the image on the screen is visible to the driver from the normal driving position.

(2) However, subrule (1) does not apply to—

(a) a television receiver or visual display unit that cannot be operated when the vehicle is moving, or

(b) a driver’s aid in any vehicle or a destination sign in a bus.

Examples of driver's aids—

1. Closed-circuit television security cameras.

2. Dispatch systems.

3. Navigational or intelligent highway and vehicle system equipment.

4. Rearview screens.

5. Ticket-issuing machines.


(3) A television receiver, or visual display unit, and its associated equipment in a vehicle must be securely mounted in a position that—

(a) does not obscure the driver’s view of the road, and

(b) does not impede the movement of a person in the vehicle.

42 Requirement for windscreen to be fitted (cf ALVSR 2015 r 42)

A motor vehicle (but not including a motor bike, a motor trike or a moped) must be fitted with a windscreen if it is manufactured or designed to have a windscreen.

42A NSW rule: windows generally (cf 2007 reg Sch 2 cl 43)

(1) Every window must be sound and properly fitted and each movable window must be fitted with a suitable device to enable it to be opened and closed.

(2) At least half of the number of windows must be capable of being opened.
43 Windscreens and windows (cf ALVSR 2015 r 43; 2007 reg Sch 2 cl 44)

(1) In this rule—

**approved material** means material with the same characteristics as material mentioned in any of the following—

(a) Australian and New Zealand Standard AS/NZS 2080:2006 Safety glazing for land vehicles,
(b) Australian and New Zealand Standard AS/NZS 2080:1995 Safety glass for land vehicles,
(c) Australian Standard AS 2080–1983 Safety glass for land vehicles up to and including amendment No 1,
(d) New Zealand Standard NZS 5443:1987 Safety glass for land vehicles,
(e) Japanese Industrial Standard JIS R 3211:2015 Safety glazing materials for road vehicles,
(f) Japanese Industrial Standard JIS R 3211:1998 Safety glazing materials for road vehicles,
(g) Japanese Industrial Standard JIS R 3211–1992 Safety glass for road vehicles,
(h) United Nations Economic Commission for Europe Regulation No 43 Uniform provisions concerning the approval of safety glazing materials and their installation on vehicles second revision as in force 12 August 2004,
(i) United Nations Economic Commission for Europe Regulation No 43 Uniform provisions concerning the approval of safety glazing materials and their installation on vehicles Revision 1 of 25 February 1988,
(j) British Standard BS AU178:1980 Specification for road vehicle safety glass,
(k) British Standard BS AU178a:1992 Specification for road vehicle safety glass,


**transparent material** does not include any coating added to the windscreen, window or partition after its manufacture.

(2) Transparent material used in a windscreen, window or an interior partition, of a motor vehicle must be of approved material if—

(a) the vehicle was built after June 1953, or
(b) the material was first fitted to the vehicle after June 1953.

(3) Despite subrule (2), non-shatterable transparent material may be used in a window or an interior partition of a motor vehicle.
44 Window tinting (cf ALVSR 2015 r 44; 2007 reg Sch 2 cl 45)

(1) In this rule—

**glazing**—

(a) means material that may be used in a windscreen, window or interior partition of a motor vehicle, through which the vehicle’s driver can see the road, but

(b) does not include a coating added after manufacture of the material.

**luminous transmittance**, for glazing or a coating on glazing, means the amount of light that can pass through the glazing as a percentage of the amount of light that would be transmitted if the glazing or coating were absent.

**rear glazing**, for a motor vehicle, means glazing used in a window or interior partition of the motor vehicle located behind the driver in the normal driving position.

(2) Glazing used in a windscreen of a motor vehicle must have a luminous transmittance of at least 70%.

(3) Glazing used in a windscreen of a motor vehicle must not be coated in a way that reduces its luminous transmittance.

(4) However, subrules (2) and (3) do not apply to the greater of the following areas of a windscreen—

(a) the area above the highest point of the windscreen that is swept by a windscreen wiper,

(b) the upper 10% of the windscreen.

(5) Glazing used in a window or interior partition of a motor vehicle must have a luminous transmittance of at least 70%.

(6) Glazing used in a window or interior partition of a motor vehicle, other than rear glazing, may be coated to achieve a luminous transmittance of not less than 35%.

(6A) If a motor vehicle is fitted with at least 1 rear vision mirror to each side of the vehicle, the motor vehicle’s rear glazing may be coated to achieve a luminous transmittance of at least 20%.

(6B) If all of the following apply to a motor vehicle, the motor vehicle’s rear glazing may be coated to achieve a luminous transmittance of 0% or more—

(a) the vehicle is fitted with at least 1 rear vision mirror to each side of the vehicle,

(b) the vehicle is designed primarily for the carriage of goods,

(c) the vehicle has—

(i) at least 4 wheels, or

(ii) at least 3 wheels and a GVM of more than 1 tonne.

**Note.** ADR (Definitions and Vehicle Categories) provides for the vehicle category of goods vehicles.
(7) The requirements about luminous transmittance applying to glazing used in a window of a motor vehicle stated in a second edition ADR or third edition ADR do not apply to a window that has been coated as provided in subrules (6), (6A) or (6B).

(8) Glazing used in a window, window or interior partition of a motor vehicle that has been coated to reduce its luminous transmittance must not have a reflectance of more than 10%.

44A NSW rule: glazing in windscreens, windows and interior partitions (cf 2007 reg Sch 2 cl 46)

(1) Rule 44 does not apply in relation to—

(a) any part of the glazing of a window (other than a windscreen) or interior partition of a motor vehicle that was first registered (whether or not in New South Wales) before 1 August 1994, if that part of the glazing has a luminous transmittance of not less than—

(i) 35% (except when subparagraph (ii) applies), or

(ii) the luminous transmittance it had immediately before 1 August 1994 if it had a luminous transmittance of less than 35% at that time, or

(b) any part of the glazing of a window (other than a windscreen) or interior partition of a motor vehicle that was first registered (whether or not in New South Wales) on or after 1 August 1994, if—

(i) that part of the glazing has a luminous transmittance of not less than 35%, and

(ii) the motor vehicle is equipped with an external rear vision mirror, or external rear vision mirrors, complying with the requirements of rule 34, or

(c) any part of the glazing of a window or interior partition in a caravan, or

(d) any part of the glazing of a windscreen, window or interior partition in a motor vehicle that was first registered before 1 July 1984, being glazing that was fitted to the motor vehicle on or before the date on which it was so registered.

(2) For the purposes of rule 44 and this rule, the luminous transmittance or reflectance of glazing must be determined in accordance with the luminous transmittance test or the reflectance test, as the case may require, set out in any technical specification published by or adopted by the Authority from time to time.

45 Windscreen wipers and washers (cf ALVSR 2015 r 45; 2007 reg Sch 2 cl 47)

(1) A motor vehicle with 3 or more wheels that is fitted with a windscreen must be fitted with at least 1 windscreen wiper unless a driver in a normal driving position can obtain an adequate view of the road ahead of the motor vehicle without looking through the windscreen.

(2) At least 1 windscreen wiper fitted to the motor vehicle must—

(a) be able to remove moisture from the part of the windscreen in front of the driver to allow the driver an adequate view of the road ahead of the motor vehicle when the windscreen is wet, and

(b) be able to be operated from a normal driving position, and
(c) for a motor vehicle built after 1934—continue to operate until the wiper is switched off, and

(d) for a motor vehicle built after 1959 the driving position of which is nearer one side of the vehicle than the other—

(i) be able to remove moisture from the part of the windscreen in front of the driver, and a corresponding part of the windscreen on the other side of the centre of the motor vehicle, to allow the driver an adequate view of the road ahead of the motor vehicle when the windscreen is wet, and

(ii) if the windscreen wipers are operated by engine manifold vacuum—be provided with a vacuum reservoir or pump to maintain the efficient operation of the wiper or wipers while the vehicle is in motion.

(3) The windscreen washer must be able to be operated from a normal driving position.

46 Wheels and tyres—size and capacity (cf ALVSR 2015 r 46; 2007 reg Sch 2 cl 48)

The wheels and tyres fitted to an axle of a vehicle must be of sufficient size and capacity to carry the part of the vehicle’s gross mass transmitted to the ground through the axle.

47 Pneumatic tyres generally (cf ALVSR 2015 r 47; 2007 reg Sch 2 cl 49)

A vehicle built after 1932 must be fitted with pneumatic tyres.

48 Pneumatic tyres—carcass construction (cf ALVSR 2015 r 48; 2007 reg Sch 2 cl 50)

(1) A vehicle must not have pneumatic tyres of different carcass construction fitted to the same axle, but the tyres may have different cord materials and a different number of plies.

(2) However, subrule (1) does not apply to a tyre being used in an emergency as a temporary replacement for a tyre complying with the subrule.

48A NSW rule: pneumatic tyres—size and capacity (cf 2007 reg Sch 2 cl 51)

The size and capacity of a pneumatic tyre to be fitted to a vehicle must be decided using a cold inflation pressure that is not more than the lesser of—

(a) the pressure recommended by the tyre manufacturer, and

(b) a pressure of—

   (i) for a radial ply tyre—825 kilopascals, or

   (ii) for another tyre—700 kilopascals.

49 Tyres—defects (cf ALVSR 2015 r 49; 2007 reg Sch 2 cl 52)

A tyre fitted to a vehicle must be free of any apparent defect that could make the vehicle unsafe.

50 Tyres—manufacturer’s rating (cf ALVSR 2015 r 50; 2007 reg Sch 2 cl 54)

(1) This rule applies to a motor vehicle if the vehicle—

   (a) has 4 or more wheels, and
(b) was built after 1972.

(2) However, this rule does not apply to a tyre if the tyre—

(a) is recommended by the vehicle builder as suitable for limited use on the vehicle in special circumstances at a speed less than the speed applying to the vehicle under subrule (3), or

(b) is being used in an emergency as a temporary replacement for a tyre complying with this rule.

(3) A tyre fitted to a motor vehicle must, when first manufactured, have been rated by the tyre manufacturer as suitable for road use at the lesser of—

(a) a speed of at least—

(i) for a car with special features for off-road use—140 kilometres an hour, or

(ii) for another car—180 kilometres an hour, or

(iii) for another motor vehicle—120 kilometres an hour, and

(b) the vehicle’s top speed.

(4) Despite rule 25B, this rule applies to a vehicle instead of the tyre speed category requirements in the relevant ADR.

51 Retreads (cf ALVSR 2015 r 51; 2007 reg Sch 2 cl 55)

(1) A tyre that is retreaded before 29 June 1998 must not be used on a vehicle if—

(a) Australian Standard AS 1973–1976 Retreaded pneumatic passenger car and light truck tyres or Australian Standard AS 1973–1985 Retreaded pneumatic passenger car and light truck tyres applies to the tyre, and

(b) the tyre was retreaded after publication of the Australian Standard, and


(2) A tyre that is retreaded after 29 June 1998 must not be used on a vehicle if—

(a) Australian Standard AS 1973–1993 Pneumatic tyres—Passenger car, light truck and truck/bus—Retreading and repair processes applies to the tyre, and

(b) the tyre was not retreaded in accordance with that Australian Standard.

52 Tyre tread (cf ALVSR 2015 r 52; 2007 reg Sch 2 cl 56)

(1) A tyre on a motor vehicle must not have cleats or other gripping devices that could damage road surfaces.

(2) Except at tread wear indicators, a tyre fitted to the vehicle must have a tread pattern at least 1.5
millimetres deep in all principal grooves on the tyre in a band that runs continuously—
(a) across the tyre width that normally comes into contact with the road, and
(b) around the whole circumference of the tyre.

(3) A vehicle must not be fitted with a tyre that has been treated by recutting or regrooving the tread rubber, unless the tyre was—
(a) constructed with an extra thickness of rubber designed for recutting or regrooving, and
(b) labelled to indicate the construction.

(4) In this rule—
principal grooves, in relation to a tyre, means wide grooves, other than secondary grooves—
(a) usually positioned in the central zone of the tyre tread but that may run across the tyre tread, and
(b) in which tread wear indicators are usually located.

secondary grooves, in relation to a tyre, means shallow grooves in the tyre tread that may disappear during the life of the tyre through wear.

tread wear indicators, in relation to a tyre, means projections within a groove of the tyre that indicate the degree of wear on the tyre’s tread.

Division 2 Additional requirements for motor bikes

53 Steering gear and handlebars (cf ALVSR 2015 r 53; 2007 reg Sch 2 cl 57)

(1) The handlebars on a motor bike, other than a motor bike in vehicle category LC or LD, must extend at least 250 millimetres, but not over 450 millimetres, on each side of the centre line of the vehicle.

(1A) The handlebars on a motor bike in vehicle category LC or LD must extend at least 250 millimetres, but not over 550 millimetres, on each side of the centre line of the vehicle.

(2) In taking a measurement for subrule (1), mirrors and lights mounted on the handlebars of the motor bike are disregarded.

(3) The lowest part of the hand grip on the handle bars must not be higher than 380 millimetres above the attachment point of the handlebars to the motor bike.

(4) Hand grips on the handle bars must be fitted symmetrically.

(5) If a motor bike has the head stem as the steering pivot point, the horizontal distance from the midpoint between the head stem bearings to the centre of the front wheel must not be over 550 millimetres.
(6) In this rule, *vehicle category LC or LD* means a motor cycle or motor cycle and side-car within the meaning of ADR (Definitions and Vehicle Categories).

54 **Foot rests** (cf ALVSR 2015 r 54; 2007 reg Sch 2 cl 58)

A motor bike must be fitted with foot rests for the driver, and for any passenger for whom a seating position is provided.

55 **Chain guards** (cf ALVSR 2015 r 55; 2007 reg Sch 2 cl 59)

(1) If the engine power of a motor bike is transmitted to the rear wheel by a chain, the driver and any passenger must be protected from the front sprocket and at least the upper part of the chain by—

(a) the frame or equipment of the motor bike, or

(b) a chain guard.

(2) A chain guard must cover the chain to a point—

(a) at least 300 millimetres to the rear of the rearmost foot rest, or

(b) above the centre of the rear drive sprocket.