

CIRCULAR NO. 30-3 INTERPRETATIONS

1. Attached are interpretations issued by the Board in respect of Australian Design Rule No. 30 – Diesel Engine Exhaust Smoke Emissions (March 1976).
2. Interpretation No.1, which was published in the First Series Circular no. 50, is no longer valid owing to the subsequent amendments to the Design Rule. The subject is now covered by the Interpretation No.5.
3. These interpretations should be read in conjunction with Circular No. 0-11-1.

This Circular supersedes Circular No.50 in the first series of Board Circulars.

ALL CORRESPONDENCE TO BE ADDRESSED TO THE CHAIRMAN

AUSTRALIAN MOTOR VEHICLE CERTIFICATION BOARD INTERPRETATIONS

Australian Design Rule No. 30 – Diesel Engine Exhaust Smoke Emissions as endorsed by the Australian Transport Advisory Council – March 1976

Interpretation No. 1

Not valid

Interpretation No. 2 (Clause 30.2.2.2 (i))

Question: When a vehicle is approved as complying with ADR 30 under the provisions of Clause 30.2.2.2(i), i.e. by virtue of being powered by an engine approved to the U.S. E.P.A regulations, must the engine be fitted with a U.S. E.P.A approval label?

Answer: Yes. An engine is not approved by the U.S. E.P.A unless a label is affixed as specified in the U.S. Federal Register.

Interpretation No. 3 (Clause 30.2.3)

Question: What is the definition of the date of manufacture to be shown on the ADR 30 engine label?

Answer: the date of manufacture on the ADR 30 engine label shall be the date on which the engine is finally assembled with all components necessary for its operation and is ready for installation in a vehicle.

Interpretation No.4 (Clause 30.2.3)

Question: Can the date of manufacture be stamped in coded form on the cylinder block in lieu of showing this date on the ADR 30 engine label?

Answer: No. The date of manufacture shall be shown on the ADR 30 engine label, and shall be shown in legible uncoded form.

Interpretation No 5 (Clause 30.2.3)

Question: Does an E.P.A. – approved engine label alone meet the labelling requirements of ADR 30, Clause 30.2.3?

Answer: Yes, provided it contains the information required in Clause 30.2.3.

Interpretation No.6 (Clause 30.2.3)

Question: Where an engine is covered by the enveloping sound suppression shield such that an engine label is not visible when fitted directly to the engine itself, where should the engine label be located?

Answer: It would be acceptable in these circumstances to locate the label on a label on a sound suppression panel, subject to the following conditions:

- (a) That the label is readily visible on the installed engine;
- (b) That the component to which the label is attached is not readily removable from the engine;
- (c) That the component to which the label is attached does not have to be removed for engine servicing;
- (d) That the component to which the label is attached is necessary for normal engine running; and
- (e) That the label complies with all other requirements of the Rule.

Interpretation No. 7 (Clause 30.2.3)

Question: is it acceptable to use abbreviations on a U.S.E.P.A. engine label affixed to meet the requirement so ADR 30, Clause 30.2.3?

Answer: The wording on a U.S. E.P.A label which pertains directly to a statement of compliance with ADR 30 should be without abbreviations, except for the commonly accepted abbreviation 'ADR'. However, the use of abbreviations in other sections of the label would be acceptable.

Interpretation No. 8 (Clauses 30.3.1.3, 30.3.1.5 and 30.3.2.2)

Question: Clauses 30.3.1.3, 30.3.1.5 and 30.3.2.2 of ADR 30 require that the test engine be adjusted to the vehicle manufacturer's specifications: operated within the vehicle manufacturer's operating limits: and lubricated in accordance with the vehicles manufacturer's recommendations. In the case where Compliance Mark Approval of an engine is sought by an engine manufacturer, would it be permissible for the engine manufacturer to specify the settings, limits and recommendations required by Clauses 30.3.1.3, 30.3.1.5 and 30.3.2.2 of the rule?

Answer: Yes.

Interpretation No. 9 (Clauses 30.3.1.3, 30.3.1.5 and 30.3.2.2)

Question: Clauses 30.3.1.3, 30.3.1.5 and 30.3.2.2 of ADR 30 require that the test engine is adjusted to the vehicle manufacturer's specifications: operated within the vehicle manufacturer's operating limits: and lubricated in accordance with the vehicle manufacture's recommendations. In the case where approval of a vehicle is sought by a vehicle manufacturer who is not the engine manufacturer, is the vehicle manufacturer responsible for nomination the settings, limits and recommendations required by Clauses 30.3.1.3, 30.3.1.5 and 30.3.2.2 of the Rule?

Answer: The vehicle manufacturer is responsible for nomination the settings, limits and recommendations required by Clauses 30.3.1.3, 30.3.1.5 and 30.3.2.2. However, it would be normally expected that the vehicle manufacturer would seek the guidance of the engine manufacturer in specifying these requirements. In those cases where the vehicle manufacturer specifies requirements which differ from the engine manufacturer's recommendations, the Australian Motor Vehicle Certification Board shall be advised of the nature and extent of the deviations.