

AIS INFORMATION SHEET No. 12(a)

SAFETY CHAINS FOR TRAILERS UP TO AND INCLUDING 3.5 TONNES ATM

Trailers up to 2.5 tonnes ATM must have at least one safety chain complying with AS 4177.4 - 1994 (Trailer and light trailer towing components – Safety chains up to 3.5 tonnes capacity), or as amended from time to time. This standard allows for steel safety chains in accordance with the following:

- up to 1.0 tonne, a chain size of 6.3 mm;
- up to 1.6 tonnes, a chain size of 8 mm;
- up to 2.5 tonnes, a chain size of 10 mm.

Trailers over 2.5 and up to 3.5 tonnes ATM must have two safety chains complying with AS 4177.4 - 1994 or as amended from time to time. This standard allows for steel safety chains in accordance with the following:

- up to 3.5 tonnes, a chain size of 13 mm.

The fitting of safety chains to trailers with a Gross Trailer Mass (GTM) greater than 2.0 tonnes and fitted with a brake system that automatically applies if the trailer becomes detached from the towing vehicle, is optional.

However, trailers of and in excess of 3.5 tonnes ATM, all medium and heavy category pig trailers with rigid drawbars, any other trailers without breakaway brakes and all fixed and rigid pig trailers with a GTM greater than 2.5 tonnes and fitted with automatic pin type couplings, must be fitted with safety chains in accordance with the information contained in AIS Information Sheet 12(b) – Safety Chain Requirements.

Draw Bar Safety Chain Attachments

The chain must be permanently attached to the trailer, shackles are not permitted.

For trailers up to 3.5 tonnes ATM, the safety chain attachment can be by welding. The weld must extend around 50% of the circumference of the link and the adjoining link must have free movement.

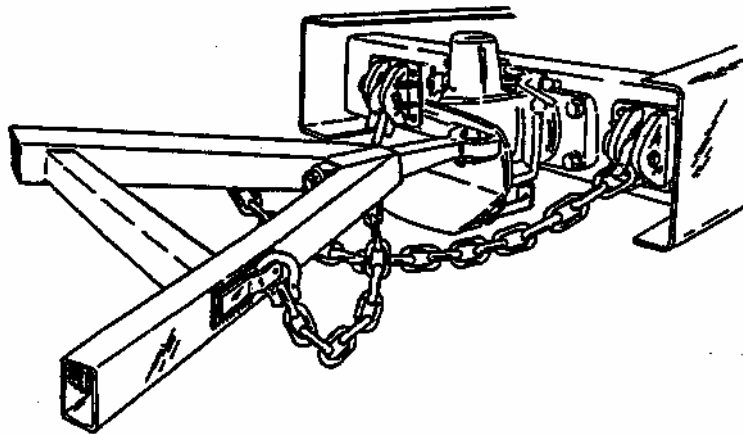
For trailers of and in excess of 3.5 tonnes ATM, safety chain attachment must not involve welding or deformation of the chain. Suitable pin lock couplings should be used.

The safety chain attachment must be located as near as practicable to the coupling and, where 2 points of attachment are required, they must be mounted one on either side of the centre-line of the draw bar.

AIS INFORMATION SHEET No. 12(b)

SAFETY CHAINS FOR:

- **TRAILERS IN EXCESS OF 3.5 TONNES ATM**
- **TRAILERS IN EXCESS OF 2.5 TONNES GTM**
WITH FIXED OR RIGID DRAWBARS AND
AUTOMATIC PIN TYPE COUPLINGS



All fixed or rigid pig trailers with a GTM greater than 2.5 tonnes and fitted with automatic pin couplings, all medium and heavy category pig trailers with rigid drawbars and any other trailers without breakaway brakes require safety chains.

It is strongly recommended that all other trailers be fitted with safety chains, especially vehicles used in severe conditions, e.g. quarry vehicles which are jackknifed regularly for unloading.

Safety chains complement the safety features of the trailer's "breakaway" braking system, allowing the driver to maintain control of the truck and trailer combination following a coupling failure or disconnection.

Safety chains **MUST** be supplied and fitted to comply with the following requirements:

Type of Chain

Chains must be manufactured from alloy steel of 800 MPa minimum breaking stress to conform with the mechanical properties of Grade T chain as specified in Australian Standard 2321-1979 [Short Link Chain for Lifting Purposes (non-calibrated)], commonly referred to as "Herc-Alloy" chain.

Required number and size of chains

Two separate chains must be used.

The size of each chain used on the trailer must correspond with the maximum gross mass of the trailer as indicated in the table on the following page. The use of chains larger than specified should be avoided to minimize the shock loading on attachment fittings in the event of coupling failure.

Gross Trailer Mass (tonnes)	Chain Nominal Size (mm)	Minimum Chain Braking Load (tonnes)
2.5 - 4.27	7.1	6.4
4.27 - 7.75	9.5	11.6
7.75 - 13.5	12.7	20.4
13.5 - 21.5	15.9	32.0

Arrangement of chains

Safety chains must be arranged so that:

- the chains are permanently attached to the trailer;
- the chains are crossed to support the draw bar and prevent it from dropping to the ground in the event of coupling failure or disconnection;
- the points of attachment to both the towing vehicle and the trailer must be as near as practicable to the coupling and arranged so as to maintain direction of the trailer in the event of coupling failure or disconnection.

Ensure that the attachment fittings do not foul on the rear of the towing vehicle or trailer drawbar under and possible operating conditions;

- the chains are as short as possible but long enough to permit proper turning of the vehicle;
- the brake hoses are of sufficient length to prevent them breaking in the event of a coupling failure or disconnection.

Attachment of chains

Safety chains must be attached so that:

- the attachments to the towing vehicle and the trailer are capable of withstanding the specified breaking load of each chain;
- the attachments of the towing vehicle and the trailer are separate from the coupling and its fasteners;
- chain coupling links ("Berglok" type BL Grade 8 or similar) are used to connect the chains to the trailer and towing vehicle.

Shackles are not permitted.

- The chain and coupling links are **NOT WELDED, DEFORMED OR ELECTROPLATED** subsequent to its manufacture.

TYPICAL SAFETY CHAIN ASSEMBLY



"Berglok" coupling link

"Berglok" coupling link

Note: The chain coupling attachment brackets and dimensional requirements appear on the last page of this attachment.

Chain attachment brackets

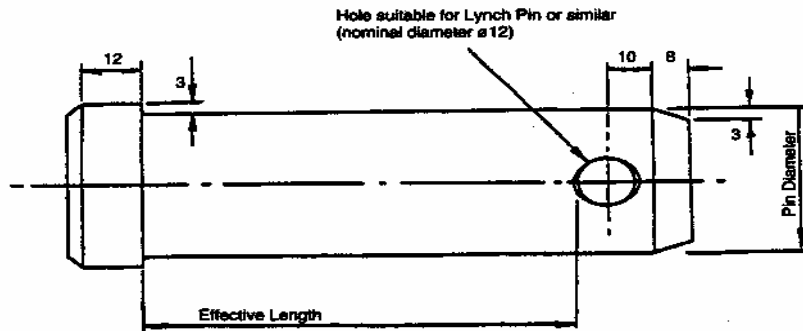
Preferred designs for safety chain attachment brackets and dimensional requirements appear on the last page of this information sheet.

"RAMSHORN' TYPE HOOKS ARE NOT PERMITTED.

Attachment pins

All pins used to connect safety chains to trailers and towing vehicles must be manufactured from steel bar with a minimum specification of 4140 or 4150 grade (Ultimate tensile strength – 1040 MPA) unless otherwise approved.

TYPICAL PIN DESIGN



Material - Steel 4140 (Alternative 4150)
(Metric Grade 10.9) - Ultimate Tensile Strength 1040 MPA)

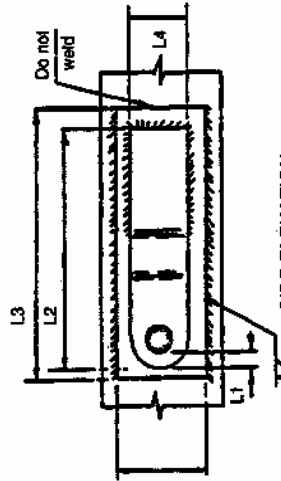
Note: Standard agricultural 3-point linkage pins are **NOT** suitable because they are manufactured from a lower grade of steel and will not meet the load requirements.

It is acceptable to use a metric grade 10/9 bolt of the correct diameter providing that the threaded portion of the bolt is clear of the brackets.

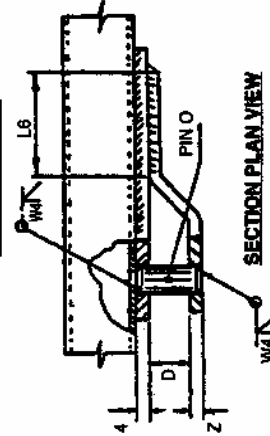
SAFETY CHAIN BRACKET DIMENSIONS

Trailer Mass (tonnes)	Chain Size Grade T (mm)	Bolt Size Grade 8.8 Qty 4	Pin Diameter (mm)	Hole Size	Hole Size	Dim.	Plate Thickness (mm)	Length (mm)	Weld Size (mm)
				B	C	D	T1 T2 T3 T4	L1 L2 L3 L4 L5 L6	W1 W2 W3 W4
2.50 - 4.27	7.1	M12	20	13	20.5	35	10 10 6 10	13 180 220 45 80 45	5 5 6 8
4.27 - 7.75	9.5	M12	24	13	24.5	40	12 12 8 10	20 200 240 65 90 65	5 6 8 8
7.75 - 13.50	12.7	M18	32	17	32.5	45	16 16 10 12	26 230 270 85 110 85	5 8 8 8
13.50 - 21.50	15.9	M20	38	21	38.5	50	20 20 12 16	32 260 300 100 130 100	6 10 10 8

TRAILER

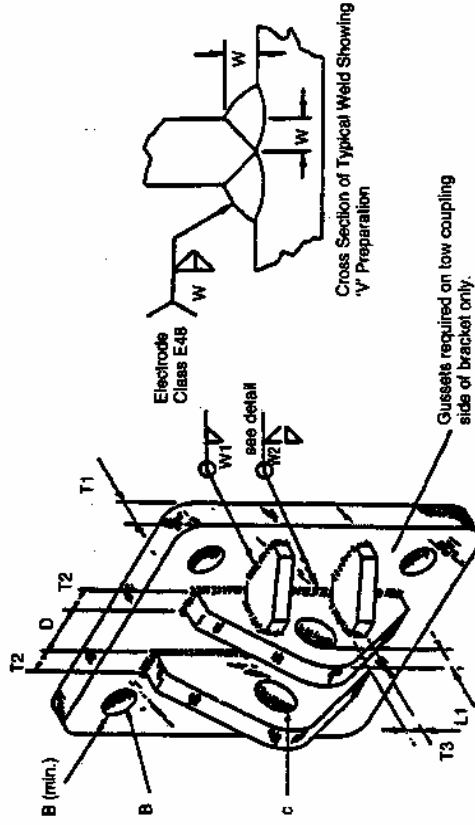


SIDE ELEVATION



SECTION PLAN VIEW

TOWING VEHICLE



Electrode Class E48

Cross Section of Typical Weld Showing 'V' Preparation

Gussets required on tow coupling side of bracket only.



AIS INFORMATION SHEET No. 13

GROUND CLEARANCE REQUIREMENTS

A vehicle must have a ground clearance equal to or more than:

- (a) at any point that is within 1 m of an axle, 100 mm; and
- (b) at the mid-point between adjacent axles - one-thirtieth of the distance between the centre of each axle; and
- (c) at any other point, the distance that allows the vehicle to pass over the peak shown in the figure if the wheels of one axle of the vehicle are on the slope on one side of the peak and the wheels of the next axle are on the slope on the other side.



"Ground Clearance" means the minimum distance to the ground from the underside of a vehicle (other than the tyres, wheels, wheel hubs and brake backing plates) when the vehicle is standing fully loaded on flat level ground.

AIS INFORMATION SHEET No. 14

APPROVED INSPECTION STATION SAFETY CHECK ADR APPLICABILITY TABLES, VEHICLE CATEGORIES AND DEFINITIONS

For the purposes of this Code of Practice, the following definitions shall apply:

“Light motor vehicle” is a motor vehicle (excluding motorcycle and trailer) with a Gross Vehicle Mass (GVM) up to and including 4.5 tonnes.

“Heavy motor vehicle” is a motor vehicle (excluding motorcycle and trailer) with a Gross Vehicle Mass (GVM) in excess of 4.5 tonnes.

“Unladen Mass” means the mass of a vehicle with a full capacity of lubricating oil, coolant and fuel but without goods, occupants or options except those options which are essential to the test for which the unladen mass is specified.

“Prime Mover” means a motor vehicle constructed to provide the motive power of an articulated vehicle.

“Motor Vehicle” means a vehicle built to be propelled by a motor that forms part of the vehicle.

“SAE” means the Society of Automotive Engineers, Inc.

“Australian Design Rule” (ADR) means an Australian Design Rule for Motor Vehicle Safety as endorsed by the Australian Transport Advisory Council and issued by the Commonwealth Department of Transport and Regional Services.

“Gross Vehicle Mass” (GVM) means the maximum mass as specified by the manufacturer for a loaded vehicle (excluding a passenger car, motorcycle or a moped) for which compliance with current and appropriate Australian Design Rules has been or can be established.

“Aggregate Trailer Mass” (ATM) for a trailer means the maximum mass, specified by the manufacturer, for the loaded trailer; and includes any mass imposed on the vehicle towing the trailer when they are on a horizontal surface.

“Gross Trailer Mass” (GTM) means the mass transmitted to the ground by the axles of a trailer when the trailer is loaded to its GVM and connected to the towing vehicle.

“Dog Trailer” is a trailer with 2 axle groups of which the front axle group is steered by connection to the drawing vehicle.

“Pig Trailer” is a trailer having 1 axle group near the middle of the length of the goods carrying surface.

“Semi-trailer” is a trailer, including a pole type trailer, that has:

- (i) one axle group or single axle towards the rear; and
- (ii) a means of attachment to a towing vehicle (prime mover) that would result in some of the weight being imposed on the towing vehicle.

“Prime Mover” is a vehicle built to tow a semi-trailer.

SECOND EDITION ADRS APPLICABLE TO VEHICLE CATEGORIES

The application date (year/month) is shown for each category (eg. 01-07-1972 is shown as 7/72)

ADR	PC	PD	FC1	FC2	PM	OM1	OM2	OM3	OM4	CY	MOPED	LG	HG
1 Reversing signal lamps	1/72	1/72	1/85	1/85	1/73	7/73	7/73	7/73	7/75	-	-	7/73	7/75
2 Door latches and hinges	1/71	1/71	1/85	1/85	1/73	7/83	7/83	-	-	-	-	7/74	7/75
3 Seat anchorages	1/71	1/72	1/85	1/85	1/73	7/83	7/83	-	-	-	-	7/74	-
3A Seat anchorages	1/77	-	1/86	1/86	-	1/87	-	-	-	-	-	-	-
4 Seat belts - front seats	1/69	1/69	-	-	1/70	-	-	-	-	-	-	1/70	-
Seat belts - front and rear seats	1/71	1/71	-	-	1/71	-	-	-	-	-	-	1/71	-
4A Seat belts	1/74	1/74	-	-	1/74	-	-	-	-	-	-	7/74	-
4B Seat belts	1/75	1/75	-	-	1/75	-	-	-	-	-	-	7/75	-
4C Seat belts	1/76	1/76	1/85	1/85	1/76	7/83	7/83	-	-	-	-	7/76	-
4D Seat belts	1/84	-	1/86	1/86	-	1/87	-	-	-	-	-	-	-
5A Seat belt anchorages - front	1/69	1/69	-	-	1/69	-	-	-	-	-	-	1/71	-
Seat belt anchorages - front and rear	1/71	1/71	-	-	1/71	-	-	-	-	-	-	1/71	-
5B Seat belt anchorages	1/75	1/75	1/85	1/85	1/75	7/83	7/83	-	-	-	-	7/75	-
6 Direction turn signal	1/73	1/73	1/85	1/85	1/73	7/73	7/73	7/73	7/73	-	-	7/73	7/73
6A Direction turn signal	-	-	-	-	-	-	-	-	7/81	-	-	-	7/81
7 Hydraulic brake hoses	1/70	1/70	1/85	1/85	1/70	1/70	1/70	1/70	1/70	7/75	7/75	1/70	1/70
8 Safety glass	7/71	7/71	1/85	1/85	7/71	7/71	7/71	7/71	7/71	-	-	7/71	7/71
9 Automatic transmissions	Applies between 1/72 and 1/76 for all vehicles except motorcycles, mopeds and forward control passenger vehicles.												
10A Steering columns	1/71	1/71	-	-	-	-	-	-	-	-	-	-	-
10B Steering columns	1/73	1/73	-	-	-	-	-	-	-	-	-	-	-
11 Internal sunvisors	1/72	1/72	1/85	1/85	1/73	7/73	7/73	7/73	-	-	-	7/73	-
12 Glare reduction	1/73	1/73	1/85	1/85	1/73	7/73	7/73	7/73	7/73	-	-	7/73	7/73
14 Rear view mirrors	1/72	1/72	1/85	1/86	1/73	1/87	-	-	-	-	-	-	-
15 Demisting of windscreens	1/71	1/73	1/85	1/85	1/73	7/83	7/83	-	-	-	-	7/73	7/76
16 Windscreen wipers and washers	1/73	1/73	1/85	1/86	1/74	1/87	-	-	-	-	-	-	-
17 Fuel systems - goods vehicles	-	-	-	-	-	-	-	-	-	-	-	-	7/75
18 Location and visibility of instruments	1/73	1/73	-	-	-	-	-	-	-	-	-	-	-
18A Location and visibility of instruments	1/81	1/81	-	-	-	-	-	-	-	-	-	-	-
20 Safety rims	7/70	7/70	1/85	1/86	1/73	1/87	-	-	-	-	-	-	-
21 Instrument panel	1/73	1/73	-	-	-	-	-	-	-	-	-	-	-
22 Head restraints	1/72	1/72	-	-	1/74	-	-	-	-	-	-	-	-
22A Head restraints	1/75	1/75	1/85	1/86	1/75	1/87	-	-	-	-	-	-	-

ADR	PC	PD	FC1	FC2	PM	OM1	OM2	OM3	OM4	CY	MOPED	LG	HG
23	1/74	1/74	-	-	1/74	-	-	-	-	-	-	-	-
23A	1/84	1/84	1/85	-	1/84	-	-	-	-	-	-	-	-
23B	1/86	1/86	1/86	1/86	1/86	1/87	-	-	-	-	-	-	-
24	1/73	1/73	1/85	-	1/73	-	-	-	-	-	-	-	-
24A	1/86	1/86	1/86	1/86	1/86	1/87	-	-	-	-	-	-	-
25	1/72	1/72	-	-	1/73	-	-	-	-	-	-	-	-
25A	1/78	1/78	1/85	1/86	1/78	1/87	-	-	-	-	-	-	-
26	1/72	-	-	-	-	-	-	-	-	-	-	-	-
27	1/74	-	-	-	-	-	-	-	-	-	-	-	-
27A	7/76	7/76	-	-	-	-	-	-	-	-	-	-	-
27B	1/82	1/82	-	-	-	-	-	-	-	-	-	-	-
27C	1/83	1/83	-	-	-	-	-	-	-	-	-	-	-
28	1/74	1/74	-	-	1/74	7/74	7/74	7/74	7/74	7/75	7/75	7/74	7/74
	1/74	1/74	-	-	1/74	7/75	7/75	7/75	7/75	7/75	7/75	7/75	7/75
28A	1/81	1/81	1/85	1/85	1/81	7/80	7/80	7/80	7/80	-	-	7/80	7/80
29	1/77	-	-	-	-	-	-	-	-	-	-	-	-
30	7/76	7/76	1/85	1/85	7/76	7/76	7/76	7/76	7/76	7/76	7/76	7/76	7/76
31	1/77	-	-	-	-	-	-	-	-	-	-	-	-
32	-	-	-	-	-	-	-	-	-	-	-	-	7/77
32A	-	-	-	-	-	-	-	7/87	7/87	-	-	-	7/80
33	-	-	-	-	-	-	-	-	-	3/76	3/76	-	-
34	7/76	-	-	-	-	-	-	-	-	-	-	-	-
35	-	1/79	-	-	7/79	7/79	7/79	7/79	-	-	-	7/79	-
35A	-	1/81	1/85	1/85	7/80	7/80	7/80	7/80	7/80	-	-	7/80	7/80
36	-	-	1/85	1/85	1/79	7/78	7/78	7/78	7/79	-	-	7/78	7/79
37	1/86	1/86	-	-	-	-	-	-	-	-	-	-	-
38	Applies to heavy trailers only.												
39	-	-	-	-	-	-	-	-	-	3/85	3/85	-	-
39A	-	-	-	-	-	-	-	-	-	3/88	3/88	-	-
40	-	-	1/88	-	1/88	7/88	-	-	-	-	-	7/88	-
41	-	-	-	1/88	1/88	-	-	7/88	7/88	3/88	3/88	-	7/88

THIRD EDITION ADRs APPLICABLE TO VEHICLE CATEGORIES

The minimum Year/Month is shown for each category (eg. 1-1-1992 is shown as 1/92)

ADR	LA	LB	LC	LD	LEM	LEP	LEG	MA	MB	MC	MD1	MD2	MD3	MD4	ME	NA	NB1	NB2	NC	TA	TB	TC	TD
01/00 Reversing lamps	-	10/91 (1)	O	10/91 (1)	-	10/91 (1)	10/91 (1)	10/91	10/91	10/91	10/91	10/91	10/91	10/91	10/91	10/91	10/91	10/91	10/91	O	O	O	O
02/00 Side door latches and hinges	-	-	-	-	-	3/91	3/91	7/88	7/88	7/88	7/88	7/88	-	-	-	7/88	7/88	7/88	7/88	-	-	-	-
03/00 Seat anchorages	-	-	-	-	-	-	-	7/88	7/88	7/88	7/88	7/88	-	-	-	7/88	7/88	-	-	-	-	-	-
03/01 Seat anchorages	-	-	-	-	-	3/91 (3)	7/92 (4)	1/91	1/91	1/91	7/91	7/92	-	-	-	7/91	7/91	-	-	-	-	-	-
03/02 Seats and seat anchorages	-	-	-	-	-	3/95	3/95	1/95	1/95	1/95	7/95	-	-	-	-	7/95	-	-	-	-	-	-	-
04/00 Seat belts	-	-	-	-	-	-	-	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	-	-	-	-
04/01 Seat belts	-	-	-	-	-	3/91	7/92	1/91	1/91	1/91	7/91	7/92	7/92	7/92	7/92	7/91	7/91	7/92	7/92	-	-	-	-
04/02 Seat belts	-	-	-	-	-	7/96	7/96	7/96	7/96	7/96	7/96	7/96	7/96	7/96	7/96	7/96	7/96	7/96	7/96	-	-	-	-
04/03 Seat belts	-	-	-	-	-	1/00	1/00	1/00	1/00	1/00	1/00	1/00	1/00	1/00	1/00	1/00	1/00	1/00	1/00	-	-	-	-
05/00 Anchorages for seat belts and child restraints	-	-	-	-	-	-	-	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	-	-	-	-
05/01 Anchorages for seat belts and child restraints	-	-	-	-	-	-	-	7/90	7/90	7/90	7/90	7/90	7/90	7/90	7/90	7/90	7/90	7/90	7/90	-	-	-	-
05/02 Anchorages for seat belts and child restraints	-	-	-	-	-	3/91 (3)	7/92 (4)	1/91	1/91	1/91	7/91	7/92	7/92	7/92	7/92	7/91	7/91	7/92	7/92	-	-	-	-
05/03 Anchorages for seat belts	-	-	-	-	-	7/96	7/96	7/96	7/96	7/96	7/96	7/96	7/96	7/96	7/96	7/96	7/96	7/96	7/96	-	-	-	-
05/04 Anchorages for seat belts	-	-	-	-	-	1/00	1/00	1/00	1/00	1/00	1/00	1/00	1/00	1/00	1/00	1/00	1/00	1/00	1/00	-	-	-	-
06/00 Direction indicator lamps	10/91	10/91	10/91	10/91	10/91	7/92	7/92	10/91	10/91	10/91	10/91	10/91	10/91	10/91	10/91	10/91	10/91	10/91	10/91	10/91	10/91	10/91	10/91
07/00 Hydraulic brake hoses	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88
08/00 Safety glazing material	7/88	3/91	7/88	7/88	3/91	3/91	3/91	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	-	-	-	-
08/01 Safety glazing material	3/94	3/94	3/94	3/94	3/94	3/94	3/94	1/94	1/94	1/94	7/94	7/94	7/94	7/94	7/94	7/94	7/94	7/94	7/94	-	-	-	-
09/00 NOT YET ALLOCATED IN THIRD EDITION	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10/00 Steering column	-	-	-	-	-	-	-	7/88	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10/01 Steering column	-	-	-	-	-	7/92	7/92	7/90	7/90	7/90	7/90	7/90	-	-	-	7/90	-	-	-	-	-	-	-
11/00 Internal sun visor	-	-	-	-	-	3/91 (3)	7/92 (4)	7/88	7/88	7/88	7/88	7/88	7/88	-	-	7/88	7/88	-	-	-	-	-	-
12/00 Glare reduction in field of view	-	-	-	-	-	3/91 (3)	7/92 (4)	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	-	-	-	-
13/00 Installation of lighting and light-signalling devices on other than L-group vehicles	-	-	-	-	-	3/91 (3)	7/92 (4)	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	7/88	-	-	-	-

ADR	LA	LB	LC	LD	LEM	LEP	LEG	MA	MB	MC	MID1	MID2	MID3	MID4	ME	NA	NB1	NB2	NC	TA	TB	TC	TD
1400 Rear vision mirrors	788	788	788	788	-	-	-	788	788	788	788	788	788	788	788	788	788	788	788	-	-	-	-
1401 Rear vision mirrors	391	391	391	391	391	391	391	191	191	191	790	790	790	790	790	790	790	790	790	-	-	-	-
1402 Rear vision mirrors	393	393	393	393	393	393	393	193	193	193	792	792	792	792	792	792	792	792	792	-	-	-	-
1500 Demisting of windscreen	-	-	-	-	391	391	391	788	788	788	788	788	788	788	788	788	788	788	788	-	-	-	-
1501 Demisting of windscreen	-	-	-	-	(5)	(5)	(5)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1600 Windscreen wipers and washers	-	-	-	-	-	-	-	193	193	193	792	792	792	792	792	792	792	792	792	-	-	-	-
1601 Windscreen wipers and washers	-	-	-	-	391	391	391	788	788	788	788	788	788	788	788	788	788	788	788	-	-	-	-
1700 Fuel system	-	-	-	-	393	393	393	193	193	193	795	795	795	795	795	795	795	795	795	-	-	-	-
1800 Instrumentation	-	-	-	-	(3)	(3)	(3)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1801 Instrumentation	-	-	-	-	391	391	391	788	788	788	788	788	788	788	788	788	788	788	788	-	-	-	-
1802 * Instrumentation	-	-	-	-	393	393	393	193	193	193	792	792	792	792	792	792	792	792	792	-	-	-	-
1900 Installation of lighting and light-signalling devices on L-group vehicles	-	-	-	-	795	795	795	795	795	795	795	795	795	795	795	795	795	795	795	-	-	-	-
1901 Installation of lighting and light-signalling devices on L-group vehicles	788	391	788	788	391	391	391	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1902 Installation of lighting and light-signalling devices on L-group vehicles	392	392	392	392	392	392	392	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2000 Safety rims	197	197	197	197	197	197	197	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2100 Instrumentation panel	-	-	-	-	-	-	-	788	788	788	788	788	788	788	788	788	788	788	788	-	-	-	-
2200 Head restraints	-	-	-	-	391	391	391	788	788	788	788	788	788	788	788	788	788	788	788	-	-	-	-
2300 Passenger car tyres	-	-	-	-	-	-	-	788	788	788	788	788	788	788	788	788	788	788	788	-	-	-	-
2301 Passenger car tyres	-	-	-	-	-	-	-	190	190	190	190	190	190	190	190	190	190	190	190	790	790	790	790
2400 Tyre and rim selection	788	-	788	788	-	-	-	788	788	788	788	788	788	788	788	788	788	788	788	-	-	-	-
2401 Tyre and rim selection	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	190	-	-	-	-
2402 Tyre and rim selection	393	393	393	393	393	393	393	193	193	193	792	792	792	792	792	792	792	792	792	-	-	-	-
2500 Anti-theft locks	-	-	-	-	-	-	-	788	788	788	788	788	788	788	788	788	788	788	788	-	-	-	-
2501 Anti-theft locks	-	-	-	-	-	-	-	191	191	191	191	191	191	191	191	191	191	191	191	-	-	-	-
2502 *Anti-theft lock	-	-	-	-	-	-	-	192	192	192	192	192	192	192	192	192	192	192	192	-	-	-	-
2600 NOT YET ALLOCATED IN THIRD EDITION	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2700 NOT YET ALLOCATED IN THIRD EDITION	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-