



## **Motor vehicle driver controls — Adaptive systems for people with disabilities**



AS 3954:2019

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The following are represented on Committee ME-067:

- Assistive Technology Suppliers Australasia
- Australian Rehabilitation and Assistive Technology Association
- Canterbury Employers' Chamber of Commerce
- Heavy Vehicle Industry Australia
- Independent Living Centres Australia
- Medical Aids Subsidy Scheme (MASS)
- National Disability Insurance Agency
- Novita Childrens Services
- Occupational Therapy Australia
- Physical Disability Australia
- Royal Perth Hospital
- TAD Australia

Additional Interests

- Department of Transport and Main Roads (QLD)
- Mobility Engineering
- OT Solutions
- PME Auto Conversions
- Transport NSW

This Standard was issued in draft form for comment as DR AS 3954:2018.

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Originated as AS 3954.1—1991 and AS 3954.2—1991.  
Revised and redesignated as AS 3954:2019.

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## Preface

This Standard was prepared by the Standards Australia Committee ME-067, Assistive Technology Products for Persons with Disability, to supersede AS 3954.1—1991 *Motor vehicle controls—Adaptive systems for people with disabilities, Part 1: General requirements* and AS 3954.2—1991 *Motor vehicle controls — Adaptive systems for people with disabilities, Part 2: Hand controls — Product requirements*.

This Standard was originally prepared following a request by the New South Wales Association of Occupational Therapists for an Australian Standard for the design, installation and maintenance of adaptive control systems for motor vehicles. This Association expressed concern that there was currently no regulation of such adaptations in motor vehicles and no document giving guidelines on minimum requirements for the safety and quality of adaptive motor vehicle controls.

Minimum requirements that are based on performance criteria have been specified, with design requirements limited to aspects concerning safety, and conformance to the requirements set down in Australian Design Rules for motor vehicles and trailers.

Recognition has been given to possible disadvantages to setting down design requirements with which some special adaptations, related to a driver's particular disability, could not conform. The Standard has identified areas where these conditions may apply. Relevant clauses in the Standard give the inspecting authority jurisdiction where the driving control for a person with a particular disability is the only means by which that person can operate the motor vehicle.

This Standard consolidates and replaces AS 3954.1 and AS 3954.2.

The main changes from the previous edition are as follows:

- (a) Application of supplemental restraint systems, e.g. airbags.
- (b) Inclusion of electromechanical controls.
- (c) Devolvement of control systems into primary and secondary.
- (d) Requirements for driving from a wheelchair.
- (e) Inclusion of testing for fatigue failure and loosening of fasteners.

The terms “normative” and “informative” have been used in this Standard to define the application of the appendix to which they apply. A “normative” appendix is an integral part of a Standard, whereas an “informative” appendix is only for information and guidance.

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