



Chief Technical Officer's Meeting Wednesday, 1st May 2019, @ 9.00 am

**FCAI Offices - Canberra,
Level 1, 59 Wentworth Avenue,
KINGSTON, ACT, 2604**

Truck Industry Council Limited

ABN 37 097 387 954

GPO Box 5350, Kingston ACT 2603

T: (02) 6273 3222 E: admin@truck-industry-council.org W: www.truck-industry-council.org



**Item 1: Welcome, Competition and Consumer Act Statement, Introductions,
call for apologies:**

TIC's CTO reminds all attendees of their obligations during the course of today's meeting under the Competition and Consumer Act 2010.

Consumer statement: ***All attendees are reminded that there will be no discussion of pricing, stock levels, forward model or product plans, etc, at TIC meetings.***



Item 2: Minutes of CTO Meeting 28th February 2019 (Melbourne):

- **Acceptance**
- **Actions arising from previous meeting Minutes**

2a. NEVDIS In-Service Truck Registration Data:

Historical recap:

ARTSA have access to VIN specific heavy vehicle NEVDIS data for trucks, buses and heavy trailers.

Third Party supplier, BigData, are not responding to TIC calls or emails, January 2018.

Issue was elevated to Member CEO's in March 2018 and an alternative source of NEVDIS information was investigated in April 2018.

TIC entered into discussions with another (the second) organisation to gain access to NEVDIS In-Service Truck Registration Data, in July 2018. That alternate provider has issues with the accuracy of the data supplied by NEVDIS however progress continues. As of October 2018 TIC has been unable to progress with an agreement with the alternative provider (the 2nd organisation TIC has dealt with). In early December 2018 TIC started up discussions with yet another NEVDIS data provider (a third organisation) after an introduction facilitated by the FCAI. "Organisation 3" has confirmed with NEVDIS and TIC that they can provide the data set that TIC has requested and pricing discussions for that data are currently underway.



- Pricing will be “per VIN/truck”.
- There are approximately 650,000 registered trucks above 3.5t GVM in Australia.
- TIC has been offered three data captures:
 - Monthly (12 times/year), the cheapest rate per VIN/truck
 - Quarterly (4 time/year), ARTSA get information quarterly
 - Yearly, the most expensive rate per VIN/truck

Note: Brand “I” would only have access to Brand “I” data and NOT Brand “H” data, etc.

February 2019, TIC CTO asked TIC Members which of the 3 data capture options they preferred.

CTO’s ruled out the Monthly option, with either Quarterly or Yearly preferred depending on cost.

May 2019 update:

- Early March 2019, NEVDIS informed the “Organisation 3” data provider that they could NOT provide the following data (despite having originally confirmed that the data was available):
 - 3.5t GVM to 4.5t GVM vehicles/data
 - Engine Number



- Mid March 2019, TIC discussed the NEVDIS data issue at the TIC Council (CEO's) meeting, with the following being decided:
 - TIC to “push” NEVDIS to provide all data originally agreed to (>3.5t GVM)
 - Quarterly or Yearly data set preferred depending on cost
- TIC confirmed in late March 2019 that, 3.5t GVM to 4.5t GVM vehicles and Engine Number are required (not negotiable) data fields
- NEVDIS are still reviewing this requirement.....

2b. OICA “anti-trust” document:

Historical recap:

In early 2018 OICA developed an “anti-trust” document that details expected behaviour of member companies at its industry meetings in Europe and around the world.

Some OICA members requested, in October 2018, that OICA obtain legal advice to determine the validity of the “anti-trust” document in all EU countries. TIC have held off gaining legal advice in Australia until the OICA document has gained EU legal “blessing”.



The OICA Executive approved the “anti-trust” document at their February 2019 General Assembly meeting. TIC to now obtain Australian legal advice on this document and any “tweaks” that might be required for its use in Australia. Thought is that TIC members would have to acknowledge the document in their acceptance of a TIC meeting invitation.

May 2019 update:

- Still awaiting Australian legal advice on this document and any “tweaks” that might be required for its use in Australia.
- To be discussed at the August 2019 TIC Council (CEO’s) meeting

2c. Potential safety issues associated with Kobe Steel products:

Historical recap:

At the November 2017 SVSEG meeting, TfNSW asked industry groups if the Kobe Steel announcement (that they had been falsifying material specs) would affect any vehicles in Australia. SVSEG Chair ask industry groups to follow up on this issue. TIC CTO asked TIC Members at March 2018 CTO’s meeting if their Brands are affected in any way? At the May CTO’s meeting TIC CTO detailed that he had received no response from any TIC Members and again asked for Members to



consult with their parent organisations and/or suppliers of steel components, to ask if the Kobe Steel issue affects any of their Australia products.

By March 2019 TIC CTO had received replies from 12 TIC member Brands, only 5 Brands to go!

May 2019 update:

The following TIC members HAVE provided feedback:

- Navistar (International and CAT)
- Scania
- PACCAR (Kenworth, DAF)
- Mack, UD and Volvo
- Isuzu
- Hino
- M-B, Freightliner and Fuso
- Iveco are still investigating
- Silence from MAN, Dennis Eagle, Western Star



2d. DIRDC's future HV safety strategy:

Historical recap:

DIRDC drafted a new version of the National Road Safety Action Plan 2018-2020 for approval by Ministers at COAG TIC in late May 2018. Heavy Vehicle actions included:

- AEBS for Heavy Vehicles
- Review alignment with international HV Mass and Dimension regulations. This is based on the TIC lead, industry presentation “Removing Barriers” to SVSEG on 22nd November 2017.
- New Safety Technologies Information Program (all road vehicles).
- Vulnerable Road Users and Heavy Vehicle Interactions Near Construction Sites

COAG TIC voted to accept the draft National Road Safety Action Plan 2018-2020 in late May 2018.

For details, refer to <http://roadsafety.gov.au/action-plan/2018-2020/>

DIRDC detailed at TLG (7th November 2018) that:

- DIRDC were undertaking a literacy search of global dimension and mass regulations – TIC has supplied some initial data.
- DIRDC is supporting an Austroads project reviewing the impact of increasing maximum vehicle width requirements in Australia (safety, economic, etc) – TIC has supplied some initial cost data.
- DIRDC to await the release of the Austroads report before developing recommendations for COAG TIC.



➤ A RIS should not be required as dimension and mass changes would be a reduction in stringency. TfNSW and NSW-RMS have done a policy “backflip”, announcing on 2nd October 2018 that they will allow 2.55m wide buses on selected routes, effectively immediately

TIC CTO attended an Austroads Heavy Vehicle Freight Vehicle Dimensions Review Workshop, 27th February 2019, which is part of the Austroads Project NEF6116: Exploration of Heavy Freight Vehicle Dimensions: Productivity, Safety and Other Considerations. Workshop outcomes were:

- WPS (consultants to Austroads) and Austroads revealed the results of their 2.55m Vehicle Width Survey (TIC responded, as did all States and Territories and Transport operator groups such as NatRoads and the ATA), headline results were:
- 74% of respondents favoured a move to 2.55m (61% believed it would lead to productivity benefits and 53% believed that safety benefits would be realised)
- 26% were against a move beyond 2.5m (86% has safety concerns and 29% were concerned that it would negatively impact on Australian manufacturers [trailers])

Detailed survey results will NOT be published, but used in compiling the Austroads 2.55m Vehicle Width Recommendations Report.

Austroads/DIRDC (Steven Hoy) outlined the “next steps” timeline:

- Austroads (and WPS) to liaise with their stakeholders (road authorities and road owners)
- Summary Report to be given to DIRDC in mid-September 2019



- Final Report to be given to Austroads stakeholders and DIRDC on the 18th October 2019
- Neither the Summary, nor Final, Reports will be made public (Austroads however indicated that they may reconsider this restriction, given the level of interest shown by the broader transport industry).

May 2019 update:

Timeline remains as follows:

- DIRDC will develop a Vehicle Width Discussion Paper planned for release in Q1 2020
- After Discussion Paper public consultation, DIRDC will develop and release a Vehicle Width RIS planned for Q3 2020
- After RIS public consultation, DIRDC will develop changes to the ADR and revised Vehicle Width could be approved (law) by the end of 2020

Steven Hoy detailed to TIC (29th April 2019) that DIRDC intend to “bundle” other dimension/mass issues into this project, including:

- Lift axle transitional mass
- Increased rear overhang for shorter wheelbase trucks
- Twin steer axle mass increase
- Wide single tyre mass limit increase



- Twin steer axle spread (TIC want this dealt with separately and urgently)
- Exhaust outlet direction for NC vehicles (TIC want this dealt with separately and urgently)
- Tyre pressure increase above 825kPa (TIC want this dealt with separately and urgently)

2e. ANCAP Testing and Star Ratings for Heavy Vehicles:

To be discussed in Item 13 today.

Other Actions Arising:

Will be dealt with during the course of today's meeting.



Item 3: SVSEG and TLG Update:

SVSEG:

Last SVSEG meeting was held on the 6th December 2018 in Canberra. TIC was represented by Mark H and Chris L. Update was provided at February 2019 CTO meeting in Melbourne.

- **Next SVSEG meeting: 5th June 2019.** TIC to give an update at the August 2019 CTO's meeting in Brisbane.

TLG:

Last TLG meeting was held on the 7th November 2018 in Canberra. TIC was represented by Mark H and Chris L. Update was provided at November 2018 CTO meeting in Melbourne.

- **Next TLG meeting: TBA, sometime in 2020?!**
- TLG members (including TIC) received an email from the VSS Administrator (Sharon N) on 16th April 2019 that stated:
"In order to free up some of our technical resources to work on key elements of the RVSA implementation work I have decided to reduce the work we will do on ADR maintenance. This means we won't hold another AMVCB or TLG meeting this year and we won't make



determinations to amend existing ADRs except where they relate to new safety initiatives or are necessary for the implementation of the Act.”

- Reasons given were the calling of the Federal election and a lack of resource due to the RVSA implementation workload
- This action effectively froze all work on ADR maintenance issues raised by industry, the NHVR and the States
- TIC CTO wrote to Sharon N detailing TIC's displeasure at this announcement, pointing out that DIRDC had repeatedly assured industry that they had sufficient resource to implement the RVSA whilst continuing with their day-to-day activities, that the introduction of the RVSA held no benefits for TIC Members/Type Approval holders and that the lack of activity on industry raised ADR maintenance issues would lead to significant costs for industry due to continuing unique Australian regulations like exhaust outlet direction, 825kPa max tyre inflation pressure and restrictive twin steer axle spacing. TIC called for a TLG meeting to be held in July 2019, once the government had “settled in”
- This request by TIC was rejected by DIRDC



- DIRDC detailed that new ADR development (such as ADR35/07 AEBS) and the National Road Safety Action Plan 2018-2020 development/implementation would supposedly not be affected
- TIC will raise this issue with the (new?) Transport Minister in June 2019

TIC TLG Discussion Papers:

- Twin steer axle separation to be increase beyond 2m. NHVR is currently undertaking infrastructure assessment modelling.
- Removal of the 825kPa tyre inflation pressure limitation.
An addendum covering off additional points raised at the last TLG, has been submitted to DIRDC.
- Retractable axle transitional mass limits/rear overhang issues.
Project is to become part of a broader review of vehicles dimensions.
- Higher available axle rating for Ultra-Wide Load Base tyres
Grant funding package is being developed to provide funds for testing. Group members are now



starting discussion with road manages to ensure testing meets their expectations. RMS/TfNSW has been approached. Project is to become part of a broader review of vehicles dimensions.

Item 4: Morning tea served from 10:00am (20 minutes)

From 10.20am:

Item 5: National Heavy Vehicle Regulator (NHVR) Update:

15a) NHVR's Technical Working Group (TWG):

Historical recap

- Meeting was held in Brisbane 1st November 2018 and was attend by all HV truck industry associations (TIC, HVIA, ARTSA, ATA, CVIAA) as well as DIRDC.
- TIC was represented by Mark H and Chris L.
- BIC has declined to be involved.
- WA and NT jurisdictions are to be invited to the next meeting (for in-service consistency)



May 2019 update:

- The planned February 2019 meeting has been delayed, pending alignment with the release of the Mr DuPont PBS tyre discussion paper, which was expected mid-March 2019. **The NHVR has not rescheduled this meeting.**

- The following is an “out of sessions” update on NHVR TWG Issue Papers:

TWG2-02 Draw bar certification – no details provided.

- Proposal from HVIA. Target a draft VSG by end of the year.
- Waiting on support material to be circulated. No change.

TWG2-03 Issues with low loaders / dolly combinations. No details provided.

- Proposal from ATA.
- Waiting on support material to be circulated. No change.

Update of key truck issues:

- **Roadworthiness Inspection Framework**



Historical recap:

The NHVR plans to use the data gathered to develop metrics for a Risk-based Roadworthiness Inspection framework. The NHVR also stated that they were not considering publishing such information based on State or Operator due to legal “implications”. TIC rejected the concept of publishing truck Brand and Model information. This was backed by a strongly worded submission to the NHVR from TIC (31st January 2018), that amongst other points, questioned the statistical validity of the data gathered by the NHVR, primarily due to the limited sample size of vehicles inspected. TIC does support the concept of targeted roadworthiness inspections based on risk, however TIC does not support the public disclosure of truck Brand or Model data.

At the 9th April meeting, the NHVR has agreed to share a list of the available data fields, from which TIC could choose the data they would like to view. This was to happen by mid-April 2018.

The NHVR did advise TIC at our meeting that the Risk Based Roadworthiness Inspection Frame Work Project would not proceed as originally suggested form due to “push back” from industry and jurisdictions. The NHVR has now also conceded that they do not have sufficient data to support their original plans. NHVR has conditionally agreed to share a limited data set.

May 2019 update:

TIC has recently been contacted to formalise the deed of release for the data and data fields.



- **VSB14 Light Vehicle Modifications (GVM < 4,500 kg)**

Historical recap:

Proposal has been submitted to allow under VSB14, chassis-based vehicles can be modified via VSB6 for a selected set of codes. VSB14 is currently being managed by VicRoads. VSB14 provides some reference to VSB6 regarding modifications but it is not clear or explicit about what is allowed. TIC/TMR proposal to be tabled in the next round of TLG/AMVCB meetings.

GVM and GCM rerates: TMR is currently reviewing their process and procedures. They have circulated LS11/LS15 codes which TIC is currently reviewing with FCAI. Longer term, TMR aims for these codes are rolled into VSB14 to become part of the national guide for GVM and GCM rerates: TMR is currently reviewing their process and procedures. They have circulated LS11/LS15 codes which TIC has reviewed with FCAI.

May 2019 update:

- Waiting for the now postponed TLG/AMVCB meetings for next steps.



➤ **New National Notices**

- HML and Road Trains: NHVR is still working through approval of all 400+ road managers. Likely to be referred to COAG TIC for approval as NHVR believes that they will not find a compromise that all 400+ road managers support. No change.

➤ **PBS tyre review is under way by an independent organisation/expert**

Historical update:

Expected the draft PBS discussion paper will be released mid-March 2019.

May 2019 update:

- PBS Review workshop schedule for 21 May with John DuPont
- The May 2018 meeting of the Transport and Infrastructure Council, the recommendations outlined in the National Transport Commission the PBS Marketplace review project were endorsed and the NHVR commenced the PBS Review initiative. As part of this initiative, the NHVR contracted an external consultancy, Ternz Transport Research to undertake a review of the Tyre Management Practice in the Australian PBS System as well as three of the PBS Standards.



5b) NHVR's HV Voluntary Advanced Safety Package:

Historical recap:

NHVR is proposing a Safety Initiative that would allow higher steer axle masses (7.0t, possibly 7.2t) and 2.55m width for trucks with addition safety features. This is a result of State and Territory pressure to find solutions to the Heavy Vehicle Road toll and the results of the recent NHVR's Truck OEM Safety Feature Survey.

Sal Petrocitto addressed the Member CEO's at the August 2018 TIC Council meeting.

NHVR provided TIC a copy of their draft HV Voluntary Advanced Safety Package proposal on 2nd November 2018. Key points are:

- 2.55m width (NHVR preference is 2.6m)
- Minimum 6.8t steer axle mass, possibly with 315 tyre (NHVR preference 7.0t, likely with 385 tyre)
- Cab strength (continue current practice, Euro "Stage 3" would NOT be required)
- Euro VI (any version). TIC requires "and equivalents"
- ESC (even on Rigid's) and AEBS mandated safety features

No mention of additional rear axle mass despite TIC recommendations.

The NHVR released their draft proposal to States and Territories and the NHVR's Industry TWG in mid-December 2018 and TIC circulated the draft to TIC members on 18th December 2018 for review



and comment. The draft was in-line with the discussions at the November 2018 TIC CTO meeting in Melbourne, except that the additional 500kg mass could be “shared” between front and rear axles. NHVR requested feedback on the proposal by 11th January 2019.

TIC lodged a submission that:

- Supported the NHVR’s proposal
- Requested additional mass for twin steer trucks (with justifying text)

Feedback from the NHVR is that the draft proposal was generally well received by the States, Territories and industry, with one exception, the ATA “pushed back” strongly on the requirement for Euro VI (or equivalent), only wanting ADR80/03 as the requirement and they rejected a move to 2.55m, requiring instead 2.6m. The ATA provided no credible evidence to support their claims. The ATA raised doubts regarding TIC claims of improved fuel consumption with Euro VI trucks, ATA claiming Euro VI fuel consumption was worse than that for ADR80/03 trucks.

TIC requests member feedback regarding fuel consumption: ADR80/03 vs Euro VI(a), (b) or (c).

The NHVR rejected the ATA’s proposal and has now renamed the package a Voluntary Advanced Safety and Emissions Fleet Renewal Plan. The NHVR have given support to TIC’s proposal for additional mass for twin steer trucks.

The (slightly) revised plan should be issued at end of February 2019 and is expected to recommend:

- 2.55m width (2.6m is unlikely based on feedback for the States and Territories)



- Cab strength (continue current practice, Euro “Stage 3” would NOT be required)
- Euro VI (any version) and “equivalents”
- ESC (even on Rigid’s) and AEBS mandated safety features
- The Plan to recommend LKAS, or Lane Change Warning, BUT not a mandated requirement
- 500kg mass increase for single steer trucks (can be shared between front and rear axles):
 - 7.0t steer axle mass with 385 tyre
 - 6.7t (or 6.8t) steer axle mass with 315 tyre (subject to PBS and/or ARRB tyre testing/analysis), remaining mass, 300kg (200kg) on the rear axle/s
 - 0kg steer axle mass increase and 500kg on the rear axle/s
- 500kg mass increase for twin steer non-load suspension share trucks (NOT to be shared between front and rear axle sets):
 - 10.5t front axle set (up from 10.0t. No tyre section width requirement)
- 1000kg mass increase for twin steer load share suspension trucks (NOT to be shared between front and rear axle sets):
 - 12.0t front axle set (up from 11.0t) fitted with 275, or greater tyres



Approval and Timing:

The above Plan's increased axle masses (500kg and 1000kg for load share twin steer) and dimensions (2.55m) requires State and Territory approval. The NHVR will work on gaining approval in the first half of 2019. The Plan then needs to be developed into law and the HVNL changed. The HVNL is currently in "maintenance mode" (as agreed to by COAG TIC and the NHVR) until the end of 2020. Meaning this Plan could not be implemented until early 2021, at the earliest. However, TIC should know if this Plan "will fly" by mid 2019.

May 2019 update:

- No TIC Members has provided published feedback on fuel consumption regarding ADR80/03 vs Euro VI(a), (b) or (c).
- This issue was raised and discussed at the March 2019 Council meeting, where Member CEO's agreed that their organisations would provide TIC with the requested information. TIC CTO will give an update at the August 2019 Council meeting.....
- The NHVR have not yet released the final version of their Plan document due to delays in discussions with States (due to the NSW election) and the Feds (due to the Federal election). TIC does not expect the Plan to be released until June/July 2019 now.



5c) NHVR request for publicly available OEM service and repair information:

Historical recap:

The NHVR started an investigation in late December 2018 into all (was originally just Dangerous Goods) recent truck fires (past 12 months), as well as ongoing fires. As part of that investigation, the NHVR felt that truck OEM's were potentially not providing sufficient publicly accessible service and repair information for a truck owner/operator and/or 3rd party (non-OEM aligned) repairers to maintain their truck/s. This could become a CoR issue for OEM's who do not provide adequate service and repair information to vehicle owners and/or 3rd party service providers.

May 2019 update:

- The NHVR's CEO, Sal Petrocchio, wrote to TIC CEO Tony McMullan in early March 2019, expressing his concerns that truck OEM's were not providing publicly accessible service and repair information and requested TIC's comment/actions
- Raised at the March 2019 Council (CEO's) meeting
- Council CEO's agreed unanimously that their organisations should provide some level of publicly accessible service and repair information



- The access/front page/gateway/portal for this information would be via the TIC website and similar to the FCAI system. TIC will NOT host any individual OEM's information
- TIC has replied to the NHVR detailing the above, however no timeframe for implementation of these actions has been offered by TIC to the NHVR at this point in time
- The amount and type of information provided and the “access” or “subscription” cost for that information would up to each OEM to determine
- TIC members need to be mindful that if they do not provide sufficient information, the NHVR may (will?) revise the HVNL and add specific requirements for OEM's to provide service and repair information. So just one dissenting OEM could “bugger this up for everyone” This is a legal requirement in Europe and in the USA

The screenshot shows the top navigation bar of the FCAI website. The logo on the left is the FCAI shield with the text 'FCAI FEDERAL CHAMBER OF AUTOMOTIVE INDUSTRIES'. To the right are links for 'ABOUT US', 'CONTACT US', and 'MEMBER PORTAL', along with a search box labeled 'Search Site'. Below this is a secondary navigation bar with links: 'NEW VEHICLE INDUSTRY', 'ABOUT US', 'NEWS', 'SALES', 'SAFETY & STANDARDS', 'SERVICE AND REPAIR', 'MEDIA', and 'FUEL QUALITY & EMISSIONS'. The 'SERVICE AND REPAIR' link is highlighted with a red circle, and a dropdown menu is visible below it containing the text 'SERVICE AND REPAIR' and 'FCAI MEMBER SERVICE AND REPAIR INFORMATION'.

Representing the Australian Auto Industry



Truck Industry Council

Canberra, Australia

Today's Trucks: Safer, Greener, Essential



FEDERAL CHAMBER OF AUTOMOTIVE INDUSTRIES

[ABOUT US](#)

[CONTACT US](#)

[MEMBER PORTAL](#)



[NEW VEHICLE INDUSTRY](#)

[ABOUT US](#) ▾

[NEWS](#) ▾

[SALES](#) ▾

[SAFETY & STANDARDS](#) ▾

[SERVICE AND REPAIR](#) ▾

[MEDIA](#)

[FUEL QUALITY & EMISSIONS](#)

Service and repair

[FCAI](#) / [SERVICE AND REPAIR](#) / SERVICE AND REPAIR

The FCAI's [Voluntary Code of Practice for access to service and repair information for motor vehicles](#) was developed to ensure that the pathway to access FCAI participating members service and repair information, is clear. The Code facilitates access for independent repairers to service and repair information and provides a methodology to seek information where it appears unavailable.

Interested parties may link through to the individual participating members' service and repair information, where available, by visiting the [FCAI member service and repair information](#) page.

[SITE HELP](#)

[PRIVACY](#)

[TERMS & CONDITIONS](#)

© FCAI 2006-19



FAI member service and repair information

[FAI](#) / [SERVICE AND REPAIR](#) / FCAI MEMBER SERVICE AND REPAIR INFORMATION

The FCAI Voluntary Code of Practice for access to service and repair information for motor vehicles facilitates access for independent repairers to service and repair information.

Interested parties may link through to the individual participating members' service and repair information, where available, by visiting clicking the logos/links below.

Other participating FCAI members' links will be added shortly. If you have any questions, please email info@fcai.com.au


Audi
Vorsprung durch Technik

Audi Australia




BMW Group Australia


CITROËN

Citroen



Ford Motor Company of Australia


Holden

GM Holden


HONDA
The Power of Dreams

Honda


HYUNDAI




KIA



Start

Applications

Service

Help

CEN navigation

Welcome to AOS

Your official Aftersales Online System for BMW, BMW Motorrad, MINI and Rolls-Royce Motor Cars

Here, you gain access to original service information, parts information, tools and BMW CarData.





5d) NHVR's Bull Bar Vehicle Standards Guide (VSG-20), update & discussion:

Historical recap:

Multiple issues of non-compliance to ADR requirements (particularly Dipped Beam headlight illumination angles). The NHVR announced a tentative 9-month transition period until 1st June 2018 for ALL manufactures to have compliant bull bar designs. The date is flexible and is based on support/feedback from the bull bar manufacturers.

In-service bull bars will be grandfathered.

VSG-20 was expected to be issued end February 2018 (TIC asked that the release be held over until all issues raised by industry are effectively resolved) with an effectiveness date 12 months after issue of VSG. The NHVR has agreed to hold the release of VSG-20.

TIC (Mark H and Chris L) met with the NHVR on Monday 9th April 2018.

ALL Bull Bars, OEM and Aftermarket, will need to comply with ADR13 visibility requirements from a particular date of manufacture.

The NHVR is likely to insist that the date of manufacture be stamped on all new Bull Bars (OEM and Aftermarket).

The NHVR requested TIC develop a Discussion Paper (May 2018) that details a potential RVCS/ADR certification process for Bull Bars that use additional "fill-in" lamps that would "replace" the Dipped



Beam light cut/obscured by part/s of a Bull Bar. DIRDC has raised the issue, with the NHVR, that the ECE lighting regulation specifically restricts the number of Dipped Beam lights on a vehicle to a total of 2. TIC CTO made a presentation to the NHVR's TWG meeting 1st November 2018 detailing a certification approach that could be used by both truck OEM's and Aftermarket bull bar suppliers, using the current RVCS system (IPA's and CRN's respectively). 4 bull bar "types/scenarios" were identified/proposed. Feedback has been requested from TWG industry members as well as DIRDC. A final proposal will be developed by TIC and submitted to TLG in March 2019.

DIRDC are struggling to find a pathway of allowing additional Dipped Beam lights ("fill-in" lights) and honour their governmental UN harmonisation commitments.

The NHVR's appetite to release VSG-20 appears to be waning, as they have no evidence that existing bull bar designs that "cut" or "reduce" the Dipped Beam light spread create a safety issue.

May 2019 update:

- One TIC Member has successfully submitted and had approved (by RVCS/DIRDC) a bull bar design that uses "fill-in"/"top-up" lights, despite DIRDC stating that this was not possible!!!
- TIC has provided some details of this approval to the NHVR, who have in turn asked DIRDC WTF?



- Hopefully some direction on this issue will be given by the NHVR at the next TWG meeting? (However, the NHVR has given no indication when the next TWG meeting will be held.....)

5e) NHVR's 50mm Tow Coupling Vehicle Standards Guide (VSG), update and discussion:

Historical recap:

The NHVR has developed the 50mm Tow Coupling Vehicle Standards Guide - 16 (VSG), without industry consultation to our knowledge.

TIC CTO strongly advised that TIC Members who sell (or fit) a 50mm towing system for trucks with a GVM above 5,000kg provide suitable advice to their customers, dealers, etc that references VSG-16. Drivers/operators should adhere to the towing capacities detailed in VSG-16 for ALL vehicles fitted with a 50mm towing system.

If greater towing capacity is required than that allowed in VSG-16, vehicle owners should consider upgrading their towing systems with a tow coupling system with a suitable rating. Such modifications **MUST** be approved by an AVE and suitably "Mod Plated" using VSB6 guidelines. Quotes for testing have been received.



NHVR has flagged AS4177 (ageing Standard) for review by Standards Australia, likely to commence in approximately 12 months.

Quotes received from a range of suppliers for ADR62/02 Clause 12 testing.

May 2019 update:

- DIRDC has been requested in writing to reaffirm the verbally support to certify a 50 mm tow ball to ADR62/02, Clause 12. NHVR supports approach, pending DIRDC's response.

5f) NHVR's Investigation into truck fires:

Historical recap:

The NHVR started an investigation in late December 2018 into all (was originally just Dangerous Goods) recent truck fires (past 12 months), as well as ongoing fires. TIC strongly recommended to any TIC Member contacted by the NHVR with regard to this matter to full co-operate.



May 2019 update:

- The NHVR wrote to a number of industry and government organisations (including TIC) on 17th April 2019 detailing that NHVR Chair (Duncan Gay) and CEO (Sal Petrocchio) would be holding a Heavy Vehicle Fire Roundtable on 13th May 2019 in Brisbane
- The meeting is by invitation only, TIC has been invited and will be represented by Chris Loose
- ARTSA are running a Heavy Vehicle Fires Conference in Sydney on 15th August 2019 and has requested that TIC attend and present at this conference. TIC Members are welcome to attend, please note that attendance fees (\$\$) apply
- TIC is considering partnering with ARTSA to develop a Truck Fire Guide



Item 6: TIC Submissions:

6a) NTC's Safety Assurance System Automated Vehicle Regulations:

Historical recap:

The State and Territory Ministers goal is to have “end-to-end regulation in place by 2020 to support the safe, commercial deployment and operation of Automated Vehicles (AV) at all levels of automation” and the NTC is working to deliver this request.

The NTC has to date released five guideline papers that support the introduction of Autonomous Vehicles and/or AV Trials in Australia

The NTC released their “Safety Assurance for Automated Vehicles Regulation Impact Statement” in April 2018 which detailed four regulatory reform options:

- Option 1: Current approach, uses the existing regulatory processes to manage the safety of automated vehicles.
- Option 2: Administrative safety assurance system (SAS); introduces a SAS using administrative arrangements under the existing regulation (ADR's). It requires an Automated Driving System Entity (ADSE) to self-certify against principles-based safety criteria where there is a “short fall” in AV regulations.



- Option 3: Legislative safety assurance system; introduces a SAS with a (new) dedicated national agency for automated vehicle safety, with specific offences and compliance and enforcement tools.
- Option 4: Legislative safety assurance system with a primary safety duty; in addition to the elements of Option 3, includes a primary safety duty (laws) on ADSE's.

The NTC's Autonomous Vehicle Safety Assurance Regulation RIS is not a typical government RIS, in that it makes unsubstantiated claims and assumptions, as well as not providing a cost-to-benefit analysis of each of the four options. The document was in reality a Discussion Paper, not a RIS.

TIC worked closely with the FCAI in developing a response to the SAS RIS.

The whole document was closely aligned and based on the voluntary (non-legislative) autonomous vehicle safety assurance system that has been deployed by various States in the USA. The key recommendations do not align with the direction that European regulators are taking for the control of autonomous vehicles. This is a key failing of the NTC's document, given that Australia is bound by international agreements to align with UN-ECE vehicle regulations.

The NTC's preference is for a Legislative Safety Assurance System with a Primary Safety Duty (Option 4 above). Such a system would make an organisation (likely the OEM) legally responsible for the life of the AV when it is operating in Autonomous Mode. TIC and the FCAI oppose this position.



The NTC's Autonomous Vehicle Safety Assurance Regulation RIS failed to differentiate between new vehicle approval/compliance and in-service/whole-of-life issues/responsibilities. The RIS concentrated on the former issue (new vehicle certification).

Supply to Market: COAG TIC confirmed in late November 2018 that the current Australian Design Rule (ADR) system/process is to be kept for certifying new Autonomous Vehicles and Autonomous Vehicle Systems (Option 1 above). This was TIC and the FCAI's preferred option.

In-Service: COAG TIC instructed the NTC to further review the In-Service Assurance Regulation issues and better justify the NTC's recommended position (Option 4 above), or provide an alternate proposal to COAG TIC. TIC and the FCAI did not support the NTC's recommendation of Option 4.

The NTC is now in the process of developing a new RIS for in-service" AV compliance/regulation. This RIS will consider:

- On-going compliance and roadworthiness over the life of the vehicle
- Obligations of all parties: vehicle OEM/supplier to market, vehicle owner, vehicle driver, State and Territory authorities, etc
- What new "in-service" AV laws/regulations are required

The new RIS is due to be released for public consultation in by mid 2019.

This will be followed by further NTC review and recommendations for legislative reform developed by the NTC to COAG TIC for review and action at the November 2020 COAG TIC meeting.



May 2019 update:

- The NTC has not released the new AV ‘in-service’ RIS as yet, still due out mid 2019
- TIC to update Members at the August 2019 CTO’s meeting in Brisbane

6b) Developing Technology-Neutral Laws for Driver Distraction – Issues Paper:

Historical recap:

The NTC released their “Developing Technology-Neutral Laws for Driver Distraction” Issues Paper” in December 2018. The paper reviewed the following regulatory issues:

- Current driver distraction laws are very prescriptive and not technology “neutral”.
- No current definitions in Australian driving laws for “the driving task” and “driver distraction”. The NTC Paper proposed definitions.
- How can road rules be developed that reduce, or prevent, driver distraction, that are agnostic to technology?

TIC discussed the Issues Paper with the FCAI, prior to completing the TIC submission.

TIC provided a submission that included:

- A revised proposal for the definition of “the driving task” that recognises that the driver is responsible for “appropriate speed of the vehicle” and “self-monitoring of fitness to drive”



(health, fatigue, etc).

- Commented on technologies that “assist” the driver and others that “distract” the driver. Pointing out that vehicle OEM’s spend enormous amounts of money to develop better human/machine interfaces and reduce driver distraction, all of which can be undone by use of a personal device, or fitment of some untested piece of technology within the driver’s environment.

NTC provided the following update at the February 2019 CTO’s meeting:

- Driver distraction is one of the “top 5” causes for crashes and fatalities on Australian roads and this is in line with international trend/findings.
- The NTC have contracted ARRB to conduct an international literature review and develop a report on driver distraction. The NTC hope to be able to publicly release the findings of that report, likely Q2 2019.
- NTC’s Driver Distraction Issues Paper released December 2018, submissions closed on 14th February 2019, TIC provided a submission.
- **Next steps:** Driver distraction stakeholder workshops to be in June/July 2019 to coincide with the release of the NTC’s Driver Distraction Discussion Paper. The NTC to make final recommendations for changes to the Australian Driving Laws to the November 2019 COAG TIC meeting.



May 2019 update:

- TIC CTO has joined the NTC's Driver Distraction Working Group (attended 1 meeting to date)
- No further updates. TIC to update Members at the August CTO's meeting in Brisbane

Item 7: Fuel Standards Consultative Committee (FSCC):

- New Director for the Fuel Policy Section of the Department of Environment is Rick Miles (3rd Director in 3 years.....), while Tim Wyndham is the new Chair of the FSCC (2nd Chair in 2 years.....)
- Guy Macklan remains TIC's representative on the FSCC
- There have been approximately 8 fuel specification concessions approved by the FSCC in the past 6 months, none were for diesel fuels



- The FSCC recently announced that a review of current Australian Fuel Standards for Petrol and Diesel (as well as existing BioDiesel fuels), will commence later in 2019. This will be followed by the development of new BioDiesel standards.
- These reviews and new standards are in preparation for Euro 6 and VI
- TIC will be responding to the Diesel and BioDiesel standard reviews/development and will keep TIC Member updated over the course of these activities

Item 8: TIC Codes of Practice revisions, update and discussion:

Please be reminded that TIC CoP's are officially and/or legally binding documents for TIC Members.

8a) Field of View (FoV):

Historical recap:

Current situation is deemed by the authorities to be unsatisfactory

TIC's current FoV Code is not proving not to be effective

Vulnerable Road Users groups want a clearer enforceable standard



VicRoads is updating their FoV guide for light vehicles. It will also highlight the issue of internal cab visual obstructions.

Circulated to CTO's for approved.

Feedback received and included in the draft for discussion.

The draft did not receive anonymous approval from all truck CTOs.

May 2019 update:

- CoP has been updated and reissued for member approval.

8b) Electromagnetic Compatibility (EMC):

Historical recap:

The TIC's EMCs CoP is being updated to reflect multiple recent updates to the European Regulations on which it is based.

Work has been undertaken in collaboration with FCAI.

Note: TIC members complying with the Code are exempt from having their compliance documentation randomly audited by ACMA and all elements labelled, however, ACMA can required TIC members to provide compliance documents in the event a product is suspected of being non-compliant and penalties can be applied.



The ACMA labelling notice applies at the time the unit is supplied to market. OEMs need to comply to the applicable version of R10 at the time the unit is supplied to market.

There are transitional requirements in each of the R10 versions which provides some flexibility, noting R10/05 basically adds requirements for units with electric energy storage systems – hybrid, fuel cell and battery powered vehicles.

Draft has been approved by ACMA.

Alternative EMC Standards: TIC is developing a proposal to include alternative EMC standards from Japan, Canada or US. It must be shown these alternative standards are of an equivalent or higher standard to the existing approved standards/code.

May 2019 update:

- CoP has been issued for member approval.

8c) Vehicle Recalls:

Historical update:

The TIC Vehicle Recalls CoP is being updated to reflect the establishment of the NHVR and changes due to the MVSA review/RVSA implementation.



Please email NHVR at VehicleStandards@NHVR.Gov.AU when a recall is ready for execution, until the CoP is updated.

DIRDC must be advised as soon as an OEM establishes that there is a need for a recall.

DIRDC believe a CoP will still be required under RVSA. RVSA legislation details penalties but not the steps to undertake either a voluntary or mandatory recall.

DIRDC comment they are not getting regular monthly updates on recalls underway. TIC members to ensure regular reporting of progress be provided to the DIRDC.

May 2019 update:

- Discussed in Item 12 of today's meeting, refer to that Item for update/details.



Item 9: TIC Technical Guides (TG), update and discussion:

TG's are proposed to be a new class of TIC document. They are designed to be informational, provide recommendations and be widely distributed.

9a) Impact of Vehicle Modifications on ABS/ESC Function and Certification:

Historical recap:

This TG was developed to fill a knowledge gap within the industry. VSB #6 Heavy Vehicle Modifications Guide provides little guidance regarding modifying a vehicle where either ABS or a stability control system has been fitted. Refer to TG details. We are currently waiting for feedback from Wabco and Knorr.

An update draft has been recirculated.

May 2019 update:

- CoP has been issued for member approval.



9b) Trailer Wiring for Reverse Light/Alarm:

Historical recap:

Updated Voluntary CoP originally drafted with HVIA has been turned into a standalone document, to support the fitment of wiring between a towing units and following trailers in order to support the fitment of reversing alarms for the protect Vulnerable Road Users. Refer to TG for details.

Qualified agreement by all TIC CTO's.

Feedback has received and include into the draft, which has been circulated to CTO's.

TIC members will be requested to approve the updated draft in writing.

May 2019 update:

- CoP has been issued for member approval.
- Refer to Item 10g for discussion on industry practice.

Item 10: DIRDC Issues, update and discussion:

10a) DIRDC staff changes:

Historical recap:

Sue Tucker has taken up another opportunity in the Department and **Rob Bradley** is the new **Senior Director & Vehicle Standards and Operations Manager**. Rob will work closely with other Directors



and oversee the ongoing vehicle standards development program and regulatory operations of VSS under the Motor Vehicle Standards Act. Rob can be contacted at:

Robert.Bradley@infrastructure.gov.au or (02) 6274 8049.

Thomas Belcher, who was previously was acting as Section Head Standards Review and Maintenance, has moved back to New Standards Development under Steven Hoy.

Stephen Spencer has now moved into the position of **Director, Standards Review and Maintenance** on an ongoing basis. Stephen brings a wealth of experience as a long standing member of VSS to his new role. Stephen can be contacted at: Stephen.Spencer@infrastructure.gov.au or (02) 6274 7430.

May 2019 update:

- The latest staffing changes in Vehicle Safety Standards Branch are:

Timothy Hicks, who was previously working on new ADR's (ESC and AEBS) has moved to the Environmental Group within DIRDC for a period of approximately 12 months.

Ms Yan Yan, has replaced Tim in Standards Development and is currently working on finalising ADR61/03.



10b) HV Brake Strategy - ADR35/06 ESC circular:

Historical recap:

TIC member feedback along with Wabco and Knorr has been provided to DIRDC in early 2019.

May 2019 update:

- The final version of the Circular 35/06-2-1 was published on 23rd April 2019 and circulated to TIC Members on the same day.

10c) HV Brake Strategy - ADR35/07 AEBS ADR development:

Historical recap:

ADR35/07 (AEBS) RIS is progressing:

- TIC has now provided AEBS fitment rates for in-service vehicles (with a few exceptions where TIC members did not provide details).
- AEBS for HV is based on ECE-R131 with an active speed range from 15 km/h to 100 km/h.
- AEBS “off” switch allowed in ECE-R131 (must have Ignition key reset function).
- DIRDC now plan to release RIS in mid 2019 (was to be early 2019).



- DIRDC now plan to have the ADR completed and approved (law) by the end of 2019 (was to be May 2019).
- Project is now led by Andrew Dankers, who has had significant medical leave (2 months) end of 2018/into 2019 and is currently only working part time.
- A draft Potential Benefits of AEBS (LV/HV) was received mid-February 2019 from MUARC to allow the development of the cost/benefits ratios for the various vehicle subgroups.
- Heavy vehicles are the priority and aiming for the RIS to be released 1st half of 2019.
- TIC Update #47 DIRDC's advised the focus is still on AEBS for heavy vehicles in Australia. The United Nations (UN) recently announced that a regulation for Autonomous Emergency Braking (AEB) for light vehicles has been agreed to by 40 countries, including Australia. This does NOT mean that light vehicle AEB will be universally applied (mandated) in all 40 of those countries.
- Light vehicle AEBS in Australia will apply at a time yet to be determined.

May 2019 update:

- DIRDC note that the above timing is challenging! However, believe that it is achievable
- Implementation timing is **likely** (TIC estimate) to be 1st Nov 2021 NEW models and 1st Jan 2023 ALL models – TBC



10d) Euro VI and equivalent (ADR80/04), Emission Standards, Fuel Standards and TIC's official position on introduction timing as decided by Member CEO's Nov 2018:

Historical recap:

In June 2018 DIRDC released its findings and action plan following consideration of submissions received for the Fuel Quality RIS:

- Implement a voluntary monitoring plan for all grades of Petrol wholesaled in Australia 2019 to 2022 inclusive.
- Review the results of the voluntary monitoring plan and develop a RIS for upgrading of Australian Petrol fuel standards in 2023. Develop new fuel standards by late 2023 with a 3 year introduction timeframe to allow local refineries to upgrade their facilities and infrastructure.
- This would allow the introduction of Euro 6 and ADR80/04 starting from 2027

TIC and the FCAI believe that maintaining a common timeline for the introduction of Light and Heavy Vehicle Euro 6 and ADR80/04 is unrealistic.

Current Position (based on CTO feedback) November 2018:

- There is NO united TIC position. 4 Brands are opposing a move to Euro VI (and equivalent). Other TIC members are split between adoption of Euro VI Step "b" or "c" (and equivalent).



- FCAI position for NB1 and NB2 is Euro VI Step “b” only, NOT Step “c” (they don’t objection to equivalent standards, probably won’t oppose an alternative standard being used for NC category vehicles).
- Australian ADR categories don’t align with Euro categories (Euro N1 = ADR NA, **Euro N2 = ADR NB1 + NB2** and Euro N3 = ADR NC). This substantially complicates the issue of using different versions of the Euro VI standard for different ADR categories.
- Euro VI Step “c” is currently in a state of “flux” in Europe and the Real Drive On-Road Test is being reviewed/revised. Regulation clarification not due until end of 2019.
- DIRDC are not interested in discussing technical issues that are unique to Australia, such as higher GCM’s, different differential ratios and different engine ratings. They have a timeline approved by the Government and see no reason for Euro VI (and equivalents) discussion.
- Absolutely no interest or appetite within any part of the current Government for a move to Euro VI.
- At the November 2018 TIC Council meeting, Member CEO’s voted to support Option 2. Align with FCAI’s suggestion and push for the early introduction of Euro VI Step “b”, NOT Step “c” (and equivalents).
TIC Note: Step “c” would of course be an option for OEM’s.
- TIC has taken this position to both the federal Government and Opposition and has received positive feedback that both sides of government would consider “splitting” Light and Heavy Euro



6/VI introduction. With the possibility that Euro VI and equivalents could be introduced for NEW Models from 1st November 2022 and ALL models 1st January 2024.

May 2019 update:

- TIC to pursue this matter after the May 2019 Federal election with both the Minister for Transport and Minister for Environment

10e) 4.5t GVM break point definition clarity/consistency:

Historical update:

HVNL covers vehicles with a GVM more than 4,500kg. ARR200: HV is 4,500kg and greater. But a change has been drafted.

Issue: In which class does the breakpoint lay? It is not 100% clear. DIRDC has provided guidance and there is no issue operating within the ADR world, but elsewhere issues occur!

From ADR Definitions and Vehicle Categories:

4.5.5. LIGHT GOODS VEHICLE (NA)

A goods vehicle with a Gross Vehicle Mass not exceeding 3.5 tonnes.

4.5.6. MEDIUM GOODS VEHICLE (NB)

A goods vehicle with a Gross Vehicle Mass exceeding 3.5 tonnes but not exceeding 12.0 tonnes.



4.5.7. HEAVY GOODS VEHICLE (NC)

A goods vehicle with a Gross Vehicle Mass exceeding 12.0 tonne

The above is based on UN ECE wording.

5.7. Medium Goods Vehicle (NB)

NB1 over 3.5 tonnes, up to 4.5 tonnes 'GVM'/NB2 over 4.5 tonnes, up to 12 tonnes 'GVM'

By clarifying these break points within the ADR's, it is hoped that will provide a precedence for the issues to be resolved in other areas.

May 2019 update:

- No progress!

10g) ADR42 and exhaust outlets proposed revised wording:

Historical recap:

In December 2018 TIC proposed new ADR42 wording for exhaust outlets for trucks, this is based on the current ADR text for buses. This rewording was at the request of DIRDC/TLG.

24.4. N Category vehicles

24.4.1. Except in the case of vertical exhaust systems, the exhaust outlet must discharge at a height of less than 750mm above the ground and must not extend beyond the perimeter of the



vehicle when viewed in plan. The direction of discharge must be horizontal or below and not forward. It is not permissible for the exhaust outlet to discharge beyond the left hand perimeter of the vehicle.

24.4.2. When the exhaust outlet is vertical, it must be located behind the rearmost seating position and the lower edge of the discharge orifice must be above the maximum height of the cab. Discharge can be either vertically upwards or rearwards at any angle above the horizontal.

24.4.3 Any exposed section of an exhaust system, excluding the discharge pipe if located below 750mm above the ground, must be shielded to prevent accidental personal contact in areas where contact can occur during normal operating conditions.

TIC was hoping for some initial feedback from DIRDC before discussing this issue with TIC members. However, as no formal feedback/comment has been received from DIRDC, TIC is seeking TIC member feedback by mid-March 2019.

May 2019 update:

- TIC received no feedback from TIC Members. TIC's assumption is that all Members agree with the TIC proposed rewording of ADR42 exhaust outlets for trucks
- TIC has received no feedback from DIRDC



- TIC will be raising the lack of response/action by DIRDC with the VSS Administrator in early May 2019

10f) DIRDC RVCS Discussion Forum:

Historical recap:

DIRDC has taken a proactive approach in an effort to assist Type Approval users of the RVCS system. DIRDC has developed a RVCS Newsletter that is published tri-annually and is also holding bi-annual face-to-face RVCS Workshops with industry, in an effort to both assist RVCS users and to gain an understanding of RVCS user problems/issues.

To make the most of the next DIRDC RVCS Workshop, TIC requires TIC Member RVCS issues, problems, feedback, etc. for this meeting. Previous member feedback in this area has proven to be poor or problematic. Frequently problems have been found to lay with TIC members (RVCS users) and not necessarily with DIRDC or the RVCS system. Please provide details of any RVCS issues by Friday 8th March 2019.

Would TIC members be interested in a half RVCS/ADR compliance workshop in Canberra on the 30th April (mid-morning to mid/late afternoon, before the CTO dinner) to investigate this area with DIRDC homologation staff, TIC staff and other TIC members?



ASAHI GLASS CO. LTD changing their name to AGC Inc. (and changing existing Test Reports and Test Facility Numbers). Same procedure as Takata Co. name change applies to RVCS documents.

May 2019 update:

- Only one TIC Member showed any interest in a TIC run RVCS/ADR compliance workshop in Canberra on the 30th April (mid-morning to mid/late afternoon, before the CTO dinner), hence no workshop was held
- No new issues were raised by TIC Members prior to the March 2019 DIRDC RVCS workshop
- That DIRDC RVCS workshop was on the 20th March 2019 in Melbourne
- TIC was represented by Chris Loose (TIC), Barry Noble (Hino), Steven Ghaly (Daimler), Lawrence Lee (Scania), Charith Arunachalam (VGA) and Steven Plumridge (PACCAR) and Mark H (TIC)
- DIRDC produced some statistics that clearly showed that the majority of problems (Discussion Items raised) users faced over the past 6 months were of their own making
- TIC urges RVCS users to check and recheck RVCS documents before submitting.



- Despite the lack of interest from TIC Members, most Members could benefit from a TIC run RVCS/ADR compliance workshop (similar to the recent TIC RVSA workshop). Is there any interest from Members?

10g) ADR42/?? Trailer Wiring:

- The industry practice/tribal standard is not reflected in either ADR42/04 or ADR42/05.
- AS2513 (large round caravan plug) is the most common wiring setup today (2/3) and is no longer recognised in ADR42/05 which only applies to new models from 1 July 2019. ISO1185/J560 plug/socket is being wired to AS2513!
- AS2513-1982 was withdrawn November 1995 and superseded by 4177.5 – 1995, 2004.
- Industry groups are liaising for way forward.
- What standard/s are OEM's using for wiring lighting sockets for towing trailers?



Item 11: Buffet lunch served from 12:30pm (30 minutes)

From 1:00pm:

Item 12: Road Vehicle Standards Act (RVSA):

Historical recap:

The first Road Vehicles Recalls Working Group and Type Approvals Consultation Group meetings were held in Canberra on 10th August 2018, TIC was represented by Barry Noble, Steve Ghaly, Chris Loose and Mark Hammond:

- Fair to say that the Department were not that well prepared.
- FCAI and TIC raised issues about the RAV and the lack of action and consultation by DIRDC.
- Participants were told by DIRDC that under the RVSA road vehicle manufacturers and importers (IPA and Concession Vehicle Approval holders) would submit their recall requests/actions via DIRDC, not the ACCC. It is hoped that this will significantly improve the response times for “commercial vehicle” recalls.

Second meetings for the:



- Road Vehicles Recalls Working Group
- Type Approvals Consultation Group

And first meetings for the:

- RVSA Tools Consultation Group
- RVSA Concessional RAV Pathway Consultation Group

Were held on 21st and 22nd November 2018 in Melbourne. Barry N, Steve G, Chris L and Mark H represented TIC:

- DIRDC were better prepared than in the August 2018 meetings (just)
- Lots of questions and issues from industry, not too many answers from DIRDC!
- General TIC/FCAI feeling was that DIRDC have a LOT of work to do, to implement the RVSA

The RVSA Act received parliamentary approval in early December 2018, Royal Assent on the 10th December 2018 and comes into force on the 10th December 2019.

TIC CTO and Steve Ghaly (Daimler) attended an FCAI/DIRDC/NEVDIS Register of Automotive Vehicles (RAV) forum on 7th February 2019 where:

- The latest changes to the RAV Data Fields (to be updated in RAV Guide V3)
- The latest updates to the NEVDIS RAV system were discussed, including upload procedures, limits and upload error messages/notifications and IT requirements



- Timelines were set for the circulation by DIRDC of the RAV Guide V3 and Stage 2 of RAV testing (now scheduled for early April 2019)
- DIRDC also committed to contacting all current IPA holders to invite them to register for a RAV submitters license/log-in

On 26th February 2019 the Road Vehicle Standards Rules 2019 (the “Rules”) were released by DIRDC after approval by Minister Michael McCormack (13th Feb 2019). The Rules are now available on the Federal Register of Legislation and on the DIRDC Road Vehicle Standards legislation webpage. The new Road Vehicle Standards Rules 2019 webpage also provides links to two documents prepared by DIRDC that will assist stakeholders in understanding the difference between the exposure draft and the latest version of the Rules.

Vehicle Recalls: (Chris L)

ACL is not being amended and for light vehicles, ACCC will still need to be advised of a recall under the RVSA. DIRDC to work out how to facilitate this action for RVSA users.

Draft Recall CoP was provided to DRIDC for comment, it basically parallels FCAI’s version.

Joint TIC/FCAI meeting was held 22 February.

DIRDC is generally supportive of draft. Rules have now been issued and DIRDC supportive material to be published July.

Issues to be addressed:



- Any mandatory or compulsory recall will be undertaken inline with detailed guidance and requirements provided by DIRDC and the TIC CoP cannot be relied upon.
- Vehicle Registering Authorities (ilo NEVDIS) are being further investigated to improve quality of contract details, including mobile/addresses/email contracts.
- Scope of recall CoP is, on-road vehicles and OEM accessories fitted at the time of delivery.

May 2019 update:

- The next series of DIRDC RVSA forum meetings was held on 27th and 28th March 2019 in Sydney. Steve G, Charith A, Chris L and Mark H represented TIC:
 - Road Vehicles Recalls Working Group
 - Type Approvals Consultation Group
 - RVSA Tools Consultation Group
 - RVSA Concessional RAV Pathway Consultation Group
- DIRDC came with a number of answers and left with even more questions and issues to work on!



- TIC held a one-day TIC RVSA Workshop on the April 11th 2019 at Isuzu's offices in Melbourne. The Workshop was very well attended with a mix of certification engineers, VIN data uploaders, logistic persons and IT Systems persons from all truck OEM's and one engine OEM
- A number of questions and issues were identified that TIC will follow up with DIRDC
- This will start at a FCAI run RVSA Workshop that will be attended by DIRDC in Sydney on 2nd May 2019, Mark H will also attend this Workshop
- TIC will provide feedback to all TIC RVSA Workshop participants as soon as possible
- The next round of DIRDC RVSA forum meetings is scheduled to be held in July 2019
- If ANY TIC Member has ANY RVSA questions, please contact Mark H

Item 13: ANCAP and safety star rating for trucks (3.5t to 8.0t GVM):

Historical recap:

April 2018 SVSEG meeting, ANCAP detailed that were investigating the possibility of extending their testing and safety star rating system to trucks. Detailed by Mark Tyrrell (ANCAP Technical Director) as likely to be non-destructive performance testing and rating of HV safety systems such as AEBS, LKAS, etc.



James Goodwin (ANCAP Chief Executive) was quoted as saying, in June 2018, that ANCAP were investigating crash statistics to determine if crash testing of trucks in the 3.5t to 4.5t GVM range should be considered.

TIC CEO, CTO and CO met with TfNSW in September 2018 to discuss a number of heavy vehicle safety issues. At that meeting TfNSW clarified that the 80% increase in deaths and serious injuries from vehicle crashes was in the NA vehicle segment, up to 3.5t GVM and NOT in the for 3.5t to 4.5t GVM (NB1) range. ANCAP would struggle to justify crash testing of NB1, or higher GVM, truck.

TIC was made aware of approaches made to Isuzu by ANCAP on 22nd February 2019 requesting specific information about the availability (Standard Fitment/Option/Not Available) of a series of advanced (beyond ADR mandation) safety features/systems. Subsequently TIC informed all TIC members of this ANCAP action and requested that:

- TIC members not reply to ANCAP until after discussions at today's CTO's meeting
- TIC members inform TIC CTO if they receive a formal request for information from ANCAP.

The FCAI/Light Vehicle ANCAP experience:

- Light vehicle OEM's and the FCAI strongly opposed the ANCAP safety rating system (derived from crash testing and safety feature comparison and now, non-destructive system testing).
- Basically, they lost that battle. ANCAP rating is now a (the?) key purchasing factor for a light vehicle (particularly for Fleet and Government purchases).



FCAI now have little involvement with ANCAP. FCAI policy is to allow their members to liaise directly with ANCAP. At times the FCAI has played a “co-ordinating” role for its members with ANCAP, particularly with the introduction timing of new ANCAP testing.

May 2019 update:

- Mid March 2019, TIC discussed the ANCAP issues at the TIC Council (CEO’s) meeting, with the following being decided:
 - TIC Members contacted by ANCAP to ask ANCAP what is the purpose of their info requests?
 - TIC to meet with ANCAP to discuss this issue
- TIC CEO and CTO met with ANCAP (James Goodwin and Mark Tyrrell) in mid-April 2019:
 - ANCAP confirmed that they were looking for “new” business, admitting that “almost all new cars have a 5 star rating” and that perhaps they had been “too successful”. Also conceded that with harmonisation with Euro, ASEAN and North American NCAP’s and the demise of the local car industry, the need for local crash testing has almost ceased.



- ANCAP have proposed (and had accepted) by their Board (basically the State and Federal Governments) 3 new areas of interest, New Motor Cycles, Used Cars, New Medium Duty Heavy Vehicles.
- Confirmed ANCAP definition of Medium Duty (MD) Heavy Vehicles are 3.5t GVM to 8.0t GVM. Based (basically) on Australia Bureau of Statistics (ABS) Vehicle Type.
- Also confirmed that they did not really know that much about trucks”.
- Conducting a survey of safety features on new MD trucks. Results will be de-identified (no Brands detailed).
- Surprised (pleasantly) at the level of advanced safety features on MD trucks, for example, 98% on new MD trucks were fitted with driver SRS Air Bags, over 30% had AEBS as an option (cars are tracking at 35%), etc.
- ANCAP plans to review MD crash data vs the suite of safety features to determine if a safety case can be justified for a feature based safety system star rating for MD trucks. This would eventually involve non-destructive, but performance based testing.



- ANCAP currently cannot test the performance of safety features like AEBs, LKAS, Lane Departure Warning, etc. ANCAP are developing a business case to build a specific test facility for such tests. ANCAP asked TIC if TIC Members had a requirement to use such a facility? TIC indicated that there would be a future need for a test facility to support the local truck manufacturers.
- ANCAP expressed a desire to work with TIC to advance truck safety features.

Where to from here for TIC and TIC Members?

- TIC will write to all TIC truck CEO's and detail the recent discussions with ANCAP
- TIC will be seeking Member CEO approval (in May 2019) for:
 - TIC members to complete ANCAP's MD truck safety feature survey (3.5t – 8.0t GVM trucks)
 - TIC to work with ANCAP on their proposed MD truck safety feature review/proposed star rating system, including timelines
 - TIC to work with ANCAP to build a business case for a local test facility capable of testing advanced safety features for all vehicles up to and including NC category



Item 14: TIC sub group: Engine ECU and Road Speed Limiting (RSL) tampering, interrogation and enforcement, introduction and discussion:

Historical update:

Mike Fowler (Cummins), at the November 2018 TIC Council meeting, raised the issue that most enforcement officers (police) and HV inspectors do not know how to interrogate a truck/engine ECU correctly and are issuing Defect Notices for Road Speed Limiting and Engine Emission infringements to perfectly legal and compliant trucks.

The Council decided that TIC should discuss this issue with the NHVR and offer to provide information, guidance, training, etc as how to correctly interrogate a truck/engine ECU. It was also decided by the Council, that this action would begin with USA engines (CAT, Cummins and Detroit), as typically these engines were being “targeted” for enforcement due to their “relatively open” electrical architecture.

TIC CTO spoke with the NHVR and they have agreed to allow TIC to make a presentation to their Enforcement Group, at a date to be decided.

- A phone hook with the three USA engine providers and TIC (Chris L and Mark H) was held 22nd January 2019 to discuss the contents of the TIC presentation.
TIC subsequently developed a template for the presentation and circulated that to the group



with a request for specific information to complete the presentation. That presentation is currently being prepared for an NHVR briefing to forge a collective approach to support and train HV inspectors.

May 2019 update:

TIC Informational/training package has been drafted, but has not yet been shared with working group members.

Due to recent spike in RSL issues, NSW Police has requested Cummins facilitate a training session on the 2nd May.

TIC is waiting for responses on the following items from our last meeting:-

- Are other TIC members experiencing similar “issues” in this area that they would like to share with TIC?
- If there are significant similar issues with European and Japanese trucks, TIC will look to expand this project, in the future, to cover these trucks/engines too.
- Is there a need to develop a CoP or Technical Guide to assist truck owners/operators?



Item 15: The VSB6 Review Update:

Historical recap:

VSB6 Version 3.0 was implemented on the 1st September 2017 in all States and Territories (including WA and NT) and has moved from NTC control to the NHVR for future management and maintenance. VSB6 Version 3.1, released on 1st February 2019. Continuing review includes:

15a) Tipper Bodies + Tilt Trays – Chris L

Historical recap:

Issues with compliance with AS1418.8 “emergency stops” by many Australian manufacturers. Originally brought to the attention of the NHVR by Phil Webb at PACCAR on 2nd September 2017, one month before the implementation date of VSB6-V3. On 5th October 2017 the NHVR announced a 6-month transition period (until 1st March 2018) where tippers do not have to comply with the “emergency stop” requirements of AS1418.8.

HVIA is leading the code development. TIC members – Paccar, Isuzu, Hino, Fuso, Volvo.

WorkSafe’s etc have been contact to quantify the need burst valve protection. Most don’t have adequate data.

Qld provided a WHS Plant Safety Link for *Falling Truck Tipper Trays*, dated Nov/02.



Additional reference material from UK IRTE ***GUIDE TO TIPPER STABILITY*** was circulated. Data is filtering in from various State and Territory WorkSafe Department's. TIC understand that there have been enough reported incidences to reflect an industry issue. TIC is still waiting for this data to be circulated for review and comment. NHVR is interested in reviewing alternative standards including the Japanese standard. Could TIC members please request information from their parents.

May 2019 update:

- Limited feedback has been received from members. Information has also been requested by HVIA, the working group chair.
- It is understood, drafting has starting, but details are not available.

15b) Tow Trucks + Tilt Trays – Chris L

Historical recap:

Draft VSB section was sent to TIC CTO's on 26th February 2018



The specific licenced tow truck requirements have been removed from VSB as they are covered by the State and Territory governments requirements. This removes the need for non-licensed tow/tilt trucks to be burdened with the same requirements and costs as emergency licenced tow/tilt trucks. Requirement for minimum steer axle loading in order to maintain control is being developed.

May 2019 update:

- Progressing (slowly), but timing for the release of the update has not been advised.

15c) ROPS and FOPS – Mark H

Historical recap:

Draft VSB section was developed by CVIAA in 2017 and attracted some industry criticism at the time. The NHVR agreed to be reviewed this section in 2018.

Little visible progress has been made, other than NHVR has confirmation that the Code will be split in two, “design” and “installation” and NHVR have initiated some FEA studies of ROPS/FOPS/chassis attachment will be a mandatory design requirement.

May 2019 update:

- TIC has no further update.



15d) Vehicle Mounted Cranes – Mark H

Historical recap:

TIC CTO was contacted by the NHVR on the 7th January 2019 requesting TIC's approval to add EN13001 standard as an alternative to AS1418 (in conjunction with AS2550) in the R Code, Vehicle Mounted Cranes, of VSB6. This proposal was put forward by HVIA, without any consultation with TIC or truck OEM's.

TIC CTO contacted the NHVR to discuss this issue. A summary of those discussions and the NHVR's proposed changes were circulate to TIC members on the 11th January 2019.

Based on concerns expressed by some TIC members and TIC CTO, TIC replied to the NHVR detailing that TIC had concerns over the proposed changes and requested more time to review this issue. TIC also outlined some problems that TIC members were having with the application of the existing R Code. Based on TIC's feedback, the NHVR has decided to conduct a complete review of the R Code. Due to the NHVR's current VSB6 workload, this review is not likely to start until Q2 or Q3 2019.

TIC has set a VSB6 - R Code review group that consists of:

- Mark H (TIC)
- Barry Noble (Hino)
- Paul Lee (Isuzu)



- Steve Plumridge (PACCAR)

May 2019 update:

- The NHVR has not commenced the review of VSB6 - R Code.

Item 16: QLD-TMR's request for steer axle GCM and HV tow truck guidelines:

Historical recap:

2 x TIC Members have been contacted by QLD-TMR requesting information on this matter.

TIC TO requests comment/feedback from heavy vehicle manufacturers on this issue – are the steer axles, springs, chassis mounting points and so on rated to or capable of this method of towing, and to what extent, under what conditions?

TIC has sent a request to TMR for a rational explanation and justification for their request.

Can you please provide rating for any factory fitted tow hooks and similar items?

TIC will officially respond to TMR on members behalf. Pending any new information: -

Steer axles can't be provided with a GCM rating as a tow coupling without unique Australian extensive testing and assessment.

They are designed to support and control, in all directions, the forces applied for the axle's rating with a manufacture safety margin.



Steer axles should not be solely relied on as a method of coupling by a tow truck. The towing loads should be appropriately applied back through to the chassis.

May 2019 Update:

A response was provided to NHVR and TMR on the 16th April 2019

TIC can confirm: -

- *Steer axles can't be provided with a GCM rating as a tow coupling without unique Australian testing and assessment.*
- *Steer axle are designed to support and control, in all directions, the forces applied for the axle's rating with a manufacturer's safety margin.*
- *Most OEM provide guidance in their Owners Handbook regarding an appropriate recovery practice.*
- *In general:*
 - *Steer axles should not be solely relied on as a method of coupling for recovering a combination vehicle by a tow truck.*
 - *The towing loads should be appropriately applied back through to the chassis.*



Item 17: QLD-TMR and Industry review of S10 Livestock Loading scheme:

Historical recap:

TMR agreed to a maximum steer axle limit of 7.1t (not 7.2t as recommended by the TRG) when fitted with 375mm, or greater, section width tyres. A maximum 6.5t steer axle limit will apply when the steer axle is fitted with less than 375mm section width tyres.

A maximum 6x4 GVM of 28.1t was agreed to by TMR.

TIC CTO was contacted by the QLD-TMR Chair of the S10 Technical Reference Group (Mark Mitchell) in early July 2018 and asked to review and finalise the Truck Section of the S10 Code (HVIA were asked to finalise the Trailer Code) using the TMR proposed axle mass limits (the lower limits detailed above).

TIC CTO completed this task and responded to TMR in July 2018.

HVIA had not yet finalised the S10 Trailer Code as of the end of November 2018

TMR and the NHVR then “cocked up” the S10 Livestock Notice draft (generated the Notice from an out of date S10 Guideline document)

The Notice does not reference the Code and the Code does not reference the Notice

TMR have set 6 dates for S10 training workshops starting on the 27th November 2018, even though the S10 Livestock Notice is incorrect and the S10 Trailer Code is yet to be completed.....

The S10 Technical Working Group has not been consulted on the Notice, nor the planned S10 training workshops.....



TIC CTO attended the 1st training workshop on the 27th November 2018 in Brisbane. TMR were unable to answer a number of questions that were raised by livestock operators, primarily because the S10 Notice and S10 Code documents were not complete.

At the 2nd training workshop in Toowoomba, TMR distributed an “S10 Facts Sheet” that had some significant errors in it. This caused MUCH confusion at the workshop. At this point, TMR (finally) realised that their S10 review was nowhere near complete.

TMR requested the S10 TWG to review and correct the S10 Notice and update the Truck and Trailer Codes. TIC completed this task on 18th January 2019. HVIA did not provide the Trailer Code. TMR then called a meeting 30th January 2019 of the TWG to review these updated documents (less the Trailer Code that HVIA had still not completed).

At this meeting the TWG agreed that an S10 rated vehicle (truck or trailer) needed to be fitted with both an S10 Rating Plate and a Manufacturers Rating Plate (something that TIC CTO and Anant Bellary (TMR) had been calling for, since the S10 review began).

This change required yet another update/rewrite of the S10 Truck and Trailer Code documents. TIC completed these revisions and submitted the revised Truck Code to TMR (and HVIA for reference) on 14th February 2019. TMR gave the S10 Truck Code to the NHVR on 18th February 2019.



The original S10 Scheme legally finished on the 9th February 2019 and the new NHVR S10 Notice took effect from 10th February 2019 (however the S10 Code, Truck and Trailer were not complete!).

HVIA finally sent the S10 Trailer Code to TMR on 25th February 2019. TMR (and TIC) have some significant issues with the S10 Trailer Code. It has not been developed inline with the direction determined by the S10 TWG and TMR. TMR is likely to send the S10 Trailer Code to the NHVR “as is” and “let them sort it out”. TIC will detail our concerns with the Trailer Code directly to the NHVR.

May 2019 update:

- NHVR completed the review and rewrite of the S10 Truck and Trailer Code and circulated to TMR, TIC and HVIA on 2nd April 2019, requesting comments/feedback by 15th April 2019
- TIC supplied feedback on the Truck Code by the required date, with the only issues being a couple of simple “typos” and formatting errors
- HVIA supplied their feedback on 29th April 2019, with significant and conflicting comments added to the Trailer Code by various trailer manufacturers. This was NOT the intent of this review process. HVIA have effectively started a “first principals” review of the Trailer Code



- The Trailer Code is a “mess” and has caused considerable delay in the finalising and publishing of the S10 Codes
- TIC CTO’s “best guess” on when the NHVR will have the S10 Truck and Trailer Code complete and released is now the end of May 2019. **Transition exists until 30th August 2019.**

Item 18: Standards Australia (SA):

AS2809 Dangerous Goods Vehicles code

Historical update:

Public comments closed 31st January 2019 with 2809.1 and 2809.2 receiving 83 and 74 comments respectively. All comments need to be reviewed by the AS technical committee which is planning to meet April 2019. If you have any thoughts regarding the comments circulated, please send them through by mid-March.

May 2019 update:

- The bulk of comments have now been reviewed with the exception of the specialist electrical/hazard zone requirements.



- Timing for release of the Standard (parts .1 and .2) is now the end of 2019.

AS3001 “High Voltage AC” power Electrical installations—Transportable structures and vehicles - applies to caravans/their park BUT also ***livestock or car transporters with accommodation included.***

Historical recap:

The standard is called up in ADR42 and is currently under review with it expected to be released for public comment from mid-2019 (subject to change) and published by the end of 2019. TIC will advise when public comment is open.

Standards Australia is looking at a scoping a project proposal for a third part - other vehicle types, Chris L believes that this will be a 3 to 5 year project.

May 2019 update:

- Waiting for the draft standard to be available for Public Comment



AS2080 Glazing for Land Transport Vehicles

Historical recap:

Standards Australia has established an Expert Working Group (EWG) to review the standard. The scope of the AS2080 review is to update the standard in line with changes to similar UN automotive glass standards. Based on this scope and after discussions with the EWG leader, TIC CTO decided that TIC did not need to be part of the AS2080 EWG. TIC CTO will however be part of the AS2080 Review Group.

The update and review process is expected to be complete by the end of 2019.

May 2019 update:

- The revised draft of AS2080 is out for public comment and was circulated by TIC to TIC Members on 25th March 2019
- TIC has received feedback from only one TIC Member who has no issues with the revised draft Standard
- Public comment closes on 20th May 2019. Comments can be lodged directly with Standards Australia or via TIC CTO



Item 19: Vulnerable Road Users (VRU) Groups and Regulations:

Historical recap:

TIC has been involved with VRU Groups in VIC, NSW and QLD over the past 2 years. These Groups have typically been developing specifications for vehicles used in new government infrastructure projects.

May 2019 update:

- ARRB has been provided funds to develop the UK CLOCs scheme for Australia.
- Draft UN ECE Blind Spot Regulation No. XXX, *Blind Spot Information System for the Detection of Bicycles*
 - Originally proposed for >3.5t GVM trucks and busses, now >8.0t GVM
 - Originally proposed for Passenger and Driver side sensing areas, now Passenger side only
 - Regulation has not been finalised, nor has it been approved by the UN. Was to be voted on at mid-May WP29 meeting
 - OICA will have update for June TC meeting. Mark H will attend that OICA TC meeting



- DIRDC has told TIC (meeting 29th April 2019) that this UN regulation (if/when approved) could become a prerequisite for 2.55m vehicle width in Australia

Item 20: C-ITS and Autonomous Vehicle Update:

Historical update:

- Austroads C-ITS Industry Advisory Group, update:
 - New Austroads Connected and Autonomous Vehicle (CAV) Project Manager announced, John Wall (formerly head of the TfNSW CITI Project).
- Austroads Connected and Autonomous Vehicle (CAV) heavy vehicle projects review, update:
 - TIC CTO met with the new CAV Project Manager John Wall on 19th February 2019.
 - TIC CTO detailed the harsh reality of connected and autonomous trucks in Australia.
 - John was surprisingly receptive!
- Transurban's Level 2 Autonomous Vehicle/Infrastructure trials 2019, discussion:
 - Transurban wish to run a trial in Melbourne of advanced driver assist features on trucks (similar to the car trial run in 2018) and are looking for trucks!!
 - Autonomous Cruise Control, AEBS, LKAS are Transurban's requirements



- All Brands and Models wanted.
- TIC CTO to send details to all TIC members.
- Transurban will supply a detailed (and reasonably confidential) review of the functionality of these systems on YOUR truck/s on Australian roads. The car OEM's (and their Parent's) found the trial very useful.

May 2019 update:

- AustRoads held a workshop in March 2019 to determine that future direction of their CAV Program. The results of the workshop have not been released.

Item 21: General Business:

21a) Electric Vehicle Regulations – Romesh Rodrigo (Fuso Truck and Bus)

21b) Mov3ment Green Truck Rating Scheme



Item 22: 2019 CTO meeting calendar:

Next CTO Meetings:

- CTO Meeting #3, Thursday 8th August 2019 – Brisbane (NHVR's Offices)
- CTO Meeting #4, Wednesday 13th November 2019 – Melbourne (Cummins's Offices)

Item 23: Meeting Close

CTO thanked TIC members for their continued attendance and participation in this TIC technical forum. The meetings scheduled close is 3.00pm

Mark Hammond
Chief Technical Officer (CTO)
0408 225 212

Chris Loose
Technical Officer (TO)
0421 029 650